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PLANNING AND DEVELOPMENT COMMITTEE

Date: Tuesday, 5 March 2019

Time: 6.30pm,

Location: Council Chamber

Contact: Lisa Jerome

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 - 5 FEBRUARY 2019

To approve as a correct record the Minutes of the previous meeting held on Tuesday 5 February 2019.

Pages 3 – 16

3. 18/00328/FPM - MICHAEL FARADAY HOUSE, SIX HILLS WAY

To consider the construction of a split-level car park with an attached plant room and cycle store and alterations to the existing parking arrangement that will create an additional 82 car parking spaces across the site; alterations to the existing northern vehicular access point, and associated works.

Pages 17 – 30

4. 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 31 – 42

5. 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.

6. URGENT PART I BUSINESS

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

7. 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.

8. URGENT PART II BUSINESS

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

STEVENAGE BOROUGH COUNCIL

PLANNING AND DEVELOPMENT COMMITTEE MINUTES

Date: Tuesday, 5 February 2019

Time: 6.30pm

Place: Council Chamber

Present: Councillors: David Cullen (Chair) (Chair), Maureen McKay (Vice-Chair) (Vice Chair), Doug Bainbridge, Lloyd Briscoe, Michael Downing, Michelle Gardner, Jody Hanafin, Lizzy Kelly, Graham Lawrence, John Lloyd and Graham Snell

Start / End Start Time: 6.30pm
Time: End Time: 8.15pm

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

Apologies for absence were received from Councillor Liz Harrington.

There were no declarations of interest.

2 **MINUTES - 8 JANUARY 2019**

It was **RESOLVED** that the minutes of the Planning and Development Committee held on 8 January 2019 be approved as a correct record and signed by the Chair.

3 **18/00416/FPM - BANK HOUSE, PRIMETT ROAD, STEVENAGE**

The Committee considered an application for the reconfiguration of existing offices (basement, ground and first floor level) and six storey extension.

The Principal Planning Officer gave an introduction and visual presentation to the Committee. He advised that the main issues for consideration in the determination of the application were its acceptability in land use policy terms, impact on the character and appearance of the conservation area, impact on amenities, means of access and highway safety, impact on the environment, development and flood risk.

The Chair invited Ms Anthea Craine, an objector to address the Committee. Ms Craine's objections related to the overbearing and dominating nature of the proposal, the loss of sunlight and daylight to the properties in George House, the increase of traffic on the highway network and also the lack of evidence that additional office space was needed in the Town.

The Chair then asked Mr Pender, Planning Consultant to respond on behalf of the applicant. Mr Pender advised that the application sought to deliver fit for purpose office space needed in Stevenage as evidenced within the Emerging Local Plan. The Committee was informed that the applicant had given careful consideration and

had instructed reports to be made around the issues of daylight and sunlight which had resulted in the conclusion that the development would not have a detrimental effect on the levels of light currently received by neighbouring residential properties.

The Chair thanked Ms Craine and Mr Pender and invited the Principal Planning Officer to continue with his presentation.

Members were advised that the principle of office development on this site was acceptable as it would help to deliver the much needed employment space which was evidenced within the Emerging Local Plan. In addition, the Committee was advised that the development would impact on the vitality and viability of Stevenage Town Centre. The Principal Planning Officer advised the Committee that the development had been carefully designed so as not to have a detrimental impact on the setting of the Old Town Conservation and the nearby Grade II Listed Building as well as the wider street scene. Furthermore, the Committee was advised that the proposed development would not have a detrimental impact on the amenities of neighbouring properties and the Highways Authority (Herts County Council) had been consulted and had advised that the development would not prejudice highway safety.

In response to a question regarding the shortfall in parking on-site, officers advised that an agreement had been reached with the Council's Car Parking Manager to secure permits to allow staff to park within the nearby Council owned car parks. Further to this, the site was deemed to be in a sustainable location with the provision of secured cycling facilities for staff. In addition, the site was accessible to the High Street where there were local facilities for future employees including bus stops and nearby cycleways. The development would have an acceptable drainage strategy and subject to conditions, issues with contamination would be carefully controlled.

In response to a number of questions from Members, the Principal Planning Officer advised that comprehensive assessments had been carried out in accordance with BRE Good Practice guidelines, in relation to the loss of daylight and sunlight to neighbouring properties. Those assessments concluded that the proposed development would not have a detrimental impact on the levels of light currently received within those properties.

A question was raised regarding the visual impact on the conservation area. Officers advised that the application site fell just outside of the Old Town Conservation Area and was situated between modern buildings to the south and east of the site. Although the building would be visible from interspersed view points along the High Street, it was considered that due to the eclectic mix of modern architecture in the immediate vicinity of the site, on balance the development would not generate substantial harm to the setting of the Conservation Area, the Grade II Listed Building or the wider street scene.

Members were concerned that the need for new office space had not been justified and gave examples of vacant office space already in existence around the town. Officers reiterated that it had been established through the Local Plan process that Stevenage could only accommodate half of its predicted employment growth over the 20 years of the Local Plan period. It was also confirmed that there was a lack of

high quality office space available within Stevenage.

It was **RESOLVED**:

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:-

- A financial contribution towards sustainable transport infrastructure in Stevenage Town Centre and cycle network; and
- The cost of assessing and evaluating the Travel Plan.

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:

BH17-PL-A201 D1; BH17-PL-A202 C; BH17-PL-A203 A; BH17-PL-A204 A; BH17-PL-A204 A; BH-PL-A206 A; BH17-PL-A207 A; BH17-PL-A208 A; BH17-PL-A209 A; BH17-PL-A220 A; BH17-PL-A221; BH17-PL-A222 A; BH17-PL-A223; BH17-PL-A230 A; BH17-PL-A231; BH17-PL-A232; BH-PL-A233; BH17-PL-A302; BH17-PL-A301; BH17-PL-A401; BH17-PL-A404; Cycle Storage Plan; Short Term and Visitor Parking Plan.
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 3 The development hereby permitted shall be constructed in accordance with the materials and finishes as set out in the application.
- 4 Notwithstanding the details specified in the application submission, no 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 as well as details of landscape management (including long term design objectives, management responsibilities and maintenance responsibilities for all landscape areas). 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.
- 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.

- 6 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.
- 7 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.
- 8 Prior to the commencement of development, a Construction Management Plan/Method Statement shall be submitted to and approved in writing by the Local Planning 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 construction phasing programme (including any pre-construction demolition or enabling works);
 - (ii) Hours of operations including times of deliveries and removal of waste;
 - (iii) The 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 areas;
 - (iv) Access and protection arrangements around the site for pedestrians, cyclists and other road users;
 - (v) Details of the 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;
 - (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.

- 9 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 and shall be adhered to throughout the construction period. Dust and airborne particles from operations on site shall be minimised by spraying with water or by carrying out of other such works that maybe necessary.
- 10 The development hereby permitted shall not be occupied until the proposed access has been constructed as identified on drawing number BH17-PL-A201 C1 the existing access has been closed and the existing footway has been reinstated to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.
- 11 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.
- 12 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 approved details submitted with this planning application and shall be permanently retained in that form thereafter.
- 13 Prior to the first occupation of the development hereby permitted the approved refuse and recycle stores shall be constructed in accordance with the details submitted with this application and shall be permanently retained in the form.
- 14 Prior to the first occupation of the development hereby permitted the basement car parking area 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.
- 15 No development shall take place (excluding demolition and site clearance) until details of Electric Vehicle Charging Points have been submitted to and approved in writing by the Council as the Local Planning Authority. The approved Electric Vehicle Charge Points shall be installed in accordance with the approved details and thereafter permanently retained.
- 16 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy, prepared by Create Consulting Engineers Ltd, Ref. JJ/CS/P17-1397/02, dated 4 June 2018 and the following mitigation measures detailed within the drainage strategy:

1. Limiting the surface water run off generated by the 1 in 100 year + 40% for climate change critical storm to a maximum rate of 12.0 l/s.

2. Implementing appropriate drainage strategy based on attenuation and discharge into Thames Water surface water sewer, including SuDS features as indicated on drawing title Proposed Ground flood plan (Permeable paving area), Project number BH17-PL-A202, date 16/03/18; Proposed Roof plan (Blue roof), project number BH17-PL-A210 date 16/03/18 and Proposed basement plan (Geocellular storage), project number BH17PL-A201, date 16/03/18.

3. Providing attenuation to ensure no increase in surface water run off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event.

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.

- 17 No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
1. Updated surface water drainage calculations and modelling for all rainfall events up to and including the 1 in 100 year + climate change event, including the whole site area.
 2. Clarification as to where the drain at the entrance of the basement will be connecting and supporting calculations.
 3. Updated full detailed surface water drainage plan showing the proposed discharge point to Thames Water sewer, the location of the proposed SuDS features, the pipe runs, size and node numbers.
 4. Detailed engineered drawings of the proposed SuDS features including their, size, volume, depth and any inlet and outlet features including any connecting pipe runs, node numbers along with all corresponding detailed calculations/modelling.
 5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.
 6. In case of informal flooding within the site this should be shown on a plan including extent and depth.
 7. Exceedance flow paths for surface water for events greater than the 1 in 100 year + climate change.
- 18 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.
- 19 A watching brief must be kept during initial site preparation works to identify

any potentially contaminated materials likely to be present. In the event contamination is found during site clearance and/or construction phase of the development, undertake an appropriate investigation and provide a remediation strategy which is to be submitted to and approved in writing by the Local Planning Authority. This investigation and assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

(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.

- 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 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.
- 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.
- 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.
- 23 Within 6 months of implementing the permission hereby approved, the applicant shall submit a final Travel Plan with the object of reducing staff

travelling to the development by private car which shall be implemented after its approval by the Local Planning Authority.

INFORMATIVE

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.

4 18/00515/S106 - LAND AT SIX HILLS HOUSE, LONDON ROAD, STEVENAGE

The Committee considered an application for the variation of “Contribution Trigger Event” under Section 1 and additional mortgagee clause imposed to Section 2 of the S106 Agreement (dated 6 December 2017) approved under planning application 16/00482/FPM.

The Principal Planning Officer gave an introduction to the Committee. He advised that all of the proposed changes to the S106 Agreement were minor in nature and would allow the developer sufficient time to reach agreement with Network Rail, UK Power Networks and Thames Water. In addition, the additional mortgagee clause related to a hypothetical position should the landowner go into administration and they would be responsible for all the obligations set out in the agreement. As such Members were advised that the proposed changes would not weaken the Council’s position in any way.

It was **RESOLVED:**

That the variation to the definition “Contribution Trigger Event” be agreed and that an additional clause be added to Section 2 of the S106 agreement dated 6 December 2017 and that authority be delegated to the Assistant Director of Planning and Regulation in conjunction with an appointed Solicitor on behalf of the Council to agree the precise wording of the variation to the S106 agreement.

5 18/00746/FP - GARAGE ON SYMONDS GREEN COMMON, SYMONDS GREEN LANE, STEVENAGE

The Committee considered an application for the demolition of a double garage and reinstatement of Common Land.

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

The Principal Planning Officer gave an introduction and visual presentation to the Committee. He advised that the main issues for consideration in the determination of the application were the impact upon the character and appearance of the conservation area and the common, impact on amenity, the environment and

ecology.

Members agreed that the proposed demolition of the existing garages and reinstatement of the land as Common would enhance the character and appearance of the Symonds Green Conservation Area and Common. In addition the development would enhance the visual amenities of the wider street scene and would not harm the amenities of the wider street scene, nor would there be a detrimental impact on protected species.

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: Site Location Plan; Garage Location Map.
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. No demolition works 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 08:00 and 17:00 Mondays to Fridays and between the hours of 08:00 and 13:00 on Saturdays.

6 **18/00732/FP - LAND TO THE FRONT OF 15 LANGTHORNE AVENUE, STEVENAGE**

The Committee considered an application for the conversion of existing parking lay-bys and amenity land into end on parking bays with additional footpaths adjacent to the kerbs.

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

The Principal Planning Officer gave an introduction and visual presentation to the Committee. Members were advised that the main issues for consideration in the determination of the application were the impact of the loss of this piece of amenity land on the character and appearance of the area, the impact on neighbour amenity and the acceptability of the new parking in highway safety terms.

Members noted that the proposed change of use and the creation of the additional parking facilities was not considered to harm the form and function of the structural open space nor be detrimental to the character and appearance of the area. Furthermore, it was considered that the works would not harm the amenities of the occupiers of adjoining nearby premises or cause any detriment to highway safety.

In response to questions, Officers advised that the street lighting in the vicinity would remain as it was now and that the work to the trees in the area would only affect the crowns and not the roots of the trees.

It was **RESOLVED**:

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: RS/LAN/01; RS/LAN/02a; RS/LAN/03.
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 new parking spaces hereby permitted shall be as specified on the drawings and application details forming part of this application.
4. 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.
5. The development hereby permitted shall not be brought into use until the proposed access and surfacing work has been constructed as identified on drawing number RS/LAN/02a to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.
6. Prior to the commencement of the development hereby permitted, the crowns of the trees which are affected by the development hereby permitted shall be reduced by 20%.

INFORMATIVE

Hertfordshire County Council as Highways Authority

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.

7 18/00733/FP - LAND TO THE FRONT OF 2 TO 12 BOXBERRY AVENUE, STEVENAGE

The Committee considered an application for the change of use of public amenity land to hardstand to provide additional parking.

The application was before the Committee for determination as the applicant and landowner was Stevenage Borough Council and the works were proposed on behalf of the Council by the Engineering Services Section.

The Principal Planning Officer gave an introduction to the Committee. The Committee was advised that the main issues for consideration in the determination of the application were the impact of the loss of this piece of amenity land on the character and appearance of the area, the impact on neighbour amenity and the acceptability of the new parking in highway safety terms.

Members were pleased to note that the change of use and the creation of the additional parking facilities were not considered to harm the form and function of the structural open space or be detrimental to the character and appearance of the area, the impact on neighbour amenity and the acceptability of the new parking in highway safety terms.

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: RS/BOX/01; RS/BOX/02a; RS/BOX/03.
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 new parking spaces hereby permitted shall be as specified on the drawings and application details forming part of this application.
4. 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.
5. The development hereby permitted shall not be brought into use until the proposed access and surfacing work has been constructed as identified on drawing number RS/BOX/02a to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.

INFORMATIVE

Hertfordshire County Council as Highways Authority

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will

need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.

8 **18/00734/FP - 76 BROOK DRIVE, STEVENAGE**

The Committee considered an application for the change of use of public amenity land to hardstand to provide additional parking.

The application was before the Committee for determination as the applicant and landowner was Stevenage Borough Council and the works were proposed on behalf of the Council by the Engineering Services Section.

The Principal Planning Officer gave an introduction and visual presentation to the Committee. The Committee was advised that the main issues for consideration were the impact of the loss of this piece of amenity land on the character and appearance of the area, the impact on neighbour amenity, the acceptability of the new parking in highway safety terms and development and flood risk.

Members were also informed that although the site was designated as a Green Link which was integrated into the original design of Stevenage New Town, the proposed development did not detrimentally impact upon the overall structural integrity of the green link. Furthermore, the works would not harm the amenities of the occupiers of adjoining premises or cause any detriment to highway safety.

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: RS/BRO/01; RS/BRO/02; RS/BRO/03.
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 new parking spaces hereby permitted shall be as specified on the drawings and application details forming part of this application.
4. 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.
5. The development hereby permitted shall not be brought into use until the proposed access and surfacing work has been constructed as identified on drawing number RS/BRO/02 to the current specification of Hertfordshire

County Council and to the Local Planning Authority's satisfaction.

6. Prior to the commencement of the development hereby permitted, the crown of the Oak tree which is affected by the development hereby permitted shall be reduced by 20% including the removal of dead wood. In addition, the small trees and shrubs as identified on drawing number RS/BRO/02 shall be removed.

INFORMATIVE

Hertfordshire County Council as Highways Authority

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.

9 INFORMATION REPORT - DELEGATED DECISIONS

Noted.

10 INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS

Noted.

11 URGENT PART I BUSINESS

The Development Manager gave an update to the Committee on the latest situation with regard to the Local Plan.

Members were advised that the Secretary of State's temporary Holding Direction on the plan, was still in place with no date due on when it might conclude. As a result the Council has started legal proceedings to help resolve the issue. In the meantime, officers gave assurances that planning applications would continue to be determined in the usual way.

12 EXCLUSION OF THE PRESS AND PUBLIC

Not required.

13 URGENT PART II BUSINESS

None.

CHAIR

Meeting: Planning and Development Agenda Item:
Committee

Date: 5 March 2019

Author: Rebecca Elliott 01438 242836

Lead Officer: Chris Berry 01438 242257

Contact Officer: Rebecca Elliott 01438 242836

Application No: 18/00328/FPM

Location: The IET, Michael Faraday House, Six Hills Way, Stevenage

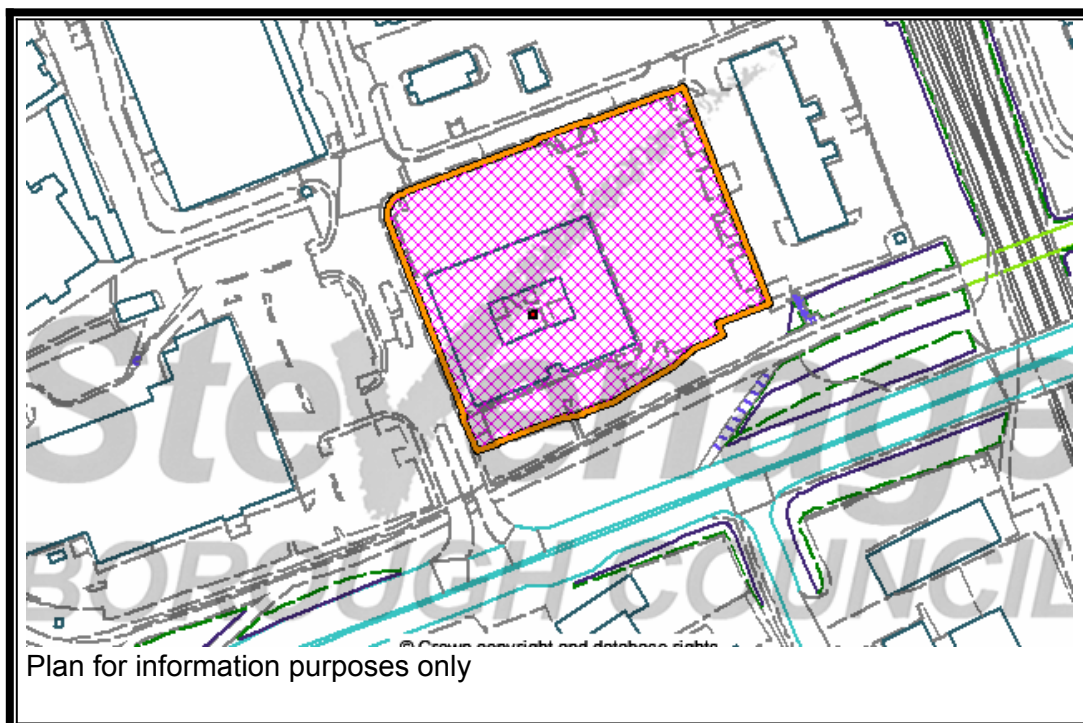
Proposal: Construction of a split-level car park with an attached plant room and cycle store and alterations to the existing parking arrangement that will create an additional 82 car parking spaces across the site; alterations to the existing northern vehicular access point, and; associated works.

Drawing Nos: MFHCP-PWA-00-00-DR-A-0001-G2_LOCATION PLAN; MFHCP-PWA-00-00-DR-A-0002-G2_EXISTING SITE PLAN; MFHCP-PWA-00-00-DR-A-0014-G2_PROPOSED BLOCK PLAN; MFHCP-PWA-00-00-DR-A-0003-G2_PROPOSED GROUND FLOOR PLAN; MFHCP-PWA-00-01-DR-A-0004-G2_PROPOSED FIRST FLOOR PLAN; MFHCP-PWA-00-02-DR-A-0005-G2_PROPOSED SECOND FLOOR PLAN; MFHCP-PWA-00-ZZ-DR-A-0006-G2_PROPOSED ELEVATIONS 1; MFHCP-PWA-00-ZZ-DR-A-0007-G2_PROPOSED ELEVATIONS 2; MFHCP-PWA-00-ZZ-DR-A-0008-G2_PROPOSED ELEVATIONS IN CONTEXT; MFHCP-PWA-00-ZZ-DR-A-0009-G3_PROPOSED SECTIONS; 24077 - TOPOGRAPHICAL SURVEY REV A-TOPOGRAPHICAL SURVEY

Applicant: The Institution of Engineering and Technology

Date Valid: 15 June 2018

Recommendation: REFUSE PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 Michael Faraday House is a three storey red brick building, housing the offices of the Institution of Engineering and Technology, off Six Hills Way. Occupying a large corner plot, the building is visible from Six Hills Way, Gunnels Wood Road to the west and the entrance to and from Stevenage Leisure Park to the north of the site. Solar House is a three storey office building located to the east of the site, and accessed via the access road to the north, which also serves Michael Faraday House. The area is on the edge of the Gunnels Wood Road Employment Area to the south and west and Town Centre to the north and north east. Six Hills Way runs west to east along the southern edge of the site, and there are cycle and pedestrian footways similarly along the southern edge of the site. Michael Faraday House sits to the west of the site with car parking predominantly to the north and east of the building.

2. RELEVANT PLANNING HISTORY

- 2.1 No relevant planning history aside from various advertisements on site.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the erection of a multi storey car park of five split levels across two and a half storeys, including a plant room and internal cycle store. The proposals include alterations to the existing car park arrangements and northern site access to allow entrance and exit from the site at this point. The works would provide for a total number of 82 additional parking spaces.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, the posting of a three site notices on lamp posts off Six Hills Way, Kings Way and the northern access road, and an advertisement has been placed in the local newspaper.
- 4.2 Letters of objection have been received by the owners and occupiers of Solar House which is located due east of the site. There concerns are:-
- Loss of light and impaired view;
 - Security;
 - Noise and disruption;
 - Congestion;
 - Impact on future lease of the site.
- 4.3 Letters of support have been received from various properties as listed below, many of whom are staff at the IET. These responses state:-
- Provide much needed secure parking on site;
 - Employees travel from areas not on appropriate public transport links;
 - Public transport is neither cost effective nor reliable;
 - Low cost alternatives are not cost effective for lower paid staff;
 - Parking on site is an attractive provision for perspective employees;
 - IET needs to make provision for car travel in order to support families and flexible working where public transport is inadequate;

- High percentage of staff who already utilise public transport and car sharing schemes. The IET also implement an excellent flexible working policy in attempts to ease the number of staff who must travel to work each day;
- If the application is based around the Local Transport Plan, then permission must be granted. The Transport Plan is fundamentally flawed due to ongoing issues with GTR trains;
- Improvements to the A602 surely support the need for workers to have improved car journeys.

5. CONSULTATIONS

5.1 Police Crime Prevention Officer (PCPO)

- 5.1.1 No objections raised, but the PCPO has suggested the applicant look at using a secure form of access control in to the cycle store to be able to record access in the case of theft being reported.

5.2 Stevenage Borough Council Engineering and Parking Services

- 5.2.1 Additional 82 spaces will not result in a significant increased flow along Six Hills Way. The internal traffic circulation of Kings Park can also manage the additional flow.

5.3 Hertfordshire County Council - Highways

- 5.3.1 Hertfordshire County Council (HCC) as Highway Authority strongly objects to the proposals. By overproviding car parking on site the scheme significantly undermines the objectives of the newly adopted Hertfordshire's Local Transport Plan 4 which aims to promote sustainable modes of travel over the use of a private car.

5.4 Local Lead Flood Authority

- 5.4.1 On review of the SuDS Drainage Strategy Ref. 1653/200/PS prepared by Alan Baxter Ltd, dated 11/09/2018, in support of the planning application the LLFA objection has been removed on flood risk grounds and advise that the development site can be adequately drained and mitigated against any potential existing surface water flood risk if carried out in accordance with the overall drainage strategy. The drainage strategy attenuation and discharge will provide a significant betterment comparing to the existing situation. We therefore recommend imposition of conditions should the LPA grant planning permission.

5.5 Hertfordshire County Council - Sustainable Transport

- 5.5.1 The submitted Travel Plan (amended) evaluation has been undertaken with reference to Hertfordshire County Council's Travel Plan Guidance (www.hertfordshire.gov.uk/travelplans) and has been found acceptable.

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 February 2019. 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 of Design
TW10	Crime Prevention
E2	Employment Areas
E3	Employment Sites
T6	Design Standards
T8	Integration of Transport Modes
T13	Cycleways

- T14 Pedestrians
- T15 Car Parking Strategy

6.4 Emerging Local Plan

- SP1 Presumption in Favour of Sustainable Development
- SP2 Sustainable Development in Stevenage
- SP3 A Strong, Competitive Economy
- SP6 Sustainable Transport
- SP8 Good Design
- SP11 Climate Change, Flooding and Pollution
- EC2 Gunnels Wood Employment Area and Edge-of-Centre Zone
- IT4 Transport Assessments and Travel Plans
- IT5 Parking and Access
- IT6 Sustainable Transport
- GD1 High Quality Design
- FP1 Climate Change

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, design and scale of the proposal, impact on neighbour amenity, acceptability of increased levels of parking and sustainability, and acceptability of the Travel Plan.

7.2 Acceptability in Land Use Policy Terms

- 7.2.1 The site is located in the Gunnels Wood Road Employment Area as designated in adopted Policy E2 of the District Plan. It is also within the Edge of Centre zone as designated in adopted Policy E3 of the District Plan and policy EC2 of the Emerging Local Plan. In this area specifically the site is allocated for B1 use. The use of Michael Faraday House by the IET is for office use. The proposed multi-storey car park (MSCP) would sit within the curtilage of the IET site and as a further provision of parking for the office facilities is not contrary to the policy allocation for the site.

7.3 Design and Scale

- 7.3.1 The proposed MSCP would be located on the eastern side of the site, within the existing car park, (designated Car park zone B on the submitted plans). Designed to work on a split level basis, the two and half storey building would accommodate five floors of parking, three on the western side and two on the eastern side of the building. A stair well is located at each end, with a plant room and cycle storage area to the south of the building. The design is contemporary with simple rectangular panels of a metal mesh system to enclose the MSCP but also allow ventilation, along with brickwork on the stair well towers. Vertical landscaping is proposed on the western elevation using a variety of climbing plants.
- 7.3.2 The split level design would have a half storey layout with separate up and down ramps at each end of the building. Providing a total of 219 car parking spaces within the MSCP, the building would measure 76m in length and 32.6m in width. The maximum height as measured on the western elevation would be 8.7m and the lower eastern elevation would measure 5.6m in height. The building would be set 9.3m from Michael Faraday House and approximately 1.6m from the boundary with Solar House. To the south the MSCP would be set approximately 14.7m from the boundary with Six Hills Way with landscaping proposed and to the north would be set approximately 4m from the boundary.

- 7.3.3 Given the function of the building and its placement within the site, between two large office buildings, the scale and design are considered acceptable. Views of the MSCP would be largely obscured by Michael Faraday House, Solar House and the Six Hills Way bridge over the railway line. Views from Six Hills Way itself are most prevalent when alongside the eastern side of the site. The biggest vantage point is from the Stevenage Leisure Park to the north which is on raised ground levels and is largely open. Notwithstanding this, the use of the leisure park for largely parking related to the leisure uses available is such that the character and visual amenity of the area is similar, and would not be harmed by the addition of the proposed MSCP building.

7.4 Impact on Neighbour Amenity

- 7.4.1 In assessing the impact of the proposal on the amenity of neighbouring buildings, the affected properties are Michael Faraday House itself and Solar House to the east. The nearest and tallest elevation of the MSCP would be located 9.3m away from the eastern side elevation of Michael Faraday House. Undertaking the British Research Establishment (BRE) 25 degree test taken from the parallel elevation of Michael Faraday House and at a minimum height of 2m from the floor level, the line is intersected by the proposal by approximately 2.2m of the building height. Located to the east of the office building, this is likely to obscure morning sunlight in to these windows. Notwithstanding this, the time during which the MSCP would impact on sunlight is minimal and as the offices are contained within the site and the applicant is aware of the impact of the proposal on their existing office building, it is not considered the proposed MSCP would have an adverse impact on the occupiers of Michael Faraday House.
- 7.4.2 The occupiers of Solar House to the east include Sodexo and JCA. The management company contracted by the owners of Solar House, along with Sodexo have made representations objecting to the proposal. Objections relating to amenity suggest the scale and height of the MSCP as well as its siting in close proximity of the shared boundary would cause undue loss of light and outlook from the western facing windows of the neighbouring office building. It has been suggested in the objections raised that the internal layout of the building has been configured and upgraded to include client suites, specifically to take in the view from the building as existing.
- 7.4.3 Undertaking the same BRE 25 degree test, the proposed MSCP would not affect the light enjoyed by the windows on this western side of Solar House, with the office building being located approximately 17.2m from the boundary and approximately 18.8m from the proposed building. Furthermore, in terms of outlook, this distance is considered sufficient such that the proposed MSCP, at a height of 5.6m at its closest, would not be considered overbearing. In planning terms there is no right to a view beyond your existing site boundary. Whilst the proposal will see the removal of existing landscaping, the provision of a building of this nature and function and in this employment based area of the town is not considered inappropriate or harmful to the functioning and occupiers of the neighbouring office building.

7.5 Acceptability of Increased Levels of Parking and Sustainability

- 7.5.1 The existing site provides 220 parking spaces predominantly across two main areas to the north and east of the building. The application seeks to provide an additional 82 parking spaces. These spaces would be provided through alterations to the existing parking arrangements including a revised 'in-out' access off the northern service road and the erection of the 219 parking space MSCP. The car park would replace the existing eastern parking area which currently provides 121 of the existing 220 parking spaces.
- 7.5.2 Located within the Edge of Centre Gunnels Wood Road Employment Area and due south of the Leisure Park, the site is also located immediately adjacent the town centre area of the adopted District Plan proposals map and emerging Local Plan proposals map. Stevenage Train Station is located north east of the site approximately 300m away, the Bus Station due west and a further 100m beyond the train station. Several bus stops are in close proximity off

Gunnels Wood Road (300m) and Six Hills Way to the east (500m) and accessible footpath and cycle links are due south of the site, along Six Hills Way linking west and east and to the town centre. The site is therefore considered to be in a highly sustainable location.

- 7.5.3 Paragraph 7 of the National Planning Policy Framework (NPPF) (2019) states the purpose of the planning system is 'to contribute to the achievement of sustainable development'. Achieving this through the 'economic', 'social' and 'environmental' objectives, the presumption is always in the favour of sustainable development. Paragraph 11 of the NPPF clearly defines that for decision-taking this means 'approving development proposals that accord with an up-to-date development plan without delay.
- 7.5.4 The Emerging Local Plan is considered the most up to date plan for determining applications and despite the holding direction preventing its adoption, significant weight is being given to its policies. Policy SP3 seeks to promote the creation of a strong and competitive economy, supporting the continued remodelling of Gunnels Wood to meet modern requirements and provide a high quality and attractive business destination. The Design and Access Statement which accompanies the application suggests the proposal being advanced by the IET is consistent with these strategic objectives. Furthermore, the transport statement suggests that the Council would be preventing growth of the IET by refusing the additional parking sought.
- 7.5.5 The Council is not minded to agree with these statements. The proposal does not include the provision of additional B1 floorspace (which would be supported) and focuses on the refurbishment and reinvestment of the existing floorspace. Whilst this may seek to upgrade the existing facilities it is largely required because of how the IET operates from the site. The supporting information suggests that the IET currently occupy the building at a ratio of between 10.1 and 12.4m² of floor space per employee based on their figure of 505 employees. The national average for an office use is 13m² per employee (Employment Density Guide 3rd Edition). Based on the figures provided in the Transport Statement the numbers of staff operating out of Michael Faraday House are set to increase to approximately 597 over the next five years. This would reduce the square meterage to between 8.6 and 10.5m², potentially some 5m² below the national average. The Design and Access Statement suggests that because the IET are operating at a significantly higher staff density that some leeway should be applied to the corresponding parking standards requirement applied to the site.
- 7.5.6 Policy T15 of the adopted District Plan states that car parking provision should be made at, or below, the maximum provision which is specified in the Council's adopted standards. Policy IT5 of the emerging Local Plan states that planning permission will be granted where proposals comply with the parking standards set out in the plan. The Council's Car Parking Standards set out the requirements for B1(a) offices as 1 space per 30m² of gross floor area and for B1(b) research & development, high-tech / B1(c) light industry as 1 space per 35m² of gross floor area. Furthermore, given the sustainable location of the site (which is located in accessibility zone 1 as set out in the Council's car parking supplementary planning document), this allows for a reduction in the level of car parking to between 0 and 25% of the maximum requirement.
- 7.5.7 Michael Faraday House has a gross floor area of 6276m² (although the TS only suggests a GEA of 5110m²) which would have a parking provision requirement of 52 spaces based on the adopted parking standards and zoning reduction. This is confirmed in the Design and Access statement submitted. Currently the site has an overprovision of 168 spaces and is proposed to have an overprovision of 250 spaces if the MSCP were to be constructed. The proposal is, therefore, in clear conflict of the Council's adopted parking standards.
- 7.5.8 Paragraph 105 of the NPPF identifies the criteria LPA's should take into account when setting local parking standards, which are –
- a) The accessibility of the development;
 - b) The type, mix and use of the development;

- c) The availability of and opportunities for public transport;
- d) Local car ownership levels; and
- e) The need to ensure an adequate provision of spaces for charging plug-in and ultra-low emission vehicles.

This is followed up in paragraph 106 of the NPPF by stating that 'maximum parking standards should only be set where there is clear and compelling justification that they are necessary for managing the local road network. The Local Highway Authority have confirmed that the proposed additional vehicle numbers would not have any undue impact on the existing highway network, as at least 50% of the number of additional cars proposed are already on the highway network as the IET currently rents approximately 40 car parking spaces from a site off Gunnels Wood Road to the west of the site.

- 7.5.9 Whilst the Council's current parking standards were set in 2012 and are based on maximum standards, in line with the criteria of paragraph 105 of the NPPF, it is considered the assessment of the proposal using these figures is justified. The applicant fails to fully appreciate the siting and sustainability of the site adjacent to the town centre and in close proximity to various non-car modes of transport. Furthermore, the existing car parking levels on site are well over the maximum allowance calculated from the adopted parking standards. The justification provided by the applicant is not considered compelling enough to argue the need for the additional spaces, and providing these spaces to meet the parking demand would appear to undermine the IET's efforts to reduce car travel to the site.
- 7.5.10 Furthermore, the argument that the Parking Provision SPD fails to take into account the individual demands of the site based on the high occupancy level, because it uses floorspace and not staff levels is not a substantive planning argument. The personal circumstance of the applicant/business is not a material planning consideration, and it is the IET's choice to operate the way they are on site. The applicant further argues that the rise in staff numbers over the years has brought with it an additional demand for parking spaces, and that the demand is likely to further increase as staff numbers are expected to grow over the next few years. However, using the figures provided in the Transport Statement, the site will never be able to meet the demand, and thus will always find itself in a situation where parking demand is greater than parking provision on site.
- 7.5.11 Notwithstanding the above, the applicant has undertaken a parking survey on site, and a staff survey to determine the current travel patterns of the staff at the IET. These details were updated following a second staff survey at the request of the Council. The results can be seen in the table below.

Table 1 - MFH Method of Travel for Work

Mode	Percentage (%)
Car Driver	76%
Car passenger / Car Share	2%
Train	11%
Bus	2%
Cycle	3%
Walk	6%
Motorcycle	0%

- 7.5.12 Further information contained within the Transport Statement Addendum shows figures representing four different scenarios. The first scenario shows the current situation in respect of staff numbers (505), car users (76%), car parking spaces (220) and parking demand (345). The results show the current stress on car parking spaces at 157%, with an additional 125 car parking spaces required above the current on site provision.
- 7.5.13 Scenario two shows the proposed outcome should the staff numbers increase to 597 with the same number of car users (76%) and car parking spaces (220). The increase in staff numbers would increase the parking demand figure to 408 and thus the percentage stress for car parking spaces is 185%.
- 7.5.14 Scenario three represents the proposed higher staff number (597), car parking spaces including the MSCP (302) and a car users percentage of only 56% (20% reduction in car users) which indicates the total car parking demand of 301 space. This would be in line with the proposed 302 spaces on site should the MSCP be constructed. However, the presentation of these figures in the Transport Statement Addendum is irrelevant as the proposal is not for a 20% reduction in car users nor would a reduction of this level is likely to be achievable based on the TP measures proposed.
- 7.5.15 The last scenario shown represents all the proposed figures in respect of car parking spaces including the MSCP provision (302) the 10% reduction in car users as proposed by the TP (66%) but with the existing staff numbers (505). This scenario shows a parking stress of 99% with a parking demand of 300 car parking spaces compared to an on-site provision of 302 spaces. This figure is satisfactory should the staff numbers never increase on site. However, given the lengths to which the applicant has advocated that the staff numbers will increase to 597 from 505 employees, this scenario fails to appropriately address this increase in numbers on the overall parking demand when factoring in the additional provision of parking from the MSCP and the proposed 10% reduction in car users.
- 7.5.16 To understand the full impact of the proposal on parking stress and the correlation between on-site provision and car parking demand, Table 2 below has been produced by the Council to illustrate the numbers relevant to the actual proposal. These include the proposed staff numbers, car users figure including a 10% of modal shift of the existing number of staff who drive to work (as proposed in the TP) and the proposed number of car parking spaces on site which includes those within the MSCP.

Table 2 – Car Parking Demand of increased staff numbers and 10% modal shift

	Future with proposed car park and with anticipated increase in No. of staff with TP modal shift of 10%
Number of staff	597
Allowance for leave (annual, sick, etc)	-10%
Percentage who drive to work	66%
Car parking demand (vehicles)	354
Available car parking spaces	302
Car parking stress	117%

- 7.5.17 The results shown in Table 2 clearly show that even with the provision of the MSCP, the 10% reduction in car users to be achieved through the implementation of the TP, and the increased numbers in staff proposed would result in the need for an additional 52 spaces above the proposed 302. This would result in a parking stress of 117%. Additionally it is considered pertinent to note that the figures provided for 'available car parking spaces' include visitor spaces, disabled bays, and electric car charging bays. It is noted that this level of stress is below the existing figure of 157%. However, a forecast parking provision over 100% would find

the IET in the same situation as present, a need for more parking spaces than the site can accommodate. Consequently, it is unclear what the proposal actually achieves, especially as these figures are reliant on the TP achieving a 10% reduction in car users.

- 7.5.18 Policy SP6 'Sustainable Transport' of the emerging Local Plan identifies the need for Stevenage to plan positively for cycling, walking and passenger transport in line with Central Government advice. Given the good network of cycle and footpaths throughout the borough and the proximity of bus stops and the train station to the site, it is highly sustainable and these modes of transport should be promoted by the IET. Whilst the proposal is accompanied by a TP to seek a 10% reduction in car users, the proposed MSCP ultimately promotes the use of private car travel to the site which is unsustainable, contrary to policy and undermines the key values of having the TP.

7.6 Acceptability of Travel Plan

- 7.6.1 The National Planning Policy Guidance (NPPG) defines Travel Plans as 'long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).' It further adds that TP's 'should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation'.
- 7.6.2 The applicant has submitted a TP as part of the proposal to support justification to allow the provision of the 219 space MSCP on site. As mentioned above, the provision of the MSCP and other alterations to the remaining car park and access would see the net increase of 82 parking spaces on site, equating to an overprovision of 250 spaces on site based on the parking provision requirement taken from the Council's adopted Parking Provision SPD.
- 7.6.3 The TP, prepared by Caneparo Associates outlines the aims and objectives of the plan to achieve a 10% reduction in car use. The plan highlights the initiatives and schemes the IET already have in place to promote sustainable modes of transport, and then state the measures the TP seeks to impose to meet its aims and objectives. The important thing to establish here is the difference between what is already being implemented at the IET and the additional measures the TP would introduce.
- 7.6.4 The TP will require the employment of a TP Co-ordinator (TPC) to oversee the implementation of and continued use of the TP throughout the next 5 years. The role of the TPC is outlined in the TP. The IET already carries out sustainable travel measures on site, either trialled or implemented and these include –
- Car share scheme with dedicated on site spaces;
 - Staff lunchtime seminar to discuss alternative methods of transport for commuting;
 - Membership of the SmartGo Stevenage scheme which includes discounts off bikes, rail and bus travel;
 - 'Bike to work week' with free breakfast provided to all staff who participate;
 - Cycle2work scheme for discounted bikes;
 - Rail season ticket loans;
 - Discounted electric vehicle hire;
- 7.6.5 Chapter 5 of the TP states the measures to be employed to encourage sustainable travel. Many of the measures included are the same as those already implemented or at least trialled by the IET. It is not considered, therefore, that these should be seen as new measures to be considered. If they are already being implemented and have not been successful in reducing car travel, it is not understood how they could actively add to the 10% reduction this TP seeks to make to car use. The confirmed additional measures stated in the TP are –

- Notices and information including maps and timetables displayed in prominent locations;
- Free breakfast for staff travelling to work using any sustainable/active mode of transport (reward claimed on a once a month basis);
- Identify with staff problems with external pedestrian and cycle routes and liaise with the LPA and highway authority to encourage maintenance and enhancements as necessary;
- Walk to work week promotion;
- Monitor cycle users and provision on site;
- Upgraded changing facilities and lockers;
- Seek to introduce a 'pool bike' scheme;
- Cycle training sessions;
- Liaise with local cycle shops to discuss the possibility of bicycle discounts;
- Enquire about potential public transport discounts;
- Personalised Travel Plan service;
- 'Smart working' policies to allow working from home.

7.6.6 The proposed measures of the TP have been assessed by the Sustainable Travel Officer at Hertfordshire County Council using their standard pro-forma and the initiatives have been deemed acceptable. However, as mentioned above the key initiatives associated with a TP have already been trialled or implemented at IET with little success based on the current car parking demand figures as shown in Table 1. Additionally many items in the list at 7.6.5 above are not definitive suggesting only that the IET will seek to or enquire to gain information from external parties. These are not actual measures guaranteed to happen. The effectiveness of some of these measures in delivering mode shift are questionable. For example upgrading changing facilities makes no reference to the provision of showers for staff, and the free breakfast offer can only be claimed once a month.

7.6.7 In all, there is no real substance in this document that actually shows or explains the specifics for achieving a very optimistic 10% reduction in car users. Furthermore, whilst the Travel Plan would accord with the County Council's pro-forma, HCC as highway authority are objecting to the application as they consider that the proposed Travel Plan would not address the overprovision of car parking at the site and would, in fact, undermine the success of any Travel Plan.

7.7 Other Matters

7.7.1 Drainage

7.7.1.1 The Local lead Flood Authority has assessed the application and following an initial objection to the scheme have confirmed that the SuDS Drainage Strategy shows the site can be adequately drained and mitigate any potential existing surface water flood risk. If planning permission is granted they recommend that two conditions are imposed on any decision to deal with drainage.

7.7.2 Crime Prevention

7.7.2.1 Objections from the owners of Solar House identified a potential security risk from the proposed MSCP to their site immediately to the east of the site. The Police Crime Prevention Service has assessed the scheme and has no objections to the proposals on crime and safety grounds. The officer advised that the applicant should consider using a secure form of access control to the cycle store, so that if any thefts occur entrance to the store can be established.

8. CONCLUSIONS

8.1 In conclusion the provision of the MSCP and alterations to the existing car park and northern access arrangements to provide a further 82 car parking spaces is considered to be contrary

to national and local policies promoting sustainable development and sustainable transport. The submission of a Travel Plan to reduce car use by staff by 10% is not considered viable to meet its needs and circumvents the significant additional provision of spaces on an already overprovided sustainable site adjacent to the town centre. The proposal would, therefore, be contrary to saved policies TW1, TW8 and T15 of the District Plan Second Review (2004) and emerging policies SP1, SP6 and IT5 of the Borough Local Plan (2016), the Council's Mobility Strategy (2016), the Council's adopted parking Provision SPD (2012) and Hertfordshire County Councils Local Transport Plan LTP4 (2018), and the National Planning Policy Framework (2019) and Planning Practice Guidance (2014 as amended).

9. RECOMMENDATION

9.1 Planning permission be REFUSED for the following reasons:-

1. The provision of the additional 82 car parking spaces would create an overprovision of car parking at the site for the level of B1(a) Office floor space provided when considered against the Council's adopted parking standards and, therefore, would create an unsustainable form of development. This is contrary to saved Policies TW1, TW8 and T15 of the Stevenage District Plan Second Review (2004), emerging Policies SP1, SP6 and IT5 of the Stevenage Borough Local Plan 2011-2031 (2016), SBC Mobility Strategy 2016, the Council's adopted Parking Provision SPD (2012), Hertfordshire County Council's Local Transport Plan LTP4 2018-2031 (2018), and the National Planning Policy Framework (2019) and Planning Practice Guidance (2014 as amended).
2. The provision of the additional 82 car parking spaces is contrary to the principles of sustainable travel including the promotion of alternative modes of travel other than single occupancy vehicles. This is contrary to saved policies TW1 and T15 of the Stevenage District Plan Second Review (2004), emerging policies SP1 and SP6 of the Stevenage Borough Local Plan 2011-2031 (2016), SBC Mobility Strategy 2016, Hertfordshire County Council's Local Transport Plan LTP4 2018-2031 (2018), and the National Planning Policy Framework (2019) and Planning Practice Guidance (2014 as amended).

Pro-active Statement

Planning permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council acted pro-actively through positive engagement with the applicant in an attempt to narrow down the reasons for refusal but fundamental objections could not be overcome. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) 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. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
11. Hertfordshire County Council Local Transport Plan LTP4 2018-2031

12. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
13. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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Meeting: Planning and Development
Committee

Agenda Item:

Date:

IMPORTANT INFORMATION - DELEGATED DECISIONS

Author – Technical Support 01438 242838

Lead Officer – Chris Berry 01438 242257

Contact Officer – Dave Rusling 01438 242270

The Assistant Director of Planning and Regulation has issued decisions in respect of the following applications in accordance with his delegated authority:-

1. Application No : 18/00415/FP
 Date Received : 12.07.18
 Location : Chells Manor House Chells Lane Stevenage Herts
 Proposal : Erection of an oak framed detached office building
 Date of Decision : 31.01.19
 Decision : **Planning Permission is GRANTED**

2. Application No : 18/00699/FPH
 Date Received : 13.11.18
 Location : 21 Angle Ways Stevenage Herts SG2 9AP
 Proposal : Two storey front and single storey side extensions
 Date of Decision : 24.01.19
 Decision : **Planning Permission is GRANTED**

3. Application No : 18/00728/CLPD
Date Received : 27.11.18
Location : 27 Dryden Crescent Stevenage Herts SG2 0JH
Proposal : Raising of garage roof
Date of Decision : 13.02.19
Decision : **Certificate of Lawfulness is APPROVED**
4. Application No : 18/00737/FPH
Date Received : 02.12.18
Location : 89 Broad Oak Way Stevenage Herts SG2 8RA
Proposal : Part two storey, part single storey side and rear extensions
Date of Decision : 30.01.19
Decision : **Planning Permission is GRANTED**
5. Application No : 18/00744/FPH
Date Received : 05.12.18
Location : 13 Headingley Close Stevenage Herts SG1 3RU
Proposal : Single store rear extension and side dormer window
Date of Decision : 14.02.19
Decision : **Planning Permission is GRANTED**
6. Application No : 18/00750/FPH
Date Received : 06.12.18
Location : 4 Abbots Grove Stevenage Herts SG1 1NP
Proposal : Part two and part single storey rear extension
Date of Decision : 31.01.19
Decision : **Planning Permission is GRANTED**

7. Application No : 18/00751/CLPD
Date Received : 08.12.18
Location : 84 Gordian Way Stevenage Herts SG2 7QH
Proposal : Single storey rear extension
Date of Decision : 01.02.19
Decision : **Certificate of Lawfulness is APPROVED**
8. Application No : 18/00752/AD
Date Received : 09.12.18
Location : Tesco Supermarket London Road Stevenage Herts
Proposal : 2no. internally illuminated panel signs, 7no. non-illuminated vinyl signs, 1no. non-illuminated welcome sign, 1no. non-illuminated ATM panel and 1no. non-illuminated fuel sign
Date of Decision : 04.02.19
Decision : **Advertisement Consent is GRANTED**
9. Application No : 18/00753/FP
Date Received : 09.12.18
Location : The Paddock Todds Green Stevenage Herts
Proposal : Variation of condition 5 (site access) attached to planning permission reference 17/00485/FP.
Date of Decision : 31.01.19
Decision : **Planning Permission is GRANTED**
10. Application No : 18/00754/FP
Date Received : 10.12.18
Location : Stevenage Cricket Club Ditchmore Lane Stevenage Herts
Proposal : Single storey rear extension
Date of Decision : 04.02.19
Decision : **Planning Permission is GRANTED**

11. Application No : 18/00755/FPH
Date Received : 11.12.18
Location : Foxholm 28 North Road Stevenage Herts
Proposal : First floor side and rear extensions and single storey rear extension
Date of Decision : 01.02.19
Decision : **Planning Permission is GRANTED**
12. Application No : 18/00756/FP
Date Received : 11.12.18
Location : Courtlands Todds Green Stevenage Herts
Proposal : Variation of condition 1 (Plans) attached to planning permission reference number 18/00444/FP for the relocation and replacement with a larger mobile home
Date of Decision : 07.02.19
Decision : **Planning Permission is GRANTED**
13. Application No : 18/00757/AD
Date Received : 11.12.18
Location : Drapers Arms 76 - 78 High Street Stevenage Herts
Proposal : Installation of 2no fascia signs, 2no hanging signs and 1no internally illuminated menu case
Date of Decision : 01.02.19
Decision : **Advertisement Consent is GRANTED**
14. Application No : 18/00759/COND
Date Received : 12.12.18
Location : Chris Foster House 5 Ditchmore Lane Stevenage Herts
Proposal : Discharge of conditions 3 (external materials) and 6 (boundary treatments) attached to planning permission reference 18/00107/FP
Date of Decision : 06.02.19
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**

15. Application No : 18/00760/FP
Date Received : 13.12.18
Location : 25 Larkinson Stevenage Herts SG1 3HP
Proposal : Proposed drop kerb and new permeable block paved driveway.
Date of Decision : 07.02.19
Decision : **Planning Permission is GRANTED**
16. Application No : 18/00761/FPH
Date Received : 13.12.18
Location : 34 Kimbolton Crescent Stevenage Herts SG2 8RJ
Proposal : Single storey rear extension, front porch extension and rendering of ground floor front elevation
Date of Decision : 05.02.19
Decision : **Planning Permission is GRANTED**
17. Application No : 18/00762/FPH
Date Received : 14.12.18
Location : 19 Made Feld Stevenage Herts SG1 1PQ
Proposal : Part single-storey, part two storey side extension.
Date of Decision : 04.02.19
Decision : **Planning Permission is GRANTED**
18. Application No : 18/00763/FPH
Date Received : 15.12.18
Location : 3 Holly Leys Stevenage Herts SG2 8JA
Proposal : Extension to front porch entrance
Date of Decision : 11.02.19
Decision : **Planning Permission is GRANTED**

19. Application No : 18/00767/FP
Date Received : 17.12.18
Location : 17 The Glebe Chells Way Stevenage Herts
Proposal : Change of use from Class A3 (restaurant/cafe) to Sui Generis (Tattoo Studio).
Date of Decision : 01.02.19
Decision : **Planning Permission is GRANTED**
20. Application No : 18/00768/FPH
Date Received : 18.12.18
Location : 42 Sefton Road Stevenage Herts SG1 5RJ
Proposal : Two storey front extension
Date of Decision : 07.02.19
Decision : **Planning Permission is GRANTED**
21. Application No : 18/00769/CLPD
Date Received : 18.12.18
Location : 72 Brook Drive Stevenage Herts SG2 8TP
Proposal : Certificate of Lawfulness for proposed single storey rear extension
Date of Decision : 13.02.19
Decision : **Certificate of Lawfulness is APPROVED**
22. Application No : 18/00770/FPH
Date Received : 18.12.18
Location : 52 Oaks Cross Stevenage Herts SG2 8LR
Proposal : Single Storey Front, Side and Rear Extension
Date of Decision : 07.02.19
Decision : **Planning Permission is GRANTED**

23. Application No : 18/00771/FPH
Date Received : 18.12.18
Location : 3 Daltry Close Stevenage Herts SG1 4BW
Proposal : Single Storey Front Extension
Date of Decision : 12.02.19
Decision : **Planning Permission is GRANTED**
24. Application No : 18/00772/AD
Date Received : 19.12.18
Location : Roebuck Retail Park London Road Stevenage Hertfordshire
Proposal : 2no. internally illuminated totem signs, 5no. non-illuminated totem signs and 1no. non-illuminated panel sign.
Date of Decision : 13.02.19
Decision : **Advertisement Consent is GRANTED**
25. Application No : 18/00774/FP
Date Received : 20.12.18
Location : Stevenage Motor Centre 282 Broadwater Crescent Stevenage Herts
Proposal : Extension, raising of part of roof and refurbishment to facilitate the use of part of the building for MOT testing and the servicing of vehicles.
Date of Decision : 12.02.19
Decision : **Planning Permission is GRANTED**
26. Application No : 18/00775/TPTPO
Date Received : 20.12.18
Location : 37 Chancellors Road Stevenage Herts SG1 4AP
Proposal : Reduction of crown by 3/4 metres on 2no. oak trees (T9 and T10) and reduction of crown by 2/3 metres on 1no. elm tree (within G2) protected by TPO14
Date of Decision : 07.02.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**

27. Application No : 18/00776/COND
 Date Received : 20.12.18
 Location : 3 Argyle Way Stevenage Herts
 Proposal : Discharge of Conditions 4 (Access Alterations) 9 (Landscaping Planting) and 10 (Hard Landscaping) attached to planning permission number 14/00347/FPM
 Date of Decision : 05.02.19
 Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
28. Application No : 18/00777/FPH
 Date Received : 20.12.18
 Location : 41 Pound Avenue Stevenage Herts SG1 3JB
 Proposal : Rear conservatory
 Date of Decision : 12.02.19
 Decision : **Planning Permission is GRANTED**
29. Application No : 18/00778/FPH
 Date Received : 20.12.18
 Location : 138 Durham Road Stevenage Herts SG1 4HZ
 Proposal : Single storey rear extension
 Date of Decision : 12.02.19
 Decision : **Planning Permission is GRANTED**
30. Application No : 18/00779/FPH
 Date Received : 21.12.18
 Location : 122 Letchmore Road Stevenage Herts SG1 3PT
 Proposal : Rear conservatory
 Date of Decision : 12.02.19
 Decision : **Planning Permission is GRANTED**

31. Application No : 18/00780/FPH
Date Received : 21.12.18
Location : 17 Brookhill Stevenage Herts SG2 8RR
Proposal : Two storey side extension
Date of Decision : 15.02.19
Decision : **Planning Permission is GRANTED**
32. Application No : 18/00781/FPH
Date Received : 21.12.18
Location : 83 Torquay Crescent Stevenage Herts SG1 2RH
Proposal : Single storey front extension
Date of Decision : 13.02.19
Decision : **Planning Permission is GRANTED**
33. Application No : 18/00782/FPH
Date Received : 21.12.18
Location : 58 Alleyns Road Stevenage Herts SG1 3PP
Proposal : Alterations to front elevation of property to create off road parking
Date of Decision : 20.02.19
Decision : **Planning Permission is REFUSED**

For the following reason(s);

The proposed development by virtue of its overall design will result in an incongruous form of development which would be harmful to the architectural composition of the application property and will harm the visual amenities of Alleyns Road. It would therefore, be contrary to Policies TW8 and TW9 of the Stevenage District Plan Second Review 1991- 2011 (adopted 2004), Policy GD1 of the Stevenage Borough Local Plan 2011 - 2031, publication draft January 2016, Chapter 6 of the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and Planning Practice Guidance (2014)

34. Application No : 18/00783/FPH
Date Received : 28.12.18
Location : 15 Foster Close Stevenage Herts SG1 4SA
Proposal : Single storey side extension
Date of Decision : 21.02.19
Decision : **Planning Permission is GRANTED**
35. Application No : 19/00008/TPCA
Date Received : 10.01.19
Location : 6 Orchard Road Stevenage Herts SG1 3HD
Proposal : Removal of 1no. Pyracantha and Holly (TG2)
Date of Decision : 15.02.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
36. Application No : 19/00021/HPA
Date Received : 15.01.19
Location : 36 Penn Road Stevenage Herts SG1 1JA
Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 4.5m, for which the maximum height will be 3.3m and the height of the eaves will be 2.5m
Date of Decision : 15.02.19
Decision : **Prior Approval is NOT REQUIRED**
37. Application No : 19/00038/NMA
Date Received : 22.01.19
Location : 2 Lodge Way Stevenage Herts SG2 8DB
Proposal : Non material amendment to planning permission 18/00465/FPH to the rear single storey extension part removed and reduced.
Date of Decision : 18.02.19
Decision : **Non Material Amendment AGREED**

38. Application No : 19/00069/NMA
Date Received : 03.02.19
Location : 12 Gorleston Close Stevenage Herts SG1 2JS
Proposal : Non material amendment to planning permission 18/00345/FPH to relocate landing window
Date of Decision : 12.02.19
Decision : **Non Material Amendment AGREED**
39. Application No : 19/00091/COND
Date Received : 11.02.19
Location : Plot 2000 Gunnels Wood Road Stevenage Herts
Proposal : Discharge of condition 3 (Phasing) attached to planning permission 17/00826/FPM
Date of Decision : 14.02.19
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**

BACKGROUND PAPERS

1. The application files, forms, plans and supporting documents having the reference number relating to these items.
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 July 2018 and National Planning Policy Guidance March 2014 (as amended).
7. Letters received containing representations.

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Meeting: Planning and Development
Committee

Agenda Item:

Date: Tuesday 5 March 2019

INFORMATION REPORT - APPEALS / CALLED IN APPLICATIONS

Author – Technical Support 01438 242838

Lead Officer – Chris Berry 01438 242257

Contact Officer – David Rusling, 01438 242270

1. APPEALS RECEIVED

1.1 None

2. DECISIONS AWAITED

1.2 18/00158/FP. 71 Valley Way, appeal against refusal of permission for a two storey side extension to create 1no. one bed terraced dwelling.

3. DECISIONS RECEIVED

3.1 None

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