

Meeting: Planning and Development Committee **Agenda Item: 6**

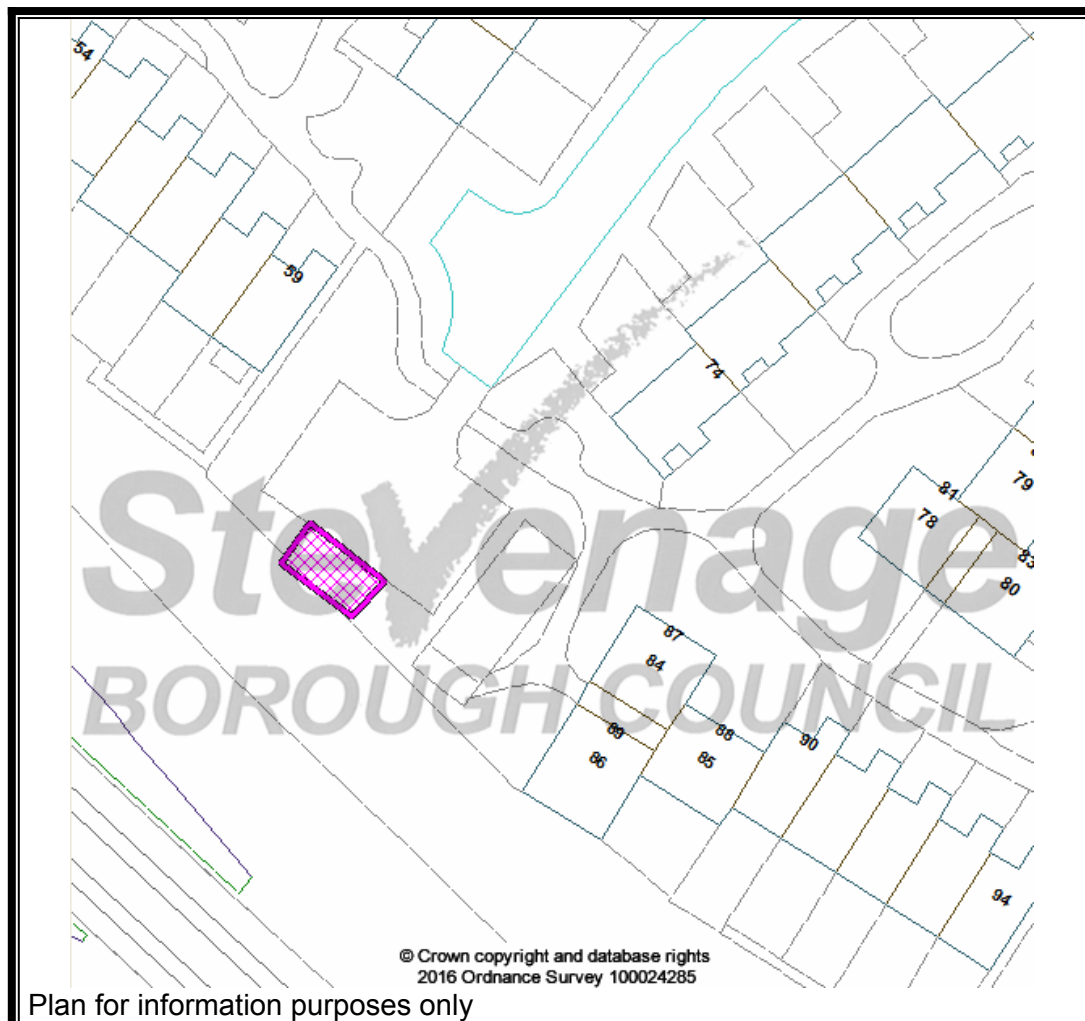
Date: 8 August 2017

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Application No:	17/00352/FP
Location:	Land to the side of 59 Skipton Close, Stevenage
Proposal:	Change of use of amenity land to create a hard stand for additional parking
Drawing Nos.:	RS/SKIP/02, RS/SKIP/11, RS/SKIP/12
Applicant:	Russell Sparrow
Date Valid:	26 May 2017
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises part of an existing parking area located to the south east of No.59 Skipton Close. To the south of the parking area are Nos. 84-89, whilst to the west the land backs onto the east coast main rail line. Access to the parking area is taken via the turning head off the end of the cul-de-sac running between Nos 60-62, 67-68 and 69-74 Skipton Close. The area the subject of the planning application is currently a grassed and landscaped area.

2. RELEVANT PLANNING HISTORY

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

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the change of use of a small area of grassed landscaped amenity land adjacent to the existing parking area in order to facilitate the enlargement of the parking area to create an additional 2 parking spaces. The land currently forms part of a wider area of open space. It is proposed that the new parking area would be constructed out of tarmac and that the remaining parking area will be upgraded also in tarmac as part of the works. The area of land in question measures approximately 35 sqm in area.
- 3.2 The application comes before the planning committee for determination as the land owner is Stevenage Borough Council and the works are proposed on behalf of the Council by the Engineering Services Section.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises and a site notice was displayed on a nearby lamp post. In response the occupier of 72 Skipton Close has made the following comments:-

It's a shame that more spaces aren't being provisioned as part of this proposal by extending the existing parking area on either side further toward the railway. Parking in the area is getting worse since Carisbrooke Close was built and residents from there are parking in that end of Skipton Close forcing Skipton Close residents to park further back in Skipton Close taking valuable parking spaces from Skipton residents.

5. CONSULTATIONS

5.1 Herts County Council Highways

- 5.1.1 The proposal is not within the adopted highway land and the additional parking space is for the benefit of the local residents to park their cars. The proposal is unlikely to have any material impact on the local road network.

5.2 SBC Parks and Amenities Section

- 5.2.1 We do not have any objections to the proposed change in land use here. However, recommend that the existing dog bin should be removed and either relocated or replaced with a new bin nearby.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

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

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

The Council has now commenced work on the new Stevenage Borough Local Plan 2011-2031. The draft version of the Plan was published in January 2016 and will be used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Site Specific Policies DPD, the draft Gunnels Wood Area Action Plan (AAP), the draft Old Town AAP, the Pond Close Development SPG, Stevenage West Masterplanning Principles SPG, the Gunnels Wood Supplementary Planning Document and the Interim Planning Policy Statement for Stevenage are no longer material considerations in the determination of all planning applications registered on or after Wednesday 6 January 2016.

6.1.2 Where a Development Plan Document has been submitted for examination but no representations have been made in respect of relevant policies, then considerable weight may be attached to those policies because of the strong possibility that they will be adopted. The converse may apply if there have been representations which oppose the policy. However, much will depend on the nature of those representations and whether there are representations in support of particular policies.

6.1.3 In considering the policy implications of any development proposal the Local Planning Authority will assess each case on its individual merits, however where there may be a conflict between policies in the existing Development Plan and policies in any emerging Development Plan Document, the adopted Development Plan policies currently continue to have greater weight.

6.2 Central Government Advice

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

6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.

6.2.3 In addition to the NPPF advice in the National Planning Practice Guidance (March 2014) also needs to be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the National Planning Policy Framework

requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

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

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

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

6.5 Supplementary Planning Documents

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

7 APPRAISAL

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

7.2 Impact upon the Character and Appearance of the Area

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

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

7.2.3 As indicated previously, the area of land is small and forms part of a wider area of open space. Consequently, the overall amenity grassed space to be lost would be small (approximately 35 sqm). Furthermore, the loss of this area would not prohibit members of the public continuing to use the open space. In view of this, whilst some hedging would be lost, it is not considered that the loss of this small area of open space and associated landscaping would harm the character or appearance of the area. Further to this, the benefits of the proposal would be to facilitate the provision of additional off road parking spaces, which would help to alleviate the existing parking problems in the area. This accords with the advice set out in policy IT8 of the emerging Local Plan. Furthermore, the loss of this small area of land is not considered to harm the form or function of the overall area of open land, nor that it needs to be re-provided.

7.3 Impact on Amenity

- 7.3.1 As set out above, the area in question is relatively small in size and forms part of an existing parking area which accommodates approximately 5 cars. No.59 Skipton Close is 14m away and 84-89 are 18m away. In view of this, it is not considered that the increased size of the parking area to cater for additional vehicles would significantly worsen the noise and disturbance generated by the parking area to an unacceptable level.

7.4 Highway Safety implications

- 7.4.1 With regard to access and highway safety, the proposal involves only modest works to Council owned land which is not designated as public highway. The County Council as Highway Authority have raised no objection to the proposal in terms of highway safety. In terms of usability, the new spaces have been designed by the Council's Engineering Services Section to ensure they would be of sufficient size to accommodate a standard car. The new spaces would be provided and maintained by the Council's Engineering Services Section.

8 CONCLUSIONS

- 8.1 The proposed change of use of this area of land and the creation of the additional parking spaces is not considered to harm the form and function of the wider structural open space or be detrimental to the character and appearance of the area. Furthermore, the works would not harm the amenities of the occupiers of adjoining premises or cause any detriment to highway safety. It is, therefore, recommended that planning permission be granted.

9 RECOMMENDATIONS

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

1. The development hereby permitted shall be carried out in accordance with the following approved plans: RS/SKIP/02, RS/SKIP/11, RS/SKIP/12
REASON: - For the avoidance of doubt and in the interest of proper planning.
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
3. The materials to be used in the construction of the new parking space hereby permitted shall be as specified on the drawings and application details forming part of this application.
REASON:- To ensure the development has an acceptable appearance
4. 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 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1330 on Saturdays.
REASON: - To safeguard the amenities of the occupiers of neighbouring properties.

Prior to the first use of the parking spaces hereby permitted, the existing dog bin shall be relocated to a position which has first been agreed in writing by the Local Planning Authority. The replacement bin shall be installed as agreed within 1 month of the completion of the works.

REASON:- To ensure that the existing facilities are re-provided in the interests of amenity.

Pro-active Statement

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework March 2012 and Planning Policy Guidance March 2014.