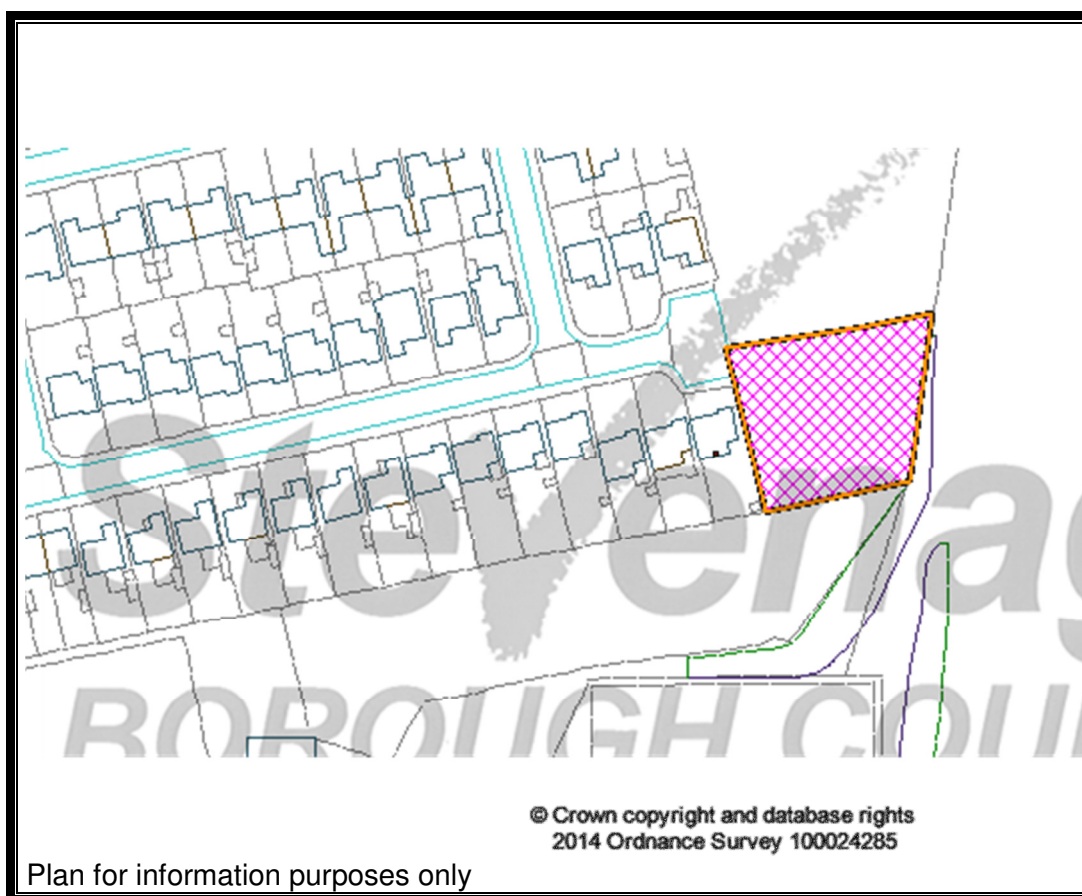


Meeting: Planning and Development Committee **Agenda Item:** 3
Date: 13 October 2015
Author: Rebecca Elliott 01438 242836
Lead Officer: Zayd Al-Jawad 01438 242257
Contact Officer: Rebecca Elliott 01438 242836

Application No:	15/00316/FP
Location:	Land Adjacent 88 Marlborough Road, Stevenage
Proposal:	Erection of 3no four bedroom houses with associated access, parking and landscaping.
Drawing Nos.:	2634/1 Topographical Survey; 1844/2B Proposed elevations and floor plans; 1844/3A Proposed elevations and floor plans; 1844/4 Landscaping plan.
Applicant:	JPM Middx
Date Valid:	2 June 2015
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site consists of an area of open space approximately 0.16ha in size located immediately adjacent and to the east of 88 Marlborough Road. The application site forms part of a larger area of open space located within the Marlborough Road/Cromwell Road/Wellington Road estate. The land is accessed off both Marlborough Road, to the west, and Cromwell Road, to the north. The estate is residential and characterised by predominantly detached family properties.
- 1.2 The site is bounded on the eastern and southern boundaries by Collenswood School and landscaping. Vehicular access to the site is via an existing turning head to the south eastern corner of Marlborough Road.

2. RELEVANT PLANNING HISTORY

- 2.1 Outline planning permission for the erection of 2no. four bedroom dwellings with associated access off Marlborough Road was granted in March 2014 under reference 13/00598/REG3.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks permission for the erection of 3no four bedroomed dwellings. The application includes a proposed access off Marlborough Road, parking provision and landscaping. The proposed site layout includes a new 2.75m wide access drive taken from the existing turning head to allow access to the new dwellings. To the south of this area, the site accommodates plots for three detached dwellings.
- 3.2 The application has been subject to negotiations and amended plans have been submitted changing the design of the houses by reducing the size and height of the dwellings. These changes have removed a third storey and have reduced the number of bedrooms in each property from five to four. The three dwellings are of the same design, incorporating a main two storey gable and one and a half storey hipped side extension. For plots one and two, the side extension provides an integral garage at ground floor level. Plot three would have a single detached garage located to the north east corner of the site. Each property has provision for three car parking spaces (including one garage space each). The proposals also include a comprehensive landscaping plan.
- 3.3 The application comes before the planning committee for consideration at the request of Councillors Stewart, McGuinness and Parker, and due to the large number of objections received.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises and third parties who made representation on application 13/00598/REG3, and site notices displayed at the turning head of Marlborough Road immediately adjacent the area of open space and to the north of the open space on Cromwell Road. At the time of drafting this report 46 letters of objection had been received from third parties, predominantly from residents within the estate. These letters follow a second round of consultation responses and duplicate responses.
- 4.2 Responses were received from the following addresses:
5, 10, 18, 22, 25, 29, 32, 39, 43 and 51 Cromwell Road
24, 38, 70, 75, 78, 80, 81, 83, 84, 85 and 88 Marlborough Road
14 and 31 Wellington Road
- 4.3 Third party representations received raised objections based on the following grounds –

- Loss of open space
- Impact of additional traffic on parking
- Impact of additional traffic on highway safety
- Impact on wildlife
- Impact on drainage/flooding/sewer systems, which have existing problems
- Impact on underground springs
- Construction of the houses on quality of life
- Impact of development on land foundation/subsidence

5. CONSULTATIONS

5.1 Herts 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. The site lies within 400 metres of a bus stop which provides linkages to the town centre. Given that the proposal does not involve a significant increase in traffic the proposal is considered not to have an adverse impact on the local highway network

5.1.2 There is no requirement for a turning area as Marlborough Road is not a classified road. It has been demonstrated that parking provision for nine vehicles can be provided to serve the new dwellings the sizes of which conform to HCC standards. Vehicle to vehicle inter-visibility and pedestrian visibility is achievable and complies with levels of visibility found in Manual for Streets and is considered acceptable for the speed and hierarchy of the road in both directions.

5.2 Affinity Water Ltd

5.2.1 Affinity Water Ltd have confirmed that the proposed development site is located within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Whitehall Pumping Station. The water supply is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.

5.2.2 No objections are raised in respect of the proposal; however, the construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. Affinity Water Ltd states that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken by the applicant.

5.3 Thames Water

5.3.1 Waste Comments

Thames Water confirm that there are public sewers crossing or close to the proposed development. Where the erection of a building or underpinning work would be over the line of or would come within 3 metres of, a public sewer, approval will be required from Thames Water, in order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance.

5.3.2 Surface Water Drainage

Thames Water have recommended that in respect of surface water the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. They advise that the prior approval of Thames Water will be required where the developer proposes to discharge to a public sewer. They also advise that with regard to sewerage infrastructure capacity, no objection is raised to the planning application.

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)
- The Stevenage District Plan Second Review 2004.

The former Stevenage Draft Core Strategy and Development Management Policies were withdrawn on 1st February 2012. However, the Site Specific Policies Plan, the Old Town Area Action Plan and the Gunnels Wood Area Action Plan have all been approved locally by the Council's executive as material considerations in the determination of planning applications and continue to be used for Development Management purposes. Additionally, the Council's Interim Planning Policy Statement adopted in April 2012 is a material consideration in the determination of planning applications registered on or after the 18 April 2012.

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 District Plan

H7 Windfall Housing Sites
TW2 Structural Open Space
TW8 Environmental Safeguards
TW9 Quality of Design
T6 Design Standards
T15 Parking Provision

6.4 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 principle of development in terms of land use policy and with regard to the Council's policies for residential developments; the impact on the appearance of the area; impact on amenity and the acceptability of the access and parking.

7.2 Land use policy considerations

7.2.1 The principle of residential development within urban areas is set out in both national and local plan policy. Paragraph 50 of the National Planning Policy Framework (NPPF) 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. Policy H7 of the adopted local plan, which deals with the assessment of windfall housing sites, outlines a set of criteria that must be met for a development to be considered acceptable. These criteria state that; the site is on land classified as previously developed or underused urban sites; development of the site would not lead to the loss of features as defined in Policy TW2; there is no detrimental effect on the environment and the surrounding or adjoining properties; there is access to local facilities; and they include opportunities to access alternative forms of travel to private motorised transport.

7.2.2 Application 13/00598/REG3 approved outline permission for the development of the land for the provision of 2no. four bedroom dwellings. Whilst the number of dwellings proposed under the current application has been increased to three, the principle of developing the land has already been agreed, and this is a material consideration.

7.2.3 The land does not fall within the classification of previously developed land or an underused urban site, therefore, there needs to be justification for the proposal to be considered as an exception against Policy H7. In this regard, the site layout plan provided with the application demonstrates that three dwellings could be introduced on this area of land and would respect the general character of the surrounding neighbourhood. Secondly, the Interim Planning Policy Statement for Stevenage (April 2012) (IPPS) identifies a need for 4 bed properties, including detached dwellings that provide good sized gardens and adequate off-street parking. The proposal would provide three detached dwellings capable of providing sufficient parking and amenity space and thus would be in accordance with the IPPS.

- 7.2.4 Additional to the above, the need for housing is a material consideration. The NPPF states at paragraph 49 that “housing applications should be considered in the context of the presumption in favour of sustainable development” and that “relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.” Taking these issues in turn the site is considered to be in a sustainable location, having good access to bus services, good pedestrian and cycle links and close to local facilities in the Chells and Shephall neighbourhood centres.
- 7.2.5 In relation to the five year supply of deliverable housing, paragraph 47 of the NPPF states that 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 with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. The most up to date housing supply figures indicate that the Council is unable to provide a 5 year supply of deliverable housing. The fact that the Council is unable to meet its requirement to provide a 5 year supply of housing is thus a strong material consideration that significantly weighs in favour of the application.
- 7.2.6 Whilst the proposed dwellings would not be sited on land classed as previously developed, it is considered that there is sufficient justification for an exception to policy H7, criterion a, of the Local Plan in this instance. Additionally, the principle of residential development has been accepted through application 13/00598/REG3.
- 7.2.7 Having regard to the other criteria of Policy H7, the proposal should ensure there is no loss of features as defined in Policy TW2, Structural Open Space. The loss of open space remains a strong reason for objection from third parties. However, as previously stated, the principle of developing the open space has been agreed through the approval of application 13/00598/REG3. The application site in this respect has not changed from the previously approved scheme.
- 7.2.8 In terms of the other criteria set out in Policy H7, as set out in paragraph 7.2.4 above the site is considered to be in a sustainable location and has good access to local facilities.
- 7.2.9 Setting aside the impact of the proposed development on the amenities of neighbouring occupiers (criterion c of policy H7), which will be considered later in the report, the proposed development is considered to be an acceptable exception to policy H7 for the reasons set out above.

7.3 Impact on the Appearance of the Area

- 7.3.1 The southernmost side of Marlborough Road is characterised by detached dwellings of even separation. The continuation of this row with a further three detached dwellings is not considered to be harmful to the character of the area. The proposed dwellings would have a linear form, similar to those along Marlborough Road. Although it is noted the bay window detail and hipped roof garage/side feature is different in context, these additions are not considered to be of harm to the appearance and amenity of the area.
- 7.3.2 It is of note that some objections state that the original houses of Marlborough Road were 3 bedroom properties, and that their size has only increased because of extensions being allowed previously. The proposed houses are therefore, too large for the area. Notwithstanding this, the size and form of the proposed dwellings, as amended, are considered to be proportionate to the existing dwellings in Marlborough Road.
- 7.3.3 The proposed dwellings have been amended, such that the originally proposed third storey has been removed from the design. The two storey gable fronted design would have a ridge and eaves height similar, albeit slightly lower, to No.88. The two storey bay window detail proposed on the front elevation is not a common feature, however its introduction is not

considered to be harmful. The one and a half storey hipped roof side extensions form an integral garage with accommodation above for plots 1 and 2, and living accommodation at ground and above for plot 3. Whilst, the design and dormer window feature are not a design characteristic of the area, the reduced height of the one and a half storey additions assists in reducing the bulk of the three properties, both visually and in respect of impact on neighbouring amenity.

- 7.3.4 The proposed front boundary of the site, separating the private land from the retained open space is proposed to be finished with 1m high black railings with landscaping and trees to the south and north. The use of black railings along the front boundary is considered acceptable. The level of landscaping proposed would help screen the built development beyond, whilst maintaining the green nature of the area.
- 7.3.5 Several mature trees line the boundary of the grassed open space with the adjoining school fields and these are intended to remain. These existing trees on the southern and eastern boundaries of the site will adequately screen of the development from the school site. The Tree Report submitted with the application suggests the removal of two individual trees and a small group of trees. T2 as identified in the report is a Crab Apple tree located within plot 1. The tree would need removal to allow the construction of plot 1. The removal of this tree was not considered as part of the outline permission. The tree is small in size and is considered to have little amenity value. Its removal is considered acceptable. T4 as identified in the report is a Lime tree. The removal of this tree was considered under the outline application, and is considered acceptable. The group of trees, identified as G1 in the report are located along the eastern boundary with the school, close to the location of the proposed single garage on plot 3. The trees are small in size, and whilst they provide a screen to the school fields their removal is considered acceptable. The proposed site plan shows the introduction of new trees within the open space to augment those to be retained, along with soft landscaping of shrubs and hedging within the site. It is also proposed to introduce smaller trees within the gardens. The details have been assessed by the Council's Arboricultural manager, who raises no objections.
- 7.3.6 The loss of part of this grassed area and the partial loss of views towards the school boundary will impact on the appearance of this corner of the residential estate; however, it is considered that this impact would not be detrimental to the overall visual amenities of the area.

7.4 Impact on amenity

- 7.4.1 The proposed plot and garden sizes for each dwelling are considered to provide an acceptable level of amenity space, above the Council's recommended standards. The siting and orientation of the properties is such that new and existing properties will not suffer a loss of privacy or overlooking. Plot 3 is set back from the front building line of plots 1 and 2 due to the front boundary tapering southwards towards the eastern boundary. It would therefore protrude 2m beyond the main rear elevation of plot 2. By virtue of the proximity of each property off the boundary, the siting of plot 3 is not considered to detrimentally impact the amenity of plot 2.
- 7.4.2 No.88 is the only existing property directly affected by the proposal, in particular the proximity and siting of plot 1. 88 Marlborough Road has been extended to include a first floor extension over the original garage. The extension projects eastwards off of the original house and extends up to the boundary of the curtilage associated with No.88. At first floor level the eastern side elevation of the extension includes two large windows. A portrait orientated window serves the landing of the property and a landscape window provides a secondary window to the front eastern bedroom, a main landscape window is located on the front elevation of the property.
- 7.4.3 Objections have been raised over the loss of light of these two windows due to the proximity of plot 1 and its height and size. The layout of plot 1 is such that the garage side extension is closest to and in line with the front elevation of No.88. At a maximum of 0.9m off the boundary, the proposed dwelling would have an impact on the outlook and light to these windows.

However, in line with British Research Establishment (BRE) guidance on loss of light, the landing window does not serve a habitable room, and the bedroom is served by a secondary window on the front elevation of the property. In view of this, the loss of light and proposed outlook of these windows is not considered to be of sufficient harm to warrant a refusal of planning permission.

- 7.4.4 Mention to the Right to Light Act 1959 in respect of these windows has been considered where appropriate for planning purposes when considering the BRE standards. Right to light can be considered as part of a planning application, to the extent that the LPA can use the BRE standards for measuring light to habitable rooms. These standards have been addressed and considered in 7.4.3. Objections received pertaining to the Right to Light Act does not prevent the LPA from approving an application. Furthermore, the Right to Light Act is a civil matter between the affected parties.
- 7.4.5 The length of the proposed dwelling at plot 1 does not extend beyond the rear elevation of No.88. The proposal would not therefore detrimentally impact the rear facing windows of No.88.

7.5 Ecological impacts

- 7.5.1 The impact of the development on ecological issues has not significantly changed since the outline application. Birds are likely to be most affected by the development proposal. However, sufficient habitat would be provided in the proposed and nearby gardens, and the remainder of the open space, to offset this impact.

7.6 Means of access

- 7.6.1 The proposal identifies a new access to serve the three dwellings created off the existing highway turning head from Marlborough Road. This road runs north to south off Six Hills Way, with Wellington Road, Cromwell Road and a secondary arm of Marlborough Road running east to west. The horizontal arm of Marlborough Road to the south of the estate is also accessed from a small part of Cromwell Road, close to the turning head at the far eastern end of Marlborough Road. The road is classified as a local access road subject to a speed limit restricted to 30mph.
- 7.6.2 HCC as the Local Highways Authority has raised no objections to the proposed access and driveway. The 2.75m wide access is sufficient to serve the three new dwellings. Subject to conditions, the new access and its visibility meets the required highways standards.

7.7 Parking/Traffic issues

- 7.7.1 Parking provision for nine cars (3 for each dwelling) is shown on site. Each property has a single garage measuring 6m by 3m internally and two further parking spaces within driveway areas measuring a minimum 2.4m by 4.8m. The number and size of parking spaces proposed would conform to HCC design standards. This level of parking would also meet the Councils Parking Provision SPD 2012 (2.5 spaces per dwelling). There is no requirement for a turning area within the properties as Marlborough Road is not a classified road.
- 7.7.2 Objections were raised based on the impact of the proposed development on traffic generation and parking. Providing off-street parking for the new development removes the necessity for parking on-street. Residents believe that the additional traffic created from two further dwellings would increase the number of vehicles navigating the busy roads. However, HCC highways have confirmed that the proposed development would not involve a significant increase in traffic generation and, therefore, it is considered that the development would not have an adverse impact on the local highway network. Vehicle to vehicle inter-visibility and pedestrian visibility is achievable and complies with levels of visibility found in Manual for Streets and is considered acceptable for the speed and hierarchy of the road, in both directions.

7.8 Other matters

7.8.1 With regard to drainage both Thames Water and Affinity Water Ltd have been consulted on the application and have raised no objection to the proposal.

7.9 Other matters raised by objectors

7.9.1 Miscellaneous

7.9.1.1 Impact of the development on the quality of life of the existing residents in the estate can be managed through imposing a condition related to hours of construction to reduce the nuisance associated with construction.

8 CONCLUSIONS

8.1 The proposal is considered to be a residential windfall site as an exception to policy H7 of the adopted local plan. Whilst the proposal would result in the loss of part of this area of open space, this has previously been accepted by the grant of outline permission and it is considered that development would not have an adverse impact upon the size, form and function. Furthermore, a significant area of open space would be retained for future use by local residents. Additionally, the proposal has demonstrated that the development of three dwellings on this site could be accommodated without detriment to the character and appearance of the area and without adversely affecting residential amenity. Sufficient amenity space would be available for future occupiers, the impact on wildlife and trees is considered acceptable, and the parking and access arrangement is considered to be acceptable.

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: 1844-4A Site location plan and proposed layout plan; 1844-2C Proposed elevations and floor plans plot 2; 1844-3B Proposed elevations and floor plans plots 1 & 3; 2634/1 Topographical survey.

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 development hereby approved shall be constructed using the external materials as listed in the 'Schedule of External Materials and Landscaping', unless otherwise agreed in writing by the Local Planning Authority.

REASON:- In the interests of visual amenity and to ensure a high standard of finish.

4. The hard and soft landscaping approved shall be carried out in accordance with the submitted plan, drawing number 1844-4A Proposed site layout plan, external works and landscaping, and in conjunction with the 'Schedule of External Materials and Landscaping' unless otherwise agreed in writing by the Local Planning Authority. All hard surfacing comprised in the details of approved landscaping shall be carried out within three months of the first occupation of the building(s) or the completion of the development, whichever is the sooner.

- REASON:-** To ensure the proper completion of the hard landscaping and in the interests of visual amenity.
- 5 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 the proper completion of the soft landscaping in the interests of visual amenity.
- 6 No tree shown on the approved landscaping plan 1844-4A, 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.
- 7 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 the maintenance of the approved landscaping scheme in the interests of visual amenity.
6. No removal of trees, scrub or hedges, shall be carried out on site between the 1st March and 31st August inclusive in any year, unless searched beforehand by a suitably qualified ornithologist.
- REASON: -** Nesting birds are protected from disturbance under the Wildlife & Countryside Act 1981 (as amended).
7. Within the areas of protective tree fencing as identified on drawing number 1844-4A there shall be no alteration to the ground level and they shall be kept clear of vehicles, materials, surplus soil, temporary buildings, plant and machinery.
- REASON: -** To ensure that the retained trees are not damaged or otherwise adversely affected during site operations.
8. 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.
9. The new driveway and parking area shall not be brought into use until the proposed access has been constructed to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. The development shall not be brought in to use or occupied until the proposed access, driveway and parking areas are completed.
- REASON: -** In the interests of highway safety.
10. Before the access is first brought into use 0.65 metre x 0.65 metre pedestrian visibility splays shall be provided and permanently maintained to each side of the access. 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.

11. The access shall be 2.75 metres wide.

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

12. The access and driveway shall be constructed in accordance with the details as submitted on drawing number 1844-4A and in conjunction with the 'Schedule of External Materials and Landscaping'.

REASON:- To prevent loose material from passing onto the public highway which may be detrimental to highway safety, to prevent excess water run-off entering the highway system and in the interests of visual amenity.

13. Prior to the commencement of the development hereby permitted details of the arrangements for construction workers to park their vehicles on the site during the period of construction shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the details as approved.

REASON:- In the interests of highway safety.

14. Notwithstanding the provisions of Class A of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting this Order) the garages hereby permitted shall not be converted in any form, to the subsequent loss of parking spaces unless permission is granted on an application made to the Local Planning Authority.

REASON:- To ensure the allocated parking provision for each dwelling is retained to meet the Council's adopted standards.

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

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 and adopted Stevenage Supplementary Planning Documents.
3. Central Government advice contained in the National Planning Policy Framework March 2012.
4. Letters received containing representations referred to in this report.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

