

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

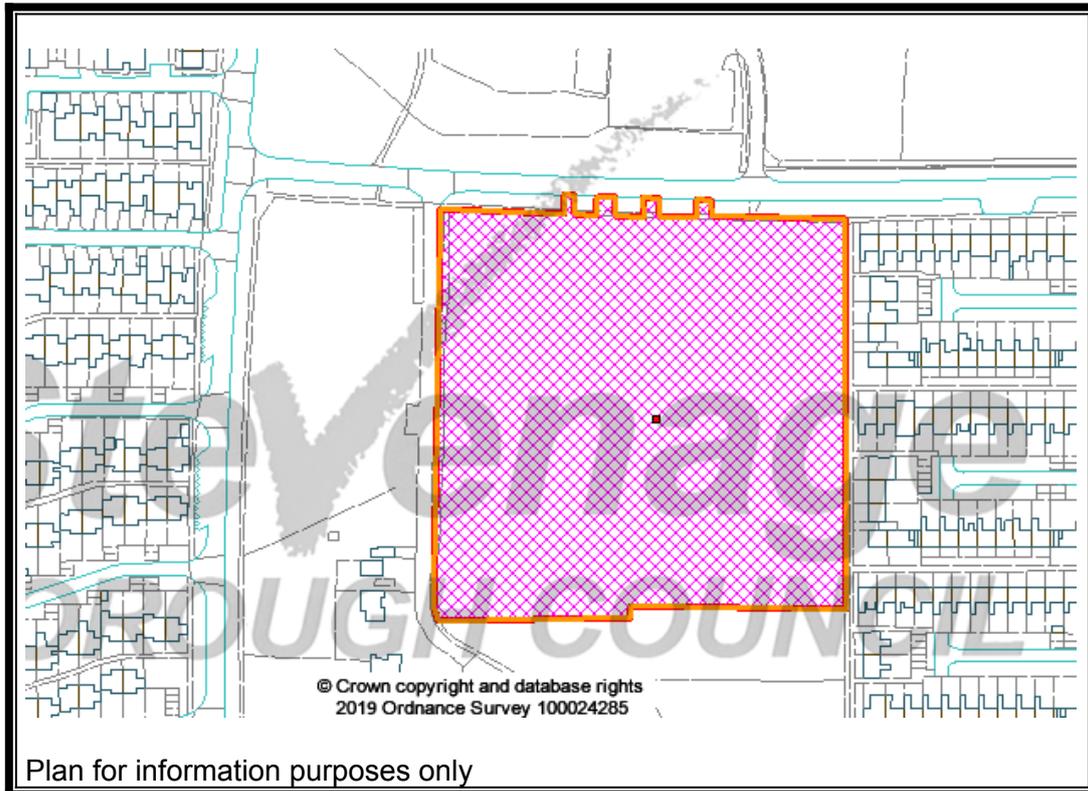
Date: 16 December 2019

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Application No:	19/00485/FPM
Location:	Land at Webb Rise, Stevenage
Proposal:	Construction of 85 residential dwellings, associated accesses, landscaping and other matters.
Drawing Nos.:	<p>WBR_RT18103_00_XX_DR_A_00802; WBR_RT18103_AC_00_DR_A_00320(1);</p> <p>WBR_RT18103_AC_01_DR_A_00321(1); WBR_RT18103_AC_02_DR_A_00322(1);</p> <p>WBR_RT18103_AC_XX_DR_A_00620; WBR_RT18103_AC_XX_DR_A_00621;</p> <p>WBR_RT18103_HA_XX_DR_A_00301(1); WBR_RT18103_HA_XX_DR_A_00302(1);</p> <p>WBR_RT18103_HA_XX_DR_A_00601(1); WBR_RT18103_HC_XX_DR_A_00303(1);</p> <p>WBR_RT18103_HC_XX_DR_A_00303(2); WBR_RT18103_HC_XX_DR_A_00304(1);</p> <p>WBR_RT18103_HD_XX_DR_A_00305(1); WBR_RT18103_HD_XX_DR_A_00604(1);</p> <p>WBR_RT18103_HE_XX_DR_A_00306(1); WBR_RT18103_HE_XX_DR_A_00307(1);</p> <p>WBR_RT18103_HE_XX_DR_A_00605(1); WBR_RT18103_HE_XX_DR_A_00606(1);</p> <p>WBR_RT18103_HG_00_DR_A_00309(1); WBR_RT18103_HG_01_DR_A_00310(1);</p> <p>WBR_RT18103_HG_XX_DR_A_00607(1); WBR_RT18103_HK_00_DR_A_00311(1);</p> <p>WBR_RT18103_HK_01_DR_A_00312(1); WBR_RT18103_HK_XX_DR_A_00610(1);</p> <p>WBR_RT18103_HL_XX_DR_A_00308(1); WBR_RT18103_HL_XX_DR_A_00313;</p> <p>WBR_RT18103_HL_XX_DR_A_00611(1); WBR_RT18103_00_XX_DR_A_00234 PL04;</p> <p>WBR_RT18103_00_XX_DR_A_00231 PL04; WBR_RT18103_00_XX_DR_A_00232 PL03;</p> <p>WBR_RT18103_00_XX_DR_A_00233 PL03; WBR_RT18103-00-ZZ-DR-A-00200 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00201 PL04; WBR-RT18103-00-ZZ-DR-A-00202 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00210 PL05; WBR-RT18103-00-ZZ-DR-A-00211 PL05;</p> <p>WBR-RT18103-00-ZZ-DR-A-00212 PL04; WBR-RT18103-00-ZZ-DR-A-00213 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00214 PL06; WBR-RT18103-00-ZZ-DR-A-00220 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00221 PL04; WBR-RT18103-00-ZZ-DR-A-00222 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00223 PL04; WBR-RT18103-00-ZZ-DR-A-00225 PL04;</p> <p>WBR-RT18103-00-ZZ-DR-A-00230 PL04; WBR-RT18103-00-ZZ-DR-A-00226 PL02;</p> <p>A1-L002 Rev C; A1-L003 Rev C; A1-L004 Rev D; A1-L005 Rev C; A1-L006 Rev C; A1-L007 Rev C; A1-L008 Rev D; WBR_RT18103_N_XX_DR_A_00227 PL01;</p> <p>WBR_RT18103_S_XX_DR_A_00228 PL01; 101975-S8-100 General Arrangement Rev B;</p> <p>101975-S8-MA-001 Access Plan Rev C; 101975-S8-S278-100 Rev C General Arrangement;</p> <p>101975-S8-TR-001 Fire Tender Rev C; 101975-S8-TR-002 Refuse Tracking Rev C;</p> <p>551213dpNov19FV03_TRP; 101975-PEF-08-EW-DR-D-0001-P5;</p>
Applicant:	Chalkdene Developments
Date Valid:	13 August 2019
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site is the former Lonsdale School site located to the south of Webb Rise. The site is bounded to the south by Larwood School, to the west by open space fronting Lonsdale Road, to the north by Webb Rise and Hampson Park beyond and to the east by residential properties off Webb Rise and Archer Road. The site occupies 2.52 hectares and is currently laid to grass with numerous mature trees throughout and mature hedging along the north and eastern boundaries. The southern boundary with Larwood School is partially delineated by a tree belt in the south western corner. Pedestrian and vehicular access is by the existing school access road, with two existing dropped kerb accesses on the western boundary.
- 1.2 The area is largely characterised by open space, with Hampson Park to the north of the site and an area of land to the west being open and laid to grass. Residential areas off Lonsdale Road to the west and Webb Rise and Archer Road to the east are predominantly formed of terraced and semi-detached dwellings. The ground levels do incline from the south western corner of the site towards the north eastern corner. The open space to the west of the access road declines more severely to the west and Lonsdale Road. Also, the grass verges and open space of Hampson Park are on slightly higher ground and incline in to the site before levelling out.

2. RELEVANT PLANNING HISTORY

- 2.1 11/00577/OPM Outline application for redevelopment of existing school site for the erection of 90 dwellings. Application withdrawn. 21.12.2011.
- 2.2 12/00496/OPM Outline application for redevelopment of existing school site for the erection of 67 dwellings. Outline Permission Granted. 15.01.2013.

- 2.3 13/00067/COND Partial discharge of condition 33 (archaeological report) attached to planning permission reference number 12/00496/FPM. Discharge agreed. 20.03.2013.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the construction of 85no. dwellings consisting of 12no. four bedroom, 40no. three bedroom and 27no. two bedroom two storey dwellings and 6no. one bedroom flats located in a three storey building. The application includes associated access, landscaping and other related matters. The former school and existing site accesses shall be utilised on the access road.
- 3.2 The application comes before the Planning and Development Committee as this application is classed as a Major residential development.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, the posting of four site notices – one on the eastern pedestrian footpath off Archer Road, one on the access road, one on the southern side of Webb Rise and one by the vehicular access to Hampson Park on the northern side of Webb Rise, and an advertisement has been placed in the local newspaper. No observations have been received.

5. CONSULTATIONS

5.1 Police Crime Prevention Officer (PCPO)

- 5.1.1 It would appear that the proposal may not be completed in accordance with 'Secured by Design'. The Police Crime Prevention Design Service is disappointed with this decision and as such they are not looking to object to the application but are not in a position to fully support the application.

5.2 Council's Arboricultural Officer

- 5.2.1 No objections from an arboricultural perspective. The landscaping details and replanting/tree protection measures are considered acceptable.

5.3 Hertfordshire County Council Highways

- 5.3.1 The County Council as Highways Authority consider the development to be in accordance with National and Local policies. Therefore, the Highways Authority's formal recommendation is that there are no objections to the development proposal subject to the recommended conditions and highway informatives.

5.4 Lead Local Flood Authority

- 5.4.1 Following a review of the Flood Risk Assessment carried out by Pell Frischmann reference: 101975-PF-08-EW-RP-D-0001, Revision D dated 30 July 2019, we can confirm that we have no objection in principle on flood risk grounds and can advise that the proposed development site can be adequately drained and can mitigate any potential existing surface water flood risk if carried out in accordance with the submitted drainage strategy.

5.5 Environmental Health

- 5.5.1 If planning permission is granted it is recommended that conditions be imposed relating to construction hours, dust emissions, contaminated land.

5.6 Hertfordshire County Council Waste and Minerals

- 5.6.1 After reviewing the documents submitted with the application, it is clear that a Site Waste Management Plan (SWMP) has been submitted. The SWMP sets out the relevant details in relation to the project and identifies the Client, Principle Contractor and the author of the SWMP.
- 5.6.2 The SWMP includes a table which sets out estimates for each of the different waste types set to arise from the project. The county council is satisfied with the level of detail set out within the SWMP at this stage and would like to ask that actual waste arisings be added to the SWMP throughout the construction of the developments and that details of how waste is managed (i.e. re-used, recycled or sent off-site for treatment or disposal) and where it is sent to, should also be set out within the SWMP.

5.7 Hertfordshire County Council Growth and Infrastructure

- 5.7.1 Following an assessment of the proposed development for 85 units, it is recommended financial contributions should be secured in accordance with HCC Toolkit towards secondary education, nursery education, primary education, childcare services, library services and youth services. In addition to this, it is recommended that a fire hydrant should be provided as part of the development. As such, the fire hydrant should be secured as part of any S106 Legal Agreement.

5.8 Herts and Middlesex Wildlife Trust

- 5.8.1 The details set out in the Ecological report are considered to be acceptable. However, this is subject to conditions on the provision of bat and bird boxes along with the submission of a landscape and ecological management plan (LEMP) as well as a landscape and habitat management scheme to be approved by the Council.

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 Borough 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
HO7	Affordable Housing Targets
HO8	Affordable Housing Tenure, Mix and Density
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 are the acceptability in land use policy terms, affordable housing and S106, design and layout, impact on the character and visual amenity of the area, impact on neighbour amenity, impact on amenity of occupiers, highways implications, parking provision, and other matters including waste, drainage and climate change.

7.2 Acceptability in Land Use Policy Terms

- 7.2.1 The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF also stipulates that decisions should play an active role in guiding development towards sustainable solutions, but in doing so should

take local circumstances into account, to reflect the character, needs and opportunities of each area. In addition, the Framework also sets out that sustainable development needs to be pursued in a positive way and at the heart of the framework is a "presumption on favour of sustainable development".

- 7.2.2 Paragraph 61 of the 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. Paragraph 68 of the NPPF sets out that small and medium sites can make an important contribution to meeting housing requirements in an area, and this includes supporting the development of windfall sites.
- 7.2.3 Paragraph 67 of the NPPF (2019) states that planning policies should identify a supply of specific deliverable sites for years one to five of the plan period, and specific deliverable sites or broad locations for growth, for years 6 to 10 and where possible, for years 11 to 15. Paragraph 73 of the same document states that "Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies".
- 7.2.4 Paragraph 117 of the NPPF stipulates that planning policies and decisions should promote the effective use of land in meeting the need for homes such as through the use of brownfield sites (previously developed land) and the development of underutilised land.
- 7.2.5 Turning to the adopted Local Plan (2019), as the site is not designated for residential development it would be classed as a windfall site. Taking this into consideration, Policy SP7 (High quality homes) states that the Council needs to be provide 7600 new homes over the local plan period of which 1,950 homes would be provided through windfall sites. Turning to the specific policy on windfall development sites, (Policy HO5 of the Local Plan), this outlines a set of criteria that must be met for a development to be considered acceptable. These criteria state 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.
- 7.2.6 The proposal consists of the creation of 85 dwellings, a mixture of detached, semi-detached and terrace, with 6 units being assisted living in flat form. The proposed layout covers the bulk of the site area, including over the footprint of the former school buildings and associated playing fields and school curtilage. The land is, therefore, considered to be previously developed for the purposes of policy HO5. It is also of note here that outline permission was granted in 2012 for the provision of 67 units. Furthermore, the proposal does not see the loss of public amenity space, and is close to the local bus and cycle network. As such, the proposal is considered to be in a sustainable location.
- 7.2.7 With respect to the five year land supply of deliverable housing, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements, but the supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:-
- a) 5% to ensure choice and competition in the market; or
 - b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or

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

7.2.8 The most up to date housing supply figures indicate that the Council is able to meet its requirements to provide a 5 year land supply as defined in the adopted Local Plan. The fact that the Council can meet its 5 year land supply of housing is thus a material consideration in the assessment of this application. However, as set out above, as the application site is considered to be a 'windfall' site, it will help to meet the Council's overall housing need over the local plan period in this instance.

7.2.9 In respect to Policy HO9 (House types and sizes) of the Adopted Local Plan (2019), as the proposed development seeks to deliver a mixture of 2, 3 and 4 bedroom dwellings, it would be in accordance with this policy as it would add to the overall mix of housing which is required to meet the objectively assessed need over the local period.

7.2.10 The impact of the proposal on the local environment and surrounding properties will be addressed later in this report. Based on the above it is concluded that the proposal is acceptable in land use policy terms.

7.3 Affordable Housing Provision and S106 Contributions

7.3.1 Policy HO7 of the adopted Local Plan (2019) stipulates that planning permission would be granted for residential development which would maximise affordable housing provision. Taking this into consideration, there is a requirement to provide 25% of new homes to be affordable on previously developed sites. In this regard, there would be a requirement to provide 22 affordable units.

7.3.2 Turning to affordable housing tenure, mix and design, Policy HO8 states that planning permission would be granted where those dwellings:

- a. Are provided by the developer on site with at least 70% of the units being for rent and the remainder consisting of other tenures which is to be agreed with the Council's Housing team;
- b. Meets the requirements of Policy HO9 (House types and sizes);
- c. Are physically indistinguishable from other types of homes and are distributed across the site to avoid over-concentration in particular; and
- d. Will remain at an affordable price for future eligible households.

7.3.3 In addition to the above, paragraph 64 of the NPPF (2019) stipulates that for major developments involving the provision for housing, planning decisions should expect at least 10% of the homes to be made available for affordable home ownership (this includes shared ownership, equity loans, other low cost homes which are 20% below local market value and rent to buy). However, the aforementioned 10% requirement is part of the overall affordable housing contribution for the site.

7.3.4 The applicant has confirmed that the development would comprise of 25% affordable units. As such, the development would be policy compliant in this instance. With respect to the exact location of the affordable units, the affordable housing tenure mix, size of the units, this has been agreed with the Council's Housing Development Section.

7.3.5 In addition to affordable housing, financial contributions are also required in line with the Hertfordshire County Council (HCC) Toolkit, HCC Highways requirements and Stevenage Borough Council contributions towards children's play space and outdoor sports and open space. Based on the number of units proposed, the following contributions would be sought.

Stevenage Borough Council	Financial Contribution
Outdoor Sports Provision – towards improvements at Hampson Park	£7,384.74
Children’s Play Space – towards improvements at Hampson Park	£6,649.61
Total (based on current figures provided)	£14,034.35
Hertfordshire County Council	
Secondary Education - towards the expansion of Nobel School by 1fe to 9fe	£172,668
Primary Education – towards the expansion of Moss Bury Primary School by 0.5fe to 2Fe	£185,270
Nursery Education – towards the expansion of Clare’s Little Bears *joint Early Years project	£26,381
Childcare Service - towards the expansion of Clare’s Little Bears *joint Early Years project	£10,216
Library Service – towards the re-provision of Stevenage Central Library to support specific aspects of the new library, which will be determined as soon as the construction and layout of the new library has been confirmed	£14,425
Youth Services – towards the increase of capacity at the re-provision of the Bowes Lyon Young People’s Centre kitchen enabling young people to learn independent living skills	£3,320
Travel Plan Contribution	£6,000.00
Total	£412,280
Overall Total	£426,314.35
NOTE:- All financial obligations would be index linked.	

7.3.6 The applicant has agreed to pay all monies and provide the required affordable housing sought through the signing of a S106 agreement.

7.3.7 HCC also seeks the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in the S106 agreement. Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.

7.4 Design and Layout

7.4.1 The proposed dwellings are all two storey with a mixture of front and side facing gables. House type HK has a side projecting gable with accommodation at first floor above an attached garage. House type HE would also have either an attached or detached single garage. The fenestration has been kept simple and minimal to provide a modern design feature, including full length detailing. The palette of materials includes brickwork in-keeping with the make-up of the surrounding residential estates, but would incorporate areas of brickwork texture on the front facades.

7.4.2 The layout follows a northern entrance road running west to east before turning 90 degrees to run southerly before turning a further 90 degrees to run east to west creating the southern entrance road. Two smaller areas to the south-east and north of the estate road would be a

non-tarmac based access road providing access to driveways and parking bays. Pedestrian access would also be provided off these small arms to provide access to Webb Rise and the easterly footpath bounding the site.

- 7.4.3 The dwellings would form a linear building line along the highway, with three of the four bed dwellings located off a private driveway just off the northern entrance of the site to the west. Seven properties would have direct access off Webb Rise, and six properties directly off the existing Larwood access road. The types of dwellings have appropriately been sited within the layout to ensure junctions are faced with facades of more interest or design features.
- 7.4.4 Predominantly the layout provides allocated parking within the curtilage of individual plots. Centrally and to the east and south east of the site, properties would have parking bays provided along the highway to provide parking 'on-street'. These areas would also provide visitor parking spaces. The properties would have minimal frontages and within the street scene the areas of hardstanding are broken up my small areas of landscaping with various trees proposed within said areas.
- 7.4.5 A three storey building is located on the southern boundary of the site which would provide 6no. one bedroom assisted living flats with associated disabled parking to the rear. A policy compliant level of affordable units would be dispersed within the south eastern area of the site, with the assisted units forming part of the 25% provision.

7.5 Impact on the Character and Appearance of the Area

- 7.5.1 The site is currently screened by a mature hedgerow and semi-mature trees just inside the boundary line, which make up a pleasant and appealing green element of landscaping. The provision of driveways along Webb Rise does allow for an open frontage to the site and will see the removal of a stretch of the hedgerow. Whilst this is unfortunate, the retention of the hedgerow would require properties to face inwards in to the site which is not considered good design in terms of the wider street scene.
- 7.5.2 The extent of the red line plan ensures a wide strip of open space is retained between the site and Lonsdale Road which will preserve the openness of the area, particularly as the ground levels decline steeply towards Lonsdale Road. To the east the properties along this boundary all face westwards with rear gardens located adjacent the existing footpath serving Archer Road. The layout follows the similar linear form of the properties in Archer Road which front or are side on to the site. The large mature hedgerow that spans this boundary of the site is to be retained. This is favourable in retaining the character of the nearby residential estate.
- 7.5.3 To the north of the site, the set back of the properties at the site entrance, and when viewed driving easterly up and along Webb Rise helps integrate the proposal in to the landscape. A wide grass verge runs parallel to the site frontage providing greenery between the highway and footpath and site edge. The provision of driveways to serve the seven properties facing Webb Rise will see four areas of hardstanding created, fragmenting the grass for a length of 29m within a 78m frontage. Concerns have been raised by the Council's Parks and Amenities team that the fragmentation is not preferable and could lead to a precedent in terms of driveways being created across open space. It has been suggested that parking bays be created within the grass verge off Webb Rise to provide parking within the public realm of a similar nature to those already visible along Webb Rise.
- 7.5.3 This is not supported for various reasons. The provision of a parking bay would remove as much of or more of the grass verge than the driveway crossings and this is considered more harmful to the character and appearance of the area than the fragmented areas of grass. Furthermore, the provision of a parking bay would be outside of the application site and thus could not form part of the site's parking numbers, and would result in seven properties facing Webb Rise without parking provision. In terms of a precedent being set, each case is assessed on its own merits, and by comparison the provision of driveways here as part of a

larger housing development is much different from an existing house seeking a single driveway crossing.

7.6 Amenity of Neighbours

- 7.6.1 In assessing the impact of the proposal on the amenity of neighbouring properties, the properties most affected are the dwellings to the south west off the school access road, and along the eastern side of the site off Archer Road. The impact of the development on Larwood School must also be considered.
- 7.6.2 Looking firstly at the properties on the south western side of the site, four detached properties are accessed via the main school access road. The properties occupy the corner position of the road as it enters the school site. No's 1 and 2 Larwood Grove face eastwards across the far south western corner of the site, and No's 3 and 4 sit perpendicular facing northwards looking across the frontages of No's 1 and 2 and the access road. Larwood School is located further south and stretches along the southern boundary of the site with the main buildings being located towards the west of the school site.
- 7.6.3 The existing mature landscaping which occupies the south western corner of the site is to be retained. The main outlook of all four properties towards the site is this area of landscaping. The nearest house proposed would be plot H66 which faces westerly across Larwood Grove and the open space beyond. This property sits past No.1 on the opposite side of the access road. Consequently the proposed works would not adversely affect the amenity of these properties in terms of outlook, loss of privacy or sunlight/daylight.
- 7.6.4 The buildings of Larwood School are located approximately 38m from the shared boundary. The proposed boundary treatments along the southern boundary would be finished with weld mesh and timber boarded fencing on the garden side. In considering the additional garden depths to the properties whose rear elevations face the school site, there would not be an adverse impact on the privacy and safeguarding of the school.
- 7.6.5 The eastern boundary of the site abuts an existing footpath which runs north to south from Webb Rise to properties off Archer Road. Residential properties either have side facing gables or front elevations facing the site. The Council does not have adopted separation distances for front to rear relationships between existing and new developments. Notwithstanding this, the distance between the rear elevations of the proposed dwellings and the front elevations of the existing properties off Archer Road are approximately 20m. Additionally, the side facing properties are approximately 16-17m away from the rear elevations of the proposed dwellings. Both these distances are considered acceptable and meet the Council's adopted standards. Consequently, the proposed development is not considered to adversely affect the amenity of the occupiers of the properties off Archer Road in terms of outlook, privacy or sunlight/daylight.

7.7 Amenity of Future Occupiers

- 7.7.1 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.

- 7.7.2 The minimum internal sizes of the proposed units have been annotated on the proposed floor plans and the units would meet the minimum standards, including storage space. Room size standards for bedrooms are also considered in the technical standards, 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 with a minimum width of 2.75m and that where a second (or more) bedroom(s) is proposed it should have a minimum of 7.5 square metres and width of 2.15m to be considered a single and a second double be at least 2.55m wide with the same 11.5 square metres minimum floor space. The bedroom sizes are annotated on the floor plans all accord with the bedroom and person sizes stipulated on the plan key and the technical guidance.
- 7.7.3 The Stevenage Design Guide recommends that for terraced and semi-detached dwellings gardens should have a minimum depth of 10m and area of 50 square metres. For detached properties the garden area is usually required to be larger. Direct access should be afforded to the garden area for refuse storage, cycle parking and general maintenance. All of the proposed dwellings have a garden of at least 50 square metres with the larger semi-detached and detached properties having in excess of 100 square metres. There are some examples where the rear garden depth is between 8 and 10 metres. In these cases the garden sizes are well above the area requirement and the reduced depth would not impact on outlook or privacy.
- 7.7.4 The Council's separation distances for back to side and back to back relationships between new developments are slightly lower than where existing properties have to be considered. The proposed layout in terms of the relationships between the rear gardens and rear elevations of the proposed dwellings are policy compliant and would provide an acceptable level of privacy and outlook for the future occupiers of these properties.

7.8 Landscaping and Trees

- 7.8.1 Currently the site is laid to grass and is interspersed by a variety of tree types and value. Most appear semi-mature and these are largely around the north and eastern boundaries, as the former school buildings were located to the west – south west. A large area of smaller trees and large shrubbery is located to the north east but further in the site. The northern and eastern boundaries are also delineated by a tall mature hedgerow. The western and southern boundaries are predominantly open in nature with a small pocket of trees and landscaping to the south western corner of the site.
- 7.8.2 The proposal would see the removal of approximately 50% of the trees from across the site (approximately 33), with 110 new trees being planted. These would predominantly be smaller trees to be sited along the highway and areas of open space. However some would be placed in rear gardens and by the site boundary to provide additional screening. The proposed landscaping also includes the provision of shrub borders to properties, new hedging and areas of wild flowers, as well as grass laid in the rear gardens.
- 7.8.3 The proposals also include an area of open space with a balancing pond in the north western corner of the site. This area would be located behind the existing hedgerow being maintained around this corner.
- 7.8.4 The proposed landscaping has been assessed by the Council's Tree Manager and Parks and Amenities Section. Tree Manager has no objections from an arboricultural perspective and finds the proposed tree protection measures and landscaping proposals acceptable. The Parks and Amenities Green Spaces Officer has raised concerned over the level of small landscaping pockets particularly along the proposed highway routes, in respect of maintenance. However, they have also advised that the Council would not adopt the landscaped areas or the open space and balancing pond.

7.8.5 The applicant has responded to these comments and has confirmed the future management/maintenance of the landscaped areas will be undertaken by a management company. It is considered that the smaller pockets of landscaping will help break up large areas of hardstand for parking purposes, and between driveway accesses. These areas allow for a significant tree planting scheme which will enhance the street scene within the development.

7.9 Highways and Parking

7.9.1 The proposed site plan shows the utilisation of two of the former school access points on the western boundary of the site directly off Larwood Grove. The access points form part of a larger crescent shaped internal arm, with smaller private driveway areas off this. Across Webb Rise and Larwood Grove private individual driveways are proposed for the larger detached homes within these frontage positions.

7.9.2 Apart from visibility for exiting drivers at the southern access, which is substandard (18m) and is obscured by vegetation, to see oncoming vehicles from the school's side, the visibility of 2.4m x 43m from the accesses as shown on 101975-S11-GA-100 General Arrangement of the TN02 is in line with the Manual for Streets (Fig 7.18) standards. The Highway Authority is however satisfied and agrees with the Road Safety Audit's findings that as the speeds are very slow along this length of road, and the drivers exiting the school gates, should be doing so at slower speeds, the issue can be overcome by ensuring the vegetation is continually cutback to afford maximum available visibility from this junction. The details can be secured by a planning condition.

7.9.3 The Means of Access Plan ref 101975-S8-MA-001 Rev A contained in the TN02 shows a principal access road that will form the main vehicle access to the development with connections to a system of cul-de-sac access roads. This has been tested with a swept path analysis of a large waste collection vehicle, shown on the Pell Frischmann drawing number 101975-S8-TR-002 Rev A Refuse Vehicle Turning Movements.

7.9.4 Parking provision in this area of Stevenage does not fall within one of the Council's residential parking zones as outlined in our adopted parking standards SPD. As such 100% of the required provision should be provided on site.

7.9.5 Based on the provisions of the adopted standards a one bedroom unit requires 1 space, a two bedroom 1.5 spaces, three bedrooms is 2 spaces and a four + bedroom unit is 3 spaces. The total amount, if as a decimal figure, is rounded up to the nearest whole number. Based on the provision of 6 one bed, 27 two bed, 40 three bed and 12 four bed units the parking requirement would total 156.5 spaces ($6 \times 1, 27 \times 1.5, 40 \times 2, 12 \times 2.5 = 156.5$). Furthermore, 0.5 visitor spaces are required per unit, so a total of 42.5 (85 units) visitor spaces. This gives the proposal a total car parking provision requirement, including visitor parking, of 199 spaces. The proposed site plan outlines the provision of 199 spaces across the site to an acceptable layout and provision.

7.9.5 In terms of cycle parking, 1 space is required per unit. Properties with garages have sufficient space within the garage for cycle storage as each garage exceeds the Council's internal measurements at 3.1m by 6.1m approximately. Properties without garages have sheds shown in the rear gardens which would provide an acceptable storage area for cycles. The cycle parking provisions meet the Council's standards.

7.9.6 In line with Policy 5h of the LTP4 some provision for electric charging points should be made on site. For houses, this should be easy to provide as driveway parking is provided for each unit, the external plug in sockets can easily be fitted. The details should be secured by a planning condition.

- 7.9.7 Provision has been made for on-site bin-refuse stores within 30m of each unit and within 25m of the kerbside/bin collection point. The internal roads can accommodate manoeuvring space for waste collection vehicles and the proposed residential units meet the requirements for waste storage and collection contained in the Manual for Streets. Furthermore, the site layout indicates that emergency access will be provided to all parts of the site. The minor access roads within the development would also be able to accommodate emergency vehicles.
- 7.9.8 85 dwellings are shown to generate around 56 vehicle trips in the am peak hours and 49 in the pm peak time or in total 672 person trips a day of which nearly 75% will be by a private car and the rest by using sustainable modes of travel. Given that the development is located along a local access road with a capacity to accommodate the volume of traffic for a residential development, the traffic generation of vehicles is considered not to have a significant impact on the local highway network. A review of the most recent collision data on the network in the vicinity of the site reveals no existing clusters or patterns. Therefore, it is anticipated that the development will not have a detrimental impact on the safety of the highway network.
- 7.9.9 The distribution of development related traffic, based on the Census data, assumes that 87% will be to/from the west while 13% will be to and from the east. This has been considered to represent a robust scenario in terms of the distribution of traffic and the subsequent impact on the local road network. Data analysis within the TA demonstrates that the development proposals will be sufficient to accommodate the additional demand generated by the development proposals, without there being a residual impact that would be considered severe. The Junction capacity assessment indicates that the proposed junctions would continue to operate well within capacity.
- 7.9.10 An Interim Travel Plan has been submitted which is required for development of this scale. The HCC Travel Plan team have advised that the TP be secured as part of any S106 agreement together with a £6,000 monitoring fee.
- 7.9.11 The submitted Construction Management Plan (CMP) does not provide a sufficient level of detail and fails to conform to the Highway Authority's adopted template. An updated CMP based on the Hertfordshire's template would therefore need to be submitted and secured by a planning condition to ensure that construction vehicles will not have a detrimental impact on public highway in the vicinity of the site.

7.10 Construction and Site Waste Management Plans

- 7.10.1 The application has been submitted with a supporting Construction Management Plan (CMP) which also has a Site Waste Management Plan (SWMP) within the appendices. Looking firstly at the SWMP, Herts County Council Minerals and Waste team have assessed the documentation and raise no objections subject to the SWMP being updated throughout the site clearance and construction phase to provide actual volume calculations and means of disposal.
- 7.10.2 The CMP provides details of the programme of works, welfare on site, logistics and traffic management and air quality and carbon reduction. From an Environmental Health perspective the details given are considered acceptable and standard conditions relating to construction hours and dust emissions will be imposed. A further condition relating to contaminated land (should any be found) will also be imposed seeking immediate contact with the Council to agree remediation.
- 7.10.3 The local highway authority have advised that the CMP does not cover the required information for their purposes and have requested additional information relating to vehicle swept paths, Construction Logistics and Community Safety (CLOCS) standards, the purpose of the "site's manager's guide", the number and type of construction traffic, and the details of

the new vehicular access to the parking area. This can be appropriately covered by imposing a condition seeking further details.

7.11 Other Matters

7.11.1 Waste

7.11.1.1 The proposed site plan shows the provision of bin storage areas in the rear gardens which can be accessed via a rear gate or through the garage if applicable. Furthermore, sufficient swept paths have been provided to show access throughout the site for a refuse vehicle to ensure appropriate collection distances for operatives and homeowners.

7.11.2 Drainage

7.11.2.1 The application site is located within Flood Zone 1 within the Environment Agency's flood risk map. Flood Zone 1 is defined as land having a 0.1% chance of flooding from seas or rivers which is typically less than 1 in 1000 annual probability of flooding. Therefore, all developments are generally directed to Flood Zone 1. There is no evidence to show that the site is currently actively drained as it has remained undeveloped for some time.

7.10.3.2 The proposed drainage strategy is based upon infiltration and infiltration testing has been carried out to ensure the feasibility of the proposed scheme. The drainage strategy is based on permeable paving with sub-base and geo-cellular attenuation tanks and basin, and is designed to accommodate a 1:100 + 40% climate change rainfall event. The water will be discharged via a proposed connection to the surface water sewer network which has been agreed with Thames Water. The Lead Local Flood Authority have assessed the application and recommend conditions be imposed if planning permission be granted.

7.10.4 Climate Change

7.10.4.1 Policy SP11 of the adopted 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.

8 CONCLUSIONS

8.1 It is considered that the redevelopment of the former Lonsdale School site is acceptable. The windfall site is policy compliant as it is previously developed and provides an acceptable level of affordable housing. The design and layout of the proposed dwellings and estate, including landscaping, is acceptable. Access and parking arrangements meet the required standards and other matters including drainage and ecology are acceptable and where applicable can be appropriately controlled through imposition of conditions.

9 RECOMMENDATION

- 9.1 That planning permission be GRANTED subject to the applicant having first entered into a S106 agreement to secure/provide contributions towards:-
- The provision of 25% affordable housing;
 - Outdoor Sport Provision;
 - Children's Play Space;
 - Nursery and Child Care;
 - Primary and Secondary Education;
 - Library services;

- Youth services;
- Travel Plan Monitoring;
- Secure the provision of a maintenance company for the development;
- Provision of fire hydrants; and
- Associated Section 278 Highway Works.

The detail of which would be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed solicitor.

9.2 The proposal be subject to the following conditions:-

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

WBR_RT18103_AC_00_DR_A_00320(1);	WBR_RT18103_AC_01_DR_A_00321(1);
WBR_RT18103_AC_02_DR_A_00322(1);	WBR_RT18103_AC_XX_DR_A_00620;
WBR_RT18103_AC_XX_DR_A_00621;	WBR_RT18103_HA_XX_DR_A_00301(1);
WBR_RT18103_HA_XX_DR_A_00302(1);	WBR_RT18103_HA_XX_DR_A_00601(1);
WBR_RT18103_HC_XX_DR_A_00303(1);	WBR_RT18103_HC_XX_DR_A_00303(2);
WBR_RT18103_HC_XX_DR_A_00304(1);	WBR_RT18103_HD_XX_DR_A_00305(1);
WBR_RT18103_HD_XX_DR_A_00604(1);	WBR_RT18103_HE_XX_DR_A_00306(1);
WBR_RT18103_HE_XX_DR_A_00307(1);	WBR_RT18103_HE_XX_DR_A_00605(1);
WBR_RT18103_HE_XX_DR_A_00606(1);	WBR_RT18103_HG_00_DR_A_00309(1);
WBR_RT18103_HG_01_DR_A_00310(1);	WBR_RT18103_HG_XX_DR_A_00607(1);
WBR_RT18103_HK_00_DR_A_00311(1);	WBR_RT18103_HK_01_DR_A_00312(1);
WBR_RT18103_HK_XX_DR_A_00610(1);	WBR_RT18103_HL_XX_DR_A_00308(1);
WBR_RT18103_HL_XX_DR_A_00313;	WBR_RT18103_HL_XX_DR_A_00611(1);

WBR_RT18103_00_XX_DR_A_00234 PL04; WBR_RT18103_00_XX_DR_A_00231 PL04;
 WBR_RT18103_00_XX_DR_A_00232 PL03; WBR_RT18103_00_XX_DR_A_00233 PL03;
 WBR-RT18103-00-ZZ-DR-A-00200 PL04; WBR-RT18103-00-ZZ-DR-A-00201 PL04; WBR-RT18103-00-ZZ-DR-A-00202 PL04; WBR-RT18103-00-ZZ-DR-A-00210 PL05; WBR-RT18103-00-ZZ-DR-A-00211 PL05; WBR-RT18103-00-ZZ-DR-A-00212 PL04; WBR-RT18103-00-ZZ-DR-A-00213 PL04; WBR-RT18103-00-ZZ-DR-A-00214 PL06; WBR-RT18103-00-ZZ-DR-A-00220 PL04; WBR-RT18103-00-ZZ-DR-A-00221 PL04; WBR-RT18103-00-ZZ-DR-A-00222 PL04; WBR-RT18103-00-ZZ-DR-A-00223 PL04; WBR-RT18103-00-ZZ-DR-A-00225 PL04; WBR-RT18103-00-ZZ-DR-A-00230 PL04; WBR-RT18103-00-ZZ-DR-A-00226 PL02; A1-L002 Rev C; A1-L003 Rev C; A1-L004 Rev D; A1-L005 Rev C; A1-L006 Rev C; A1-L007 Rev C; A1-L008 Rev D; WBR_RT18103_N_XX_DR_A_00227 PL01; WBR_RT18103_S_XX_DR_A_00228 PL01; 101975-S8-100 General Arrangement Rev B; 101975-S8-MA-001 Access Plan Rev C; 101975-S8-S278-100 Rev C General Arrangement; 101975-S8-TR-001 Fire Tender Rev C; 101975-S8-TR-002 Refuse Tracking Rev C; 551213dpNov19FV03_TRP; 101975-PEF-08-EW-DR-D-0001-P5.

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. Notwithstanding the details submitted, no development shall take place until a revised Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The revised Construction Management Plan shall include the following additional matters;

1. Vehicle swept paths;
2. CLOCS standards;

3. Justification of the purpose of the "site's manager's guide";
4. Details of wheel washing facilities from the proposed compound on the western side of the Larwood Grove access road to prevent the transfer of mud on to the public highway;
5. The number and type of construction traffic;
6. Details of the new vehicle access to the proposed compound parking area.

REASON:- In order to protect highway safety and the amenity of other users of the public highway and rights of way.

- 4 No development shall take place until the final design of the drainage scheme is completed and submitted to and approved in writing by the Local Planning Authority. The surface water drainage system will be based on the submitted Flood Risk Assessment carried out by Pell Frischmann (ref: 101975-PF-08-EW-RP-D-0001 dated November 2019) and proposed drainage strategy drawing (ref: 101975-PEF-08-EW-DR-D-0001 P5 dated 17.07.19) the scheme shall also include;

1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.

2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, swales etc. for the access road and reducing the requirement for any underground storage.

3. If an alternative solution including soakaways is proposed, detailed infiltration tests to BRE Digest 365 will be required at the location and depth of proposed infiltrating features and any soakaways should be designed to ensure half drain down times.

REASON:- To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

- 5 Upon completion of the drainage works in accordance with any timing / phasing, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include;

1. Provision of complete set of as built drawings for site drainage.

2. Maintenance and operational activities.

3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

REASON:- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- 6 The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment carried out by Pell Frischmann reference 101975-PF-08-EW-RP-D-0001 dated 30 July 2019 and proposed drainage strategy drawing (ref: 101975-PEF-08-EW-DR-D-0001 P5, dated 17.07.19) and the following mitigation measures:

1. Implement drainage strategy based on attenuation and discharge into the Thames Water surface water sewer restricted to 7.4 l/s for rainfall events up to and including the 1 in 100 year + 40% climate change event as indicated on the proposed drainage strategy drawing (ref: 101975-PEF-08-EW-DR-D-0001 P5, dated 17.07.19). This will provide attenuation (approximately 422 cubic metres of storage) to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

2. Implement drainage strategy including permeable paving with sub-lease and geo-cellular attenuation tanks and basin.

REASON:- To reduce the risk of flooding to the proposed development and future occupants.

- 7 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.

- 8 Within one month of the commencement of works a Site Waste Management Plan (SWMP) addendum shall be submitted to and approved in writing by the Local Planning Authority, detailing actual waste arising's and how the waste is managed (i.e. re-used, recycled or sent off site for treatment or disposal) and where it is sent to. Further updates should be provided throughout the life of the development at an interim of two months or sooner should the level of waste be considered significant by the developer.

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.

- 9 No development above slab level 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.

- 10 The development hereby permitted shall be constructed in accordance with the materials and finishes as set out in Drawing numbers WBR-RT18103-00-ZZ-DR-A-00225 PL04 and WBR-RT18103-00-ZZ-DR-A-00226 PL04, unless otherwise agreed in writing by the Local Planning Authority.

REASON:- To ensure the development has an acceptable appearance and is of a high standard finish.

- 11 The development shall be carried out in accordance with the scheme of soft and hard landscaping, including all hard surfacing, retained, felled and new trees and shrubs as detailed on Drawing numbers WBR-RT18103-00-ZZ-DR-A-00220 PL04; WBR-RT18103-00-ZZ-DR-A-00221 PL04; WBR-RT18103-00-ZZ-DR-A-00222 PL04; A1-L002 Rev C; A1-L003 Rev C; A1-L004 Rev D; A1-L005 Rev C; A1-L006 Rev C; A1-L007 Rev C and A1-L008 Rev D.

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

- 12 All planting, seeding and turfing comprised in the approved landscaping details as specified in condition of this approval shall be carried out in the first planting and seeding seasons following the first occupation of the approved dwellings or the completion of the development whichever is the sooner.

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

- 13 All hard surfacing comprised in the approved landscaping details as specified in condition of this approval shall be carried out prior to first occupation of the approved dwellings or the completion of the development, whichever is the sooner.

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

- 14 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.

- 15 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.

- 16 No development, including site clearance, shall commence until the trees shown to be retained on the site, as identified on Drawing WBR-RT18103-00-ZZ-DR-A-00223 PL04, have been protected by fencing in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.
REASON:- To ensure that the retained trees are not damaged or otherwise adversely affected during site operations.
- 17 Within the areas to be fenced off in accordance with condition 16, there shall be no alteration to the ground levels and they shall be kept clear of vehicles, materials, surplus soils, temporary buildings and machinery.
REASON:- To ensure that the retained trees are not damaged or otherwise adversely affected during site operations.
- 18 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).
- 19 No tree shown retained on the approved plans 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.
- 20 Prior to the commencement of development, including any site clearance, a landscaping and habitat management scheme which delivers the requisite ecological units to achieve no net loss and where possible net gain to biodiversity and therefore, offset biodiversity impacts on the site, shall be submitted to and approved in writing by the local planning authority. Any proposed ecological no net loss or net gain shall include:
1. Details of the on-site habitat creation and management requirements of the development in accordance with the approved DEFRA biodiversity metric, which has been calculated to comprise 6.54 ecological units of habitat as set out in the approved ecological report (BWB 22/08/2019. JM/EP/MCP2136);
 2. The identification of an offsite receptor or sites which generate a minimum of 4.36 ecological units;
 3. The provision of evidence of arrangements that secures the delivery of the habitat creation and management scheme;
 4. A management and monitoring plan (which shall include for the provision and maintenance of such habitat management measures for a period of not less than 25 years from commencement of development);
- The landscaping and habitats management scheme shall be implemented in accordance with the approved details.
REASON:- In order to improve and enhance biodiversity within the development site and the surrounding so as to offset its impact.
- 21 Prior to the commencement of development above slab level, a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by the local planning authority. The content of the LEMP shall deliver the ecological units to achieve no net loss or where possible net gain to biodiversity and include the following:-
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management;
 - d) Appropriate management options achieving aims and objectives;
 - e) Prescriptions for management actions;

- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five year period) clearly marked on plans;
- g) Details of the body or organisation responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measure. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery;
- l) Details of species specific measures as identified in the ecological report, definitively stated and marked on plans.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved details.

The landscaping and habitats management scheme shall be implemented in accordance with the approved details.

REASON:- In order to improve and enhance biodiversity within the development site and the surrounding so as to offset its impact.

- 22 No site clearance 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 0800 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.

- 23 As this is a previously developed site there may be a risk of the land containing contaminants. If, during development, contamination not previously identified is found to be present at the site then work shall cease and the Local Planning Authority shall be informed immediately. No further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority and subsequently undertaken and the Local Planning Authority have confirmed it has been undertaken to its satisfaction.

REASON:- To ensure that the site does not pose any risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is completed.

- 24 Prior to the first occupation of the development hereby permitted the visibility splays shall be provided in full accordance with the details indicated on Drawing number 101975-S8-100 General Arrangement Rev B. The splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

REASON:- To ensure construction of a satisfactory development and in the interests of highway safety.

- 25 Prior to the first occupation of the development hereby permitted the vehicular accesses from Webb Rise shall be provided and thereafter retained at the position shown on Drawing number 101975-S8-100 General Arrangement Rev B in accordance with the highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

REASON:- To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

- 26 Prior to the first occupation of the development hereby permitted vehicular access to and egress from the adjoining highway shall be limited to the accesses shown on Drawing number 101975-S8-S278-100 Rev C General Arrangement. Any other accesses or egresses shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.
REASON:- To ensure construction of a satisfactory development and in the interests of highway safety and amenity.
- 27 Prior to the first occupation of the development hereby permitted the vehicular access (indicated for improvement on Drawing number 101975-S8-100 General Arrangement Rev B) shall be upgraded in accordance with the Hertfordshire County Council residential construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. Prior to use arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
REASON:- To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity.
- 28 No development shall commence on site above slab level until additional layout plans, drawn to an appropriate scale, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority, which clearly demonstrate that the shared space along visitors' car parking spaces to the east of units H10 and H20 is widened to 5m or the proposed eastern footway from unit H26 extended to the north to connect with Webb Rise.
REASON:- To ensure construction of a satisfactory development and in the interests of highway safety.
- 29 No development shall commence on site above slab level until additional layout plans, drawn to an appropriate scale, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority, which clearly demonstrate that on-site turning space is sufficient for parallel visitors' bays along units H10 and H20 to enable all vehicles to enter and exit the bays in forward gear.
REASON:- To ensure construction of a satisfactory development and in the interests of highway safety.
- 30 Prior to the first occupation of the development hereby permitted the car parking spaces as detailed on Drawing number WBR-RT18103-00-ZZ-DR-A-00211 PL05 shall be surfaced and marked out or completed as applicable, in accordance with the approved plan and thereafter retained for the sole use of parking for the development hereby permitted.
REASON:- To ensure adequate off-street parking provision is available at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety.
- 31 No development shall take place until details of Electric Vehicle Charging Points to include provision for 10% of the car parking spaces to be designated for plug-in Electric Vehicles have been submitted to and approved in writing by the Local Planning Authority. The approved Electric Vehicle Charge Points shall be installed in accordance with the approved details and thereafter permanently retained.
REASON:- In order to provide facilities to charge electric vehicles and to help reduce the impact of vehicle emissions on the local environment.
- 32 Notwithstanding the provisions of Class A of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no internal or external alterations shall take place to any garage, which would preclude its use for housing motor vehicles and/or bicycles unless permission is granted on an application made to the Local Planning Authority.

REASON:- To ensure that alterations are not carried out which would preclude the use of the garages for the parking of motor-vehicles or bicycles and to ensure the development remains in accordance with the Council's adopted Parking Standards.

- 33 Notwithstanding the provisions of Classes B and C of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking or re-enacting that Order with or without modification) no loft conversions including dormer windows / roof extensions, or roof lights and openings shall be constructed on the dwellinghouse(s) hereby permitted unless permission is granted on an application made to the Local Planning Authority.

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 neighbouring properties from overlooking/loss of privacy and to ensure sufficient parking is available.

- 34 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting this Order), no windows or other openings shall be formed at first floor level in the respective side elevation of the following plots H01 south, H02 south, H04 west, H11 west, H44 east, H49 east, H54 east, H59 west, H60 west, H63 south, H69 north and H70 north, hereby approved unless permission is granted on an application made to the Local Planning Authority.

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

INFORMATIVES

AN1. Construction standards for works within the highway: 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 requirement as part of the offsite s278 works is to undertake:

- Footway widening to 2m along the site's northern boundary (Webb Rise);
- Provision of tactile paving, dropped kerbs and a new pedestrian crossing in six different locations (as identified on the plan S278 Works General Arrangement, 101975-S8-S278-100).
 - Provision of a new bridleway to connect with Lonsdale Road shared path;
- Widening of the southbound footway to shared path along Lonsdale Road up to Hayward Close (to tie in with the existing cycle way) to a 3m shared path;
- Footway widening to 2m along site's western boundary leading to Larwood School.

The works shall be fully completed to the satisfaction of the Highway Authority before first occupation of the new development. Reason: So that all users of the development can safely walk to and from the site, in compliance with paragraphs 108 and 110 of the NPPF. The details should be included as part of the s278 drawing as part of the required highway work in conjunction with the development. 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

<http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN3. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN4. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

The Council has acted Pro-Actively for the following reason:-

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 led 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.

BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage Borough Local Plan 2011-2031.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012; Stevenage Design Guide 2009.
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 Practice Guidance 2014, as amended.
6. Responses to consultations with statutory undertakers referred to in this report.