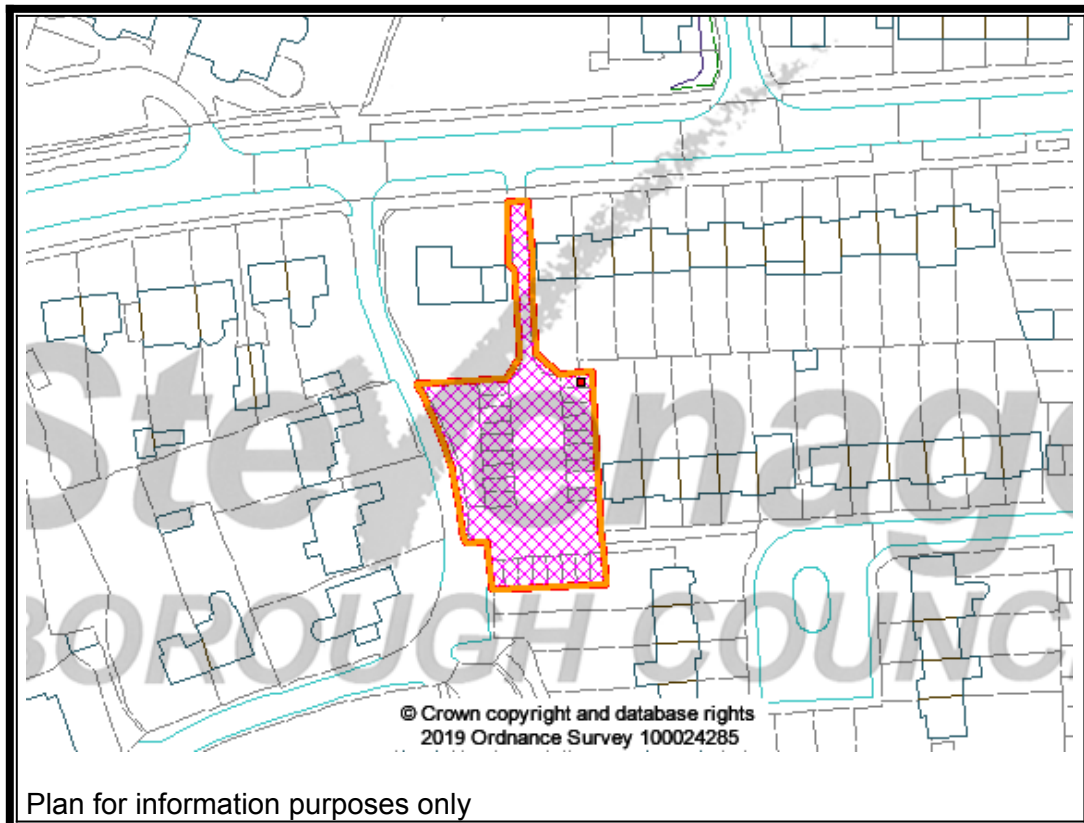


Meeting: Planning and Development Committee
Agenda Item:
Date: 18 June 2019
Author: Rebecca Elliott 01438 242836
Lead Officer: Chris Berry 01438 242257
Contact Officer: Rebecca Elliott 01438 242836

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|-----------------|--|
| Application No: | 19/00223/FP |
| Location: | Garage Compound to the South of 148-150 Hydean Way, Stevenage |
| Proposal: | Demolition of garages and construction of 3no.detached houses including change of use of access road to residential garden land for No.148 Hydean Way. |
| Drawing Nos.: | 542-C-028-900-01; 542-C-028-900-02; 542-C-028-900-02; 542-C-028-900-04; 542-C-028-900-05A; 542-C-028-900-06A; 542-C-028-900-07 P; 542-C-028-900-07; 542-C-028C900-10; 542-C-028C900-10; 542-C-028C900-10; 542-C-028-900-13A; 542-C-028-900-14; 542-C-028-900-15; 542-C-028-900-15; 542-C-028-900-17; 542-C-028-900-18; 542-C-028-900-19. |
| Applicant: | Stevenage Borough Council |
| Date Valid: | 11 April 2019 |
| Recommendation: | GRANT PLANNING PERMISSION |



1. SITE DESCRIPTION

- 1.1 The application site is formed of three existing garage blocks within the garage compound to the south of 148-150 Hydean Way. The site is currently accessed by a single road located between No's 148 and 150. The site is bounded to the west by Shephall Green and a large mature hedge and tree belt. To the east and south are residential properties off Rudd Close. The south western corner of the site is located in the Shephall Green Conservation Area, with the Grade II Listed St Mary's Church sited due south of the site and off this stretch of Shephall Green as it proceeds north to join Hydean Way.
- 1.2 Three detached properties to the west of the site and Shephall Green front the western boundary of the site. The area is characterised by semi-detached and terraced dwellings of buff brick and dark tile construction to and from the north west, moving clockwise round to Rudd Close to the south. Properties located off Shephall Green are predominantly detached with larger plot sizes and of varying age and materials.

2. RELEVANT PLANNING HISTORY

- 2.1 There is no planning history for this site.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the demolition of the 26 garages in this compound and the erection of three detached dwellings with new accesses created off Shephall Green, including associated landscaping works, change of use of the existing compound access to residential garden for No.148 Hydean Way and diversion of the existing pedestrian access through the garage compound to the south of the site.
- 3.2 The application comes before the Planning and Development Committee as Stevenage Borough Council is the applicant.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, the posting of two site notices, one to the pedestrian entrance of the garages off Rudd Close and the second at the pedestrian entrance on to Shephall Green. An advertisement has been placed in the local newspaper.
- 4.2 A petition raising objections has been received from the occupiers of 17, 18 and 19 Shephall Green.
- 4.3. The objections raised have been summarised in the below list –
 - Loss of the hedgerows and trees along Shephall Green and within the Conservation Area;
 - Lack of acknowledgement for biodiversity and geological conservation, and biodiversity gain;
 - Highways implications;
 - Inadequate parking provision;
 - Loss of proposed landscaping;
 - Loss of Victorian street lamp posts;
 - Diversion of public right of way, safety and anti-social behaviour;
 - Parking to front of plot 3;

5. CONSULTATIONS

5.1 Hertfordshire County Council Highways

5.1.1 Hertfordshire County Council as Highway Authority has considered that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highways subject to the inclusion of planning conditions and a highway informative. Given the proposal involves a slight increase to the parking provision along Shephall Green this is considered not to have a significant impact on the local highway network. There is an increase to the parking provision along Shephall Green nevertheless there is a large reduction to the overall site. There is no requirement for a turning area as Shephall Green is not a busy classified road. Vehicle to vehicle inter-visibility and pedestrian visibility are acceptable.

5.2 Council's Arboricultural Officer

5.2.1 No objections raised from an arboriculture view point. Main concerns would be the protection, as much as possible, of the mature hedgerow to the front of the proposed properties, and the inevitable loss of two trees to facilitate the development. The poor condition mature Ash tree to the north of the site and the leaning Plum stem to the south of the site.

5.3 Council's Historic Buildings and Conservation Area Consultants (B.E.A.M.S)

5.3.1 The application proposes the demolition of the existing garages on the site and the construction of 3 new dwellings. The application site is to the east side of Shephall Green and the western boundary of the application site falls within the boundary of the Shephall Green Conservation Area, this western boundary is currently lined with trees and shrubs which effectively screens the garage site from the Conservation Area and helps enforce the semi-rural character of Shephall Green Conservation Area in contrast to the more heavily built up 'new town' development which surrounds it to north and east.

5.3.2 New development within, and, adjacent to Conservation Areas is expected to preserve and enhance the character and appearance / setting of that area. The garages are in a poor condition and the site does not add anything positive to the areas character. The demolition of the garages and replacement with dwellings is considered acceptable in principle, the dwellings follow a similar design and 2-storey scale to those opposite the site although they are set much further forward / closer to the lane. Regrettably the proposed new development will result in the loss of the tall hedgerow / boundary which encloses this side of the Green and gives it a semi-rural character. The loss of this is considered to harm the character / appearance of the Conservation Area.

5.3.3 Due to the constraints of the site the dwellings cannot be moved further back however it is recommended there is a condition requiring details of the landscaping to the frontage and the provision of a good quality hedge boundary. The scheme as a whole, whilst detracting slightly from the character and appearance of the Conservation Area, will also provide some local enhancement and the construction of 3 new dwellings will be a positive. The proposal is considered to result in less than substantial harm to the significance of the Shephall Green Conservation Area (as per NPPF, para. 196) and the decision maker should weigh the low level of harm identified against any public benefits of the proposal.

5.3.4 A landscaping condition and a condition requiring details of external construction materials are recommended.

5.5 Environmental Health

5.5.1 No comments to make on the proposals.

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 Borough Local Plan 2011-2031 (2019) (Adopted Local Plan).

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.

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 Local Plan

- SP1 Presumption in Favour of Sustainable Development
- SP2 Sustainable Development in Stevenage
- SP5 Infrastructure
- SP6 Sustainable Transport
- SP7 High Quality Homes
- SP8 Good Design
- SP11 Climate Change, Flooding and Pollution
- IT5 Parking and Access
- HO5 Windfall Sites
- HO9 House Types and Sizes
- HO11 Accessible and Adaptable Housing

GD1 High Quality Design
FP1 Climate Change
NH5 Trees and Woodland
NH7 Open Space Standards

7 APPRAISAL

7.1 The main issues for consideration in the determination of this application are the acceptability of the development in land use policy terms; design, scale and the impact on the character and appearance of the area; amenity of neighbours; amenity of future occupiers and access and parking.

7.2 Acceptability in Land Use Policy Terms

7.2.1 The principle of residential development within urban areas is set out in both national and local policy. Paragraph 61 of the National Planning Policy Framework (NPPF) 2019 requires that the planning system should deliver, inter alia, a mix of housing particularly in terms of tenure and price to support a wide variety of households in all areas.

7.2.2 Policy HO5 of the adopted Local Plan (2019) is for windfall housing sites and states that permission will be granted where: the site is on previously developed land or is a small, underused urban site; there is good access to local facilities; there will be no detrimental impact on the environment and the surrounding properties; proposals will not prejudice the Council's ability to deliver residential development on allocated sites; and, the proposed development would not overburden existing infrastructure.

7.2.3 The proposals would see the demolition of the existing redundant garage compound and thus would be on previously developed land. The Hyde Large Neighbourhood Centre is in close proximity to the east of Hydean Way, with Peartree School to the north of Hydean Way, and the Red Lion Pub to the west of the site. The impact on the environment and surrounding properties is discussed later in this report.

7.2.4 Evidence has been provided from the Garage Management team in support of the demolition of the garage compound and the need to not re-provide the garages/parking elsewhere as they are not in use. Furthermore, there has been no demand for the garages and there is availability in other compounds within the area. This evidence is considered acceptable.

7.2.5 The redevelopment of the site with housing is, therefore, considered to be acceptable in land use policy terms.

7.3 Design, Scale and Impact on the Character and Appearance of the Area

7.3.1 The existing garage compound is well screened from the public realm at its three connections with surrounding roads. To the north the narrow access road is lined with hedging, precluding views from Hydean Way in to the site. To the south east properties in Rudd Close provide screening of the site from the highway, with pedestrian access only, and to the west the site is screened by the large mature hedgerow marking the boundary with Shephall Green.

7.3.2 The proposed views of the site from Hydean Way and Rudd Close are considered to be enhanced by the development. The existing access is to be closed off and the access road converted to garden land to be utilised by The Old Vicarage at 148 Hydean Way. From Rudd Close pedestrian access would still be provided to Shephall Green, although diverted further south along the boundary of the site. The construction of the dwelling on plot 3 would be visible from Rudd Close, but this is considered more aesthetically pleasing than the existing garages.

- 7.3.3 The biggest change is along Shephall Green, and due to this side of the site being located in the conservation area has the greatest impact on the character and appearance of the area. This in particular relates to the loss of the existing hedgerow along the western boundary for a length of approximately 14m.
- 7.3.4 The three dwellings have been designed to reflect the character and architecture of the three detached properties on the western side of Shephall Green and opposite the proposed frontage of the site. The two storey side gable dwellings would have attached single storey garages. House type A which is proposed on plots 1 and 3 with cat-slide roof detailing and flat roof front dormer. The dwellings would be constructed of facing brick with flat grey/black concrete roof tiles and white upvc fenestration. House type B on plot 1 has two 2 storey projecting bay windows mirrored on each side of the front entrance, which would be detailed with cladding. Full details are to be agreed, and would be subject to a condition to seek samples of materials. This would also ensure they are of a high quality to enhance the appearance of the development.
- 7.3.5 Due to constraints on the site with regard impact on the amenity of neighbouring properties to the rear, the proposed dwellings cannot be sited any further in to the site. Each property has a modest frontage, with room for landscaping. The scale and design of each dwelling is considered to be sympathetic to the surrounding area and neighbouring properties opposite. The replacement of the existing garage compound, which has a negative impact on the character and appearance of the area and adjacent conservation area, with three well designed houses is welcomed.
- 7.3.6 The main concern relating to the impact of the development on the environment and the surrounding area is the loss of the large mature hedgerow and trees along the western boundary of the site. This would equate to approximately 14m of hedgerow. Whilst it would be preferable to retain as much of the hedgerow as possible, consideration of acceptable highway visibility levels and the construction phase of the development is such that most, if not all of the hedge, will have to be lost.
- 7.3.7 The Council's Historic Buildings and Conservation Area Consultants (B.E.A.M.S) have assessed the application and advise that the loss of the hedgerow is regrettable and will harm the character and appearance of the conservation area. However, in considering the whole proposal, the demolition of the garages and replacement with high quality housing outweighs this harm. It is, therefore, considered that the proposal would result in less than substantial harm to the significance of the conservation area.
- 7.3.8 It is noted that the hedgerow does provide a high level of amenity along this stretch of Shephall Green. The Council's Tree Manager has also raised concerns over its loss. However, from a planning stand point, hedges are not development if they are not protected, which this one is not. Its removal could, therefore, take place without the need for planning permission. Whilst the loss is regrettable, it is considered a substantial replacement landscaping plan can be conditioned, with emphasis placed on creating a hedgerow aspect across the frontage of the three dwellings. This will be subject to maintenance of visibility splays for the driveways, but an enhanced planting scheme can be achieved.
- 7.3.9 In conclusion, it is considered the replacement of the garage compound with three high quality designed dwellings is considered acceptable and negates the harm caused from the loss of the hedgerow fronting Shephall Green.

7.4 Amenity of Neighbours

- 7.4.1 The impact of the proposal on the amenity of neighbouring properties is most prominent for those properties to the east and rear of the site at 22 and 31 Rudd Close.

- 7.4.2 No.22 Rudd Close lies due east of the site. The side boundary of the property forms the majority of the rear garden boundaries for the proposed dwellings. Plot 1 would face on to the northern end of the garden of No.22 and plot 2 would face the side of the property and immediate amenity space to the rear of the No.22. Finally, plot 3 would partially face on to the frontage of No.22, the pedestrian access from Rudd Close to Shephall Green and the rear garden of No.31 Rudd Close.
- 7.4.3 The Council's adopted Local Plan (2019) and adopted supplementary planning document 'Stevenage Design Guide' outlines the acceptable minimum separation distances between existing and new development in terms of privacy and outlook. The relationship of the proposed dwellings to No.22 Rudd Close is a back to side orientation. The minimum standard is a 15m separation from a back to side elevation. The rear windows of plot 1 would be sited approximately 12.2m from the boundary with No.22. Given the dwelling would not overlook the actual premises, and, therefore, habitable windows, it is considered a garden depth of 12.2m is sufficient to not cause a loss of privacy to the garden of No.22.
- 7.4.4 The rear windows of plot 2 at ground floor would be 9.8m from the boundary and 10.6m from the side elevation of No.22. Given these windows would directly face the proposed boundary they are not considered to cause any undue loss of privacy. At first floor level the nearest window would be approximately 13.3m from the shared boundary and 14.1m from the side boundary of No.22. There are two first floor windows on the side elevation of No.22 that serve a bathroom/en-suite (where the window is obscure glazed), and the landing. Based on the small size of the window and at only 0.9m below the required 15m, on balance, it is not considered that the proposed dwelling (plot 2) would unduly overlook No.22 such that a loss of privacy would occur to warrant refusing the application. In terms of outlook, the separation distance is given to protect the views of the property facing on to the side elevation of the neighbour. In this case, this would be protecting the amenity of the proposed occupiers of plot 2 and the distance of 14.1m is considered acceptable given future occupiers would be aware of the relationship.
- 7.4.5 Plot 3 would abut the proposed diverted footpath, which would also follow the boundary of the rear garden of No.31. The orientation of No.31 and plot 3 is that of a rear to rear relationship. However, due to the footpath positioning and existing cut-in of both gardens, the rear elevation of plot 3 overlooks the land to the side of No.31, and the rear elevation of No.31 overlooks the footpath and its own garden. The separation distance required for a back to back relationship is 25m. Given the obtuse angle at which each rear elevation would view the corresponding property, the proposed distance of 16m is considered acceptable in this case.
- 7.4.6 The Council do not have separation distances for front to front relationships. As a minimum the proposed houses would be approximately 20m from the properties to the west of Shephall Green (17,18 and 19). This is considered acceptable given the outlook across the highway and front garden areas.

7.5 Amenity of Future Occupiers

- 7.5.1 The adopted local plan outlines prescribed space standards for new dwellings, which are nationally prescribed standards, as set out in the Department for Communities and Local Government document 'Technical housing standards - nationally described space standards' 2015.
- 7.5.2 The minimum internal sizes of the dwellings are well above the minimum standards for a two storey three bedroom house. The above standards also look at room size standards for bedrooms, in determining how many persons the unit can accommodate and also in terms of acceptable living environments. These standards state that a double bedroom is considered at 11.5 square metres minimum and that where a second bedroom is proposed it should have a minimum of 7.5 square metres to be considered a single. The dwellings have all been designed with room sizes which meet these standards.

- 7.5.3 External amenity space is also important for future occupiers. The Council's design guide suggests a minimum of 50 square metres for a terraced or semi-detached dwelling, with a 10m depth. Detached dwellings would typically provide larger gardens because of the additional space around the dwelling. Each proposed rear garden is well over the 50 square metres. The rear garden of plot 3 is a maximum of 8m in depth, however, given its greater width and area above the recommended 50 square metres, the size is considered acceptable.
- 7.5.4 The petition of objection submitted highlights that the existing parking area to the south of the site would see cars parked to the front of plot 3. Indeed, due to the shape of the south western corner of the site there is potential for cars to park to the front of the kitchen and living room windows of this dwelling. The living room window can be protected by adequate landscaping to the frontage. However, due to the constraints on site the kitchen window would be open to light glare from cars using their lights. Given the window does not serve a habitable room this is not considered to be of sufficient harm to warrant a refusal.

7.6 Access and Parking

- 7.6.1 The existing garage compound access off Hydean Way is sited between No's 148 and 150 Hydean Way. The single lane access currently serves 26 garages. The proposed plan shows the closing off of this access and the lane included in the residential garden of No.148. Each proposed dwelling would have its own driveway access off Shephall Lane.
- 7.6.2 Hertfordshire County Council as the local highway authority raise no objections to the proposals subject to the imposition of conditions and an informative. Vehicle to vehicle and pedestrian visibility can be achieved in accordance with current standards, and the increased number of cars on the highway from the development is not considered to overburden the highway. This is particularly so given the number of cars that could previously have used the 26 garages on the existing site.
- 7.6.3 Parking provision in this area of Stevenage does not fall within one of the Council's residential parking zones as outlined in the adopted parking standards Supplementary Planning document (SPD). As such, 100% of the required provision should be provided on site.
- 7.6.4 The Council's adopted parking standards require two parking spaces on site for a three bedroom dwelling. Each dwelling shows a single driveway and single garage to accommodate two spaces on each plot. This accords with current standards and meets the requirements of Policy IT5 of the adopted local plan.
- 7.6.5 Each property has adequate space to accommodate cycle storage, either within the rear garden or the garage.

7.7 Other Matters

7.7.1 Waste

- 7.7.1.1 There is sufficient space for each property to provide adequate bin storage within the rear garden areas with access to plots 1 and 2 from the front and to plot 3 from the side via the adjoining footpath.

7.7.2 Climate Change

- 7.7.2.1 Policy SP11 of the emerging Local Plan specifies the Council's position on climate change and energy conservation. Much of this can be addressed through building techniques and the materials proposed. However, it is recommended that a condition be imposed to any grant of permission to secure this.

7.7.3 Footpath Diversion

7.7.3.1 The proposed block plan shows the existing pedestrian access from Rudd Close to Shephall Green through the garage compound being diverted along the southern boundary of the site. This would create a “dog leg” in the path, as it follows the existing boundary line of No.31 Rudd Close. Objections have been raised that the proposed footpath diversion would cause safety issues due to the levels of people currently using the garage access, and because of likely anti-social behaviour.

7.7.3.2 It is considered that the revised footpath through the site and between two houses is acceptable, and there are no suitable alternatives which would not result in issues impacting on the site layout or impact on neighbour amenity. Additionally, removing this access from Rudd Close to Shephall Green is not possible because of its current level of use, and the alternative route out on to Hydean Way being too long as a replacement. Therefore, whilst the dog leg is not the ideal solution, the provision of the footpath link outweighs its removal.

7.7.4 Removal of Permitted Development Rights

7.7.4.1 It is considered necessary and reasonable in this case to remove certain permitted development rights from each plot to help protect against neighbour amenity, future occupier amenity and maintaining acceptable parking provision standards.

7.7.4.2 In respect of plot 1, it is considered appropriate to remove permitted development rights for loft conversions, including roof lights and dormer windows to protect against possible further overlooking of properties to the rear of the site, and the provision of additional bedrooms within the property without the availability to provide further parking spaces to meet the Council's adopted parking standards. The proposed garage and driveway will be protected for the purposes of parking also.

7.7.4.3 Similarly it is proposed the rights for plot 2 would see the removal of the ability to undertake a loft conversion with roof lights or dormer windows for the same reasons. Furthermore, due to the projection of the rear elevation beyond the rear elevation of the dwelling on plot 1, it is considered reasonable to remove permitted development rights for extensions to protect against any further extensions being built in close proximity of the boundary of plot 1. This is largely due to the possibility of a 4m deep extension being possible and the plot orientated due south of plot 1.

7.7.4.4 Lastly, in terms of plot 3, it is considered appropriate to remove permitted development rights for loft conversions with roof lights and/or dormer windows because of the possible impact on parking provision. Furthermore, given the smaller garden size of this plot, albeit above standard, it is considered appropriate to remove rights to erect extensions and outbuildings. This would ensure a good level of garden is maintained for the property and future occupants, which is considered important given its location adjacent the conservation area.

8 CONCLUSIONS

8.1 It is considered that the redevelopment of existing garage compound, including its demolition and the erection of three detached dwellings is acceptable. The design is considered to be of a high quality and would enhance the character and appearance of the conservation area, outweighing the harm caused by the proposed loss of the hedgerow fronting Shephall Green. The amenity of neighbouring properties is preserved, and acceptable amenity is proposed for the future occupiers of the development. There are no highways implications and an acceptable level of parking provision is proposed. Subject to appropriate conditions being imposed, the application is recommended for approval.

9 RECOMMENDATION

9.1 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: 542-C-028-900-01; 542-C-028-900-02; 542-C-028-900-02; 542-C-028-900-04; 542-C-028-900-05A; 542-C-028-900-06A; 542-C-028-900-07 P; 542-C-028-900-07; 542-C-028C900-10; 542-C-028C900-10; 542-C-028C900-10; 542-C-028-900-13A; 542-C-028-900-14; 542-C-028-900-15; 542-C-028-900-15; 542-C-028-900-17; 542-C-028-900-18; 542-C-028-900-19.

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 shall take place above slab level until a schedule and samples of the materials including windows and doors, to be used in the construction of the external surfaces of the approved building hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. 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 above slab level. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the building(s) is occupied.

REASON:- To ensure a satisfactory standard of development in the interests of amenity and that it has an acceptable appearance.

5. No development shall take place above slab level until there has been submitted to and approved by the Local Planning Authority a scheme of soft and hard landscaping and details of the treatment of all hard surfaces. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting.

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

6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building(s) or the completion of the development whichever is the sooner.

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

7. All hard surfacing comprised in the approved details of landscaping shall be carried out prior to the first occupation of the building or the completion of the development, whichever is the sooner.

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

8. 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.

9. No tree shown retained on the approved plans, or subsequently approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or

lopped within five years of the completion of development without the written approval of the Local Planning Authority.

REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.

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

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

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.

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

12. 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 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.

13. The development hereby permitted shall not be brought into use until the proposed accesses have been constructed as identified drawing number 542-C-028 900 02, the existing access to the garage compound along Hydean Way has been closed, and the footway has been reinstated to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.

REASON:- In the interests of highway safety and amenity.

14. Before the proposed accesses are first brought into use a minimum of 0.65 metre x 0.65 metre pedestrian visibility splays shall be provided and permanently maintained to each side of the accesses. They shall be measured from the point where the edges of the access way cross the highway boundary, 0.65 metre into the site and 0.65 metre along the highway boundary, therefore forming a triangular visibility splay within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the footway level.

REASON:- To provide adequate visibility for drivers entering and leaving the site.

15. Before the accesses are first brought into use vehicle to vehicle visibility splays of 2.4 metres by 36 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 footway 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.

16. The accesses shall be 3.0 metres wide.

REASON:- So that vehicles may enter and leave the site with the minimum of interference to the free flow and safety of other traffic on the highway and for the convenience and safety of pedestrians and disabled people.

17. The new accesses shall be constructed in a hard surfacing material for the first 4.8 metres from the edge of the highway. This area of hardstanding and the remaining driveway areas shall be made of a porous material, or provision shall be made to direct surface water run-off

water from the hardstanding to a permeable or porous area or surface within the curtilage of the dwellinghouse.

REASON:- To prevent loose material from passing onto the public highway which may be detrimental to highway safety, in the interest of visual amenity and to ensure the development is sustainable and accords with the aspirations of Class F, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

18. The parking provision hereby approved and as shown on Drawing number 542-C-028 900 02 within the garages and driveways shall be constructed and made ready for use prior to the occupation of the approved dwelling. The provision shall thereafter be retained for the purposes of parking in perpetuity.
REASON:- To ensure adequate off-street parking is provided in accordance with the Council's adopted Parking Standards Planning Document, preventing additional cars from parking on-street and in the interests of highway safety.
19. No development shall take place until details of measures to address adaptation to climate change and energy efficiency have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.
REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.
20. Notwithstanding the details pursuant to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Statutory Instrument revoking or re-enacting that Order, the provisions of Article 3(1) and Classes B and C of Part 1, Schedule 2 to the said Order (relating to enlargements and alterations to the roof) shall not apply to the dwelling on plot 1 to which this permission relates and no such development shall be carried out without the permission of the Local Planning Authority being first obtained.
REASON:- To enable the Local Planning Authority to fully consider the effects of development normally permitted by that Order to safeguard the amenities of the locality in accordance with policies SP8, GD1 and IT5 of the adopted Stevenage Borough Local Plan 2011-2031 (2019).
21. Notwithstanding the details pursuant to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Statutory Instrument revoking or re-enacting that Order, the provisions of Article 3(1) and Classes A, B and C of Part 1, Schedule 2 to the said Order (relating to enlargements to the dwellinghouse and enlargements and alterations to the roof) shall not apply to the dwelling on plot 2 to which this permission relates and no such development shall be carried out without the permission of the Local Planning Authority being first obtained.
REASON:- To enable the Local Planning Authority to fully consider the effects of development normally permitted by that Order to safeguard the amenities of the locality in accordance with policies SP8, GD1 and IT5 of the adopted Stevenage Borough Local Plan 2011-2031 (2019).
22. Notwithstanding the details pursuant to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Statutory Instrument revoking or re-enacting that Order, the provisions of Article 3(1) and Classes A, B, C and E of Part 1, Schedule 2 to the said Order (relating to enlargements to the dwellinghouse and alterations to the roof, and outbuildings) shall not apply to the dwelling on plot 3 to which this permission relates and no such development shall be carried out without the permission of the Local Planning Authority being first obtained.
REASON:- To enable the Local Planning Authority to fully consider the effects of development normally permitted by that Order to safeguard the amenities of the locality in accordance with policies SP8, GD1 and IT5 of the adopted Stevenage Borough Local Plan 2011-2031 (2019).

Informatives

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/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. 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. Emerging Stevenage Local Plan 2011-2031.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
4. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
5. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
6. Responses to consultations with statutory undertakers and other interested parties referred to in this report.