



PLANNING AND DEVELOPMENT COMMITTEE

Date: Thursday, 30 May 2019

Time: 6.30pm,

Location: Council Chamber, Daneshill House, Danestrete

Contact: Fungai Nyamukapa

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Members:

Councillors: To be appointed at Annual Council

AGENDA

PART 1

1. APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

2. MINUTES - 3 APRIL 2019

To approve as a correct record the Minutes of the previous meeting held on 3 April 2019

Pages 5 – 10

3. 19/00197/FP - LAND AT 29 SHEPHALL WAY, STEVENAGE

To consider the erection of a three storey building comprising 6no. two bed and 3no. one bed flats with associated parking and landscaping

Pages 11 – 24

4. 19/00136/FPM - 145 SCARBOROUGH AVENUE, STEVENAGE

To consider the erection of 29no one, two and three bedroom flats over a semi-basement car park with associated landscaping

Pages 25 – 40

5. 18/00740/FPM - 12 NORTH ROAD, STEVENAGE

To consider an application for the construction of three and four storey building to comprise 21no. one and two bed flats with associated parking, landscaping, bin and cycle stores, and new vehicular access

Pages 41 – 60

6. 19/00124/FP - LAND BOUNDED BY BRAGBURY LANE, PEMBRIDGE GARDENS AND BLenheim WAY, STEVENAGE

To consider an application for the removal of condition 9 (footpath) attached to planning permission reference number 16/00444/RM

Pages 61 – 70

7. 19/00079/FP - LAND BOUNDED BY BRAGBURY LANE, PEMBRIDGE GARDENS AND BLenheim WAY, STEVENAGE

To consider an application for the variation of condition 9 attached to planning permission 16/00444/RM to amend the delivery of the footpath to 3 months after the first occupation of the dwellings hereby permitted

Pages 71 – 80

8. 19/00167/FPM - AIRBUS DEFENCE AND SPACE, GUNNELS WOOD ROAD, STEVENAGE

To consider the demolition of existing office building and associated works and erection of new office building including the recladding of the existing factory building facade and associated works including landscaping, car parking and cycle parking

Pages 81 – 100

9. 19/00194/FP - CHRIS FOSTER HOUSE, 5 DITCHMORE LANE, STEVENAGE

To consider the variation of condition 1 (Site Plan) attached to planning permission 18/00107/FP to amend access, parking and amenity area

Pages 101 – 110

10. 19/00195/FP - 3 AND 4 DITCHMORE LANE, STEVENAGE

To consider the variation to condition 1 (site plan) attached to planning permission reference number 15/00080/FP to amend access and parking layout

Pages 111 – 120

11. INFORMATION REPORT - DELEGATED DECISIONS

To note a report on decisions taken by the Assistant Director Planning and Regulatory in accordance with his delegated authority.

Pages 121 – 154

12. INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS

To note a report on decisions taken by the Assistant Director Planning and Regulatory in accordance with his delegated authority.

Pages 155 – 156

13. URGENT PART I BUSINESS

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

14. EXCLUSION OF THE PRESS AND PUBLIC

To consider the following motions that:

1. Under Section 100(A) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as described in paragraphs 1-7 of Part 1 of Schedule 12A of the Act as amended by Local Government (Access to information) (Variation) Order 2006.
2. That Members consider the reasons for the following reports (if any) being in Part II and determine whether or not maintaining the exemption from disclosure of the information contained therein outweighs the public interest in disclosure.

15. URGENT PART II BUSINESS

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

Agenda Published 20 May 2019

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STEVENAGE BOROUGH COUNCIL

PLANNING AND DEVELOPMENT COMMITTEE MINUTES

Date: Wednesday, 3 April 2019

Time: 6.30pm

Place: Council Chamber, Daneshill House, Danestrete

Present: Councillors: David Cullen (Chair), Doug Bainbridge, Lloyd Briscoe, Michael Downing, James Fraser, Michelle Gardner, Jody Hanafin, Liz Harrington, Lizzy Kelly, Graham Lawrence, John Lloyd and Graham Snell.

Start / End Time: Start Time: 6.30pm
End Time: 7.15pm

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

Apologies for absence were received from Councillor Maureen McKay.

There were no declarations of interest.

2 **MINUTES - 5 MARCH 2019**

It was **RESOLVED** that the minutes of the meeting of the Planning and Development Committee held on 5 March 2019 be approved as a correct record and signed by the Chair.

3 **19/00063/FPM - 21 - 29 TOWN SQUARE, TOWN CENTRE, STEVENAGE**

The Committee considered an application for the change of use of units 21 to 23 Town Square from Class A3 (Restaurant) to either Class A1 (Retail) or Class A3 (Restaurant and Cafe) space at ground and first floor level, conversion of existing office (Class B1(a)) and Employment Agency (Class A2) at first and second floor level of units 25 to 29 Town Square to a mixed use of offices (Class B1(a)) and gallery (Class D1) and replacement of existing betting shop (Sui Generis) with a ground-floor communal lobby; external renovation works, use of rear roof-terrace as events and amenity space and associated plant.

The Principal Planning Officer drew attention to the revised description of the application, which now made reference to the conversion of the Employment Agency (Class A2), as well as the existing office (Class B1(a)), at first and second floor levels of units 25 to 29 Town Square.

Members noted that the application was required to be considered by the Committee as the Council was the applicant and landowner. In addition, the application was classed as a major commercial development.

The Principal Planning Officer gave an introduction to the Committee. He advised that the main issues for consideration in the determination of the application were its acceptability in land use policy terms, visual impact on the conservation area, impact upon neighbouring amenity, impact on the highway network, parking provision and development and flood risk.

The Principal Planning Officer concluded that the principle of the development would be acceptable, as it would help to improve the vitality and viability of the town centre and would help to bring vacant premises back into operation. In addition, subject to conditions, the proposed development would not have a detrimental impact on the historic character of the Town Square Conservation Area or the setting of the nearby listed clock tower and associated pool and the joy ride statute. Furthermore, subject to conditions, the proposed development would not have a detrimental impact on the amenities of nearby businesses and operators; and would not prejudice highway safety nor would generate or was susceptible to flooding.

Accordingly, the Principal Planning Officer considered that the proposed development accorded with the Policies contained within the adopted Local Plan (2004), the Council's Emerging Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2019) and NPPG (2014).

In response to a number of Members' questions, the Principal Planning Officer commented as follows:

- The proposed art gallery would be in addition to, rather than a replacement for, the art gallery at the Gordon Craig Theatre/Leisure Centre;
- It was clarified that, in addition to stairs, the proposals included the installation of a lift in the new lobby area, allowing access to First and Second Floor levels;
- From a planning perspective, the Local Planning Authority (LPA) would need to provide robust reasons for the change of use of Class A1 or A2 units. However, there was no obligation on the LPA to provide replacement premises for Sui Generis use Class units (eg. betting shops) that were "uprooted" as a result of a change of use;
- "Curtain wall" glazing could also be defined as "full height" glazing;
- It would be the responsibility of the Council, as landowner, to ensure that the external appearance of the converted units was maintained to a high standard of decoration;
- The application was essentially the first phase of the redevelopment of the Town Square; other phases were included as part of the Town Centre Regeneration plans;
- The whole of the second floor would comprise the art gallery, which would be accessed via the new lobby area;
- The existing canopy above the new lobby area would be removed; the remaining canopy would be refurbished; and
- The comments of the County Council regarding the proximity of the site to the Bus Station would equally apply should the Bus Station be re-located to the site currently allocated adjacent to the Gordon Craig Theatre/Leisure Centre.

It was **RESOLVED** that planning permission be granted, subject to the following conditions:

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

AA7916-2000; AA7916-2001; AA7916-2002; AA7916-2100 A; AA7916-2101 A; AA7916-2102 A; AA7916-2103 A; AA7916-2105 A; AA7916-2106 A; AA7916-2200 B; AA7916-2201 B; AA7916-2202 A; AA7916-2203 A; AA7916-2205 A; AA7916-2206 A.
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 3 Prior to the undertaking of external concrete cladding works to the application building, samples of the materials to be used to replace the concrete cladding of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
- 4 Prior to the undertaking of external fenestration works to the application building, drawn details of the replacement fenestration showing the detail and proportions of glazing bars compared to existing fenestration for the front elevations to Danestrete, Town Square and Queensway shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
- 5 Prior to the first occupation of a Class A3 (Restaurants and Cafes) as detailed in the submitted application, a scheme for the installation of equipment to control the emissions of fumes and smell from these premises shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be implemented prior to the first use of the premises as Class A3 (Restaurants and Cafes). All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.
- 6 Before any plant and/or machinery is installed on the premises as detailed in the application submission, details of the acoustic louvered screen shall be submitted to and approved in writing by the Local Planning Authority. The acoustic screen shall be installed in accordance with the approved details prior to the first operation of the plant and/or machinery.
- 7 No demolition of construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.
- 8 Prior to the occupation the building, details of measures to address adaptation to climate change shall be 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.

- 9 Prior to the occupation of the building, details of cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be erected in accordance with the approved details.

4 **19/00097/FPH - 4 HAMMOND CLOSE, STEVENAGE**

The Committee considered an application for a single storey side and rear extension.

Members noted that the application had been referred to the Committee as the applicant had a connection with a Borough Councillor.

The Principal Planning Officer gave an introduction to the Committee. He advised that the main issues for consideration in the determination of the application were visual impact, impact upon neighbouring amenity and parking provision.

The Principal Planning Officer concluded that the proposed development would not have a detrimental impact on the character and appearance of the property or the visual amenities of the street scene. In addition, the proposed development would not harm the amenities of neighbouring properties. Furthermore, the conversion of the garage to a study did not require planning permission from the Council so there was no control in relation to off-street parking. The application therefore complied with relevant policies contained within the adopted Local Plan (2004), the Council's Emerging Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2019) and NPPG (2014).

In response to a Member's question, the Principal Planning Officer confirmed that the proposed development sought to convert a part of the garage to a study. As such, this would remove one parking space which served the application property, and the proposal did not seek to provide replacement off-street parking to compensate the loss of the garage. However, as the property had its permitted development rights intact, planning permission was not required from the Council to convert the garage to a study. Therefore, in this instance the Council was unable to refuse planning permission due to the lack of a replacement parking space following the conversion of the garage.

It was **RESOLVED** that planning permission be granted, subject to the following conditions:

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

PL-001B; PL-002B; PL-003D.
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

- 3 The development hereby permitted shall be constructed in accordance with the details which have been specified in the application.
- 4 No access shall be provided to the roof of the single-storey rear extension by way of windows, doors or staircases and the roof of the extension hereby permitted shall not be used as a balcony or sitting out area.

5 **INFORMATION REPORT - DELEGATED DECISIONS**

Report noted.

6 **INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS**

Report noted.

7 **URGENT PART I BUSINESS**

Stevenage Local Plan

The Chair reminded Members that the Government's Holding Direction on the Stevenage Local Plan had been lifted. The Plan would progress through consideration by the Executive and Overview & Scrutiny Committee, with final approval anticipated to take place at the Annual Council meeting on 22 May 2019.

8 **EXCLUSION OF THE PRESS AND PUBLIC**

Not required.

9 **URGENT PART II BUSINESS**

None.

CHAIR

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

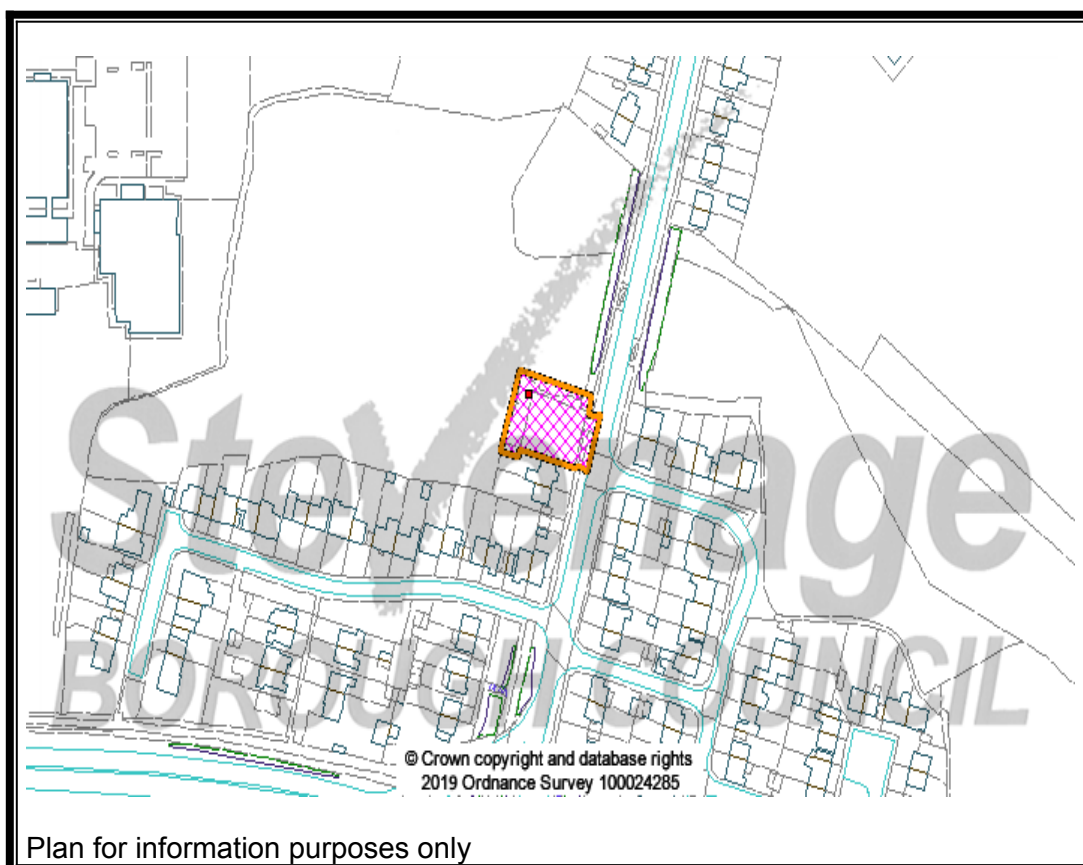
Date: 30 May 2019

Author: Linda Sparrow 01438 242837

Lead Officer: Chris Berry 01438 242257

Contact Officer: Linda Sparrow 01438 242837

Application No:	19/00197/FP
Location:	Land at 29 Shephall Way, Stevenage
Proposal:	Erection of a three storey building comprising 6 no. two bed and 3no. one bed flats with associated parking and landscaping.
Drawing Nos.:	ARBTECH AIA 01; 13299-P011-B; ARBTECH TPP 01; 13299-P010-D; 13299-S001-C; 13299-P012-C;
Applicant:	Stevenage Borough Council
Date Valid:	25 April 2019
Recommendation:	GRANT PLANNING PERMISSION



1 SITE DESCRIPTION

- 1.1 The application site is a vacant plot of land which formerly comprised a doctor's surgery, located on the west side of Shephall Way at the southern end near to the junction with the A602 Broadhall Way. To the south is No.15 Shephall Way, a residential dwelling which is currently vacant and in the ownership of Stevenage Borough Council. To the west and north is the ancient woodland known as Loves Wood and to the east is the main highway of Shephall Way. The former doctor's surgery has been previously demolished, leaving the site vacant.

2 RELEVANT PLANNING HISTORY

- 2.1 14/00208/OP. Outline planning permission for demolition of existing medical centre and erection of 1no. four bed and 2no. three bed dwellings. Granted 12.06.2014.

3 THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the erection of a three storey building comprising 6 no. two bed and 3no. one bed flats with associated parking and landscaping.
- 3.2 The application comes before Committee for consideration as the land in question is in the ownership of Stevenage Borough Council, who are also the applicant.

4 PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters and the posting of two site notices, one adjacent to the site and one on the opposite side of the road.
- 4.2 Letters of objection have been received from the following properties:
- 1 Shephall Way
 - 20 Shephall Way
 - 24 Shephall Way
- 4.3 A list of the main points of objection are as follows:
- No biodiversity details submitted
 - Removal of trees
 - Not in keeping with Council's original design proposal (dwellings not flats)
 - Overlooking and loss of privacy
 - Encroachment on Loves Wood
 - Traffic Levels on Shephall Way
 - Access arrangements
 - Car parking provision
 - Lack of space for wheelie bins
 - Property values

5 CONSULTATIONS

5.1 Herts Police Crime Prevention Officer

- 5.1.1 Fully supports the application following involvement in the redevelopment of this site for a number of years. Comments made prior to submission have been incorporated into the

submitted design. It is noted that the applicant wishes to achieve full accreditation to the Police preferred minimum security standard that is Secured by Design. In light of this, full support to the scheme is provided.

5.2 Environmental Health Officer

- 5.2.1 No concerns raised, however if planning permission is granted then conditions relating to dust emissions, construction hours and contaminated land should be imposed.

5.3 Hertfordshire County Council Highways

- 5.3.1 Based on the original submission, the Highways Officers recommended that the application should be refused for the following reasons:-
- A new, second access is unacceptable as it would result in direct conflict with the access serving No. 15 Shephall Way.
 - If approved, the development would be prejudicial to the general provisions of highway safety and convenience.
 - It would result in the loss of a tree from the highway verge.
- 5.3.2 Following negotiations, the scheme was amended to address the Highway Officer's concerns and they withdrew their objection and confirmed they do not wish to restrict the grant of planning permission.

5.4 Arboricultural and Conservation Manager

- 5.4.1 No objection to the scheme from an Arboricultural standpoint. However, concerned about the impact of the woodland on the proposed development and disturbance of root systems. As such, it is recommended to undertake more extensive arboricultural works to considerably reduce, in height and spread, the western and northern boundary of the adjacent woodland (W1). These additional works will need to be carried out prior to the commencement of construction works.

6 RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

- 6.1.1 In the determination of planning applications development must be in accordance with the statutory development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014);
 - Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007); and
 - The Stevenage District Plan Second Review 2004.

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted District Plan

- TW1 Sustainable Development
- TW2 Structural Open Space
- TW8 Environmental Safeguards
- TW9 Quality in Design
- H7 Assessment of Windfall Residential Sites
- H8 Density of Residential Development
- T6 Design Standards
- T15 Car Parking Strategy
- EN13 Trees in New Developments
- EN27 Noise Pollution
- EN36 Water Conservation
- EN38 Energy Conservation and Supply

6.4 Emerging Local Plan

- SP1 Presumption for 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

GD1	High Quality Design
HO5	Windfall Sites
HO9	House Types and Sizes
IT5	Parking and Access
FP1	Climate Change
NH5	Trees and Woodland
NH7	Open Space Standards

7 APPRAISAL

- 7.1 The main issues for consideration in the determination of this application are the principle of development in terms of land use policy; the impact on the appearance of the area; impact on neighbour amenity, the acceptability of the access and parking arrangements and landscaping proposals.

7.2 Acceptability in Land Use Policy Terms

- 7.2.1 The principle of residential development within urban areas is set out in both national and local policy. Paragraph 61 of the National Planning Policy Framework (NPPF) 2019 requires that the planning system should deliver, inter alia, a mix of housing particularly in terms of tenure and price to support a wide variety of households in all areas. 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 Furthermore, in the emerging Local Plan 2011-2031, Policy HO5 for Windfall Sites will replace Policy H7 and also states that permission will be granted where: the site is on previously developed land or is a small, underused urban site; there is good access to local facilities; there will be no detrimental impact on the environment and the surrounding properties; proposals will not prejudice our ability to deliver residential development on allocated sites; and, the proposed development would not overburden existing infrastructure.
- 7.2.3 The proposal consists of the creation of a three storey building on land, the majority of which was previously occupied by a doctor's surgery. The land is therefore considered previously developed for the purposes of policies H7 and HO5. Furthermore, the proposal does not see the loss of public amenity space, and is in close proximity to bus stops and is in walking distance of the Hydean Way Small Neighbourhood Centre and the facilities therein. The application site also enjoys good links to pedestrian, bus and cycle routes.
- 7.2.4 Policy H8 of the Local Plan discusses housing density. On town centre and neighbourhood centre sites the density per hectare is 65+ dwellings. The proposed development would equate to a density of approximately 98 dwellings per hectare, with a site area of 0.092ha. This clearly exceeds the Council's current policy. However it is recognised that the site is in a sustainable location, well served by public transport and in close proximity to the Hydean Way Small Neighbourhood Shopping Centre. Furthermore, the density of the development is caused by the fact the scheme comprises of flats which typically produce a higher density than houses. Taking this into account and the location of the site, the density proposed is considered acceptable.

7.3 Affordable Housing

- 7.3.1 This site, at a provision of 9 units, does not fall within the classification of a major development (10+ units) and as such does not fall within the remit of affordable housing provision. However, as a Council owned site and promoted by the Housing and Development team, it is proposed that the development will be for 100% affordable housing.

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

- 7.4.1 The proposed building will face eastwards on to Shephall Way and be three storeys in height. The front elevation will be in line with the adjacent properties, which are approximately 10m from the back edge of the public highway. The proposed parking will be split with 5 spaces at the front of the site and 7 spaces to the rear. The existing access on the northern side of the site will be repositioned and widened and a second access created on the southern side adjacent to the boundary with No.15 Shephall Way, the access to which will be closed off and shared with the new access. To the north of the site is a large area of dense woodland, known as Loves Wood.
- 7.4.2 The main footprint of the building will be 17m wide and 11.5m deep. The height to the eaves would be 7.8m and to the ridge, 11.1m. On the front elevation will be a flat roof projection measuring 2.9m wide and 1.3m deep off the front elevation with a height of 9.1m. This will house the main entrance door and stairwells to upper floors. On the rear elevation will be a hipped, dual pitched projection measuring 6.9m wide and 2.0m deep off the rear elevation with an eaves height of 7.8m and a ridge of 9.8m. This will form part of the one bedroom flats.
- 7.4.3 The building will be constructed with a slate roof, white painted rendered elevations, dark grey fenestration and black rainwater goods. The front elevation will have a central flat roof projection which will house the entrance door and stairwells to upper floors. The rear elevation will have a larger central pitched roof projection which will form part of the one bed flats on each floor.
- 7.4.4 The fenestration on all elevations have been aligned vertically and horizontally to present a uniform finish. On the front elevation, this is achieved with a balance of patio doors with Juliet balconies on the outer edge with the inner windows being smaller. The rear elevation contains mostly patio doors with Juliet balconies with some smaller windows. Both the north and south side elevations contain one small obscure glazed window on each floor, serving the bathrooms of the two bed units.
- 7.4.5 In regards to visual appearance, the building's roof design is that of a hipped dual pitch, constructed with slate tiles. The hipped design will reduce its dominance when viewed from the adjacent property of No.15 Shephall Way. The building would be sited in line with the building lines of adjacent dwellings to the south, Nos. 13 and 15 Shephall Way.
- 7.4.6 In regards to the height of the building, variations in building heights can add interest and value to residential areas and given the topography of the site where the land levels decrease from south to north, the ridge line of the proposed building is approximately 3.2m higher than the ridge line of the two storey residential dwellings adjacent, which are approximately 5m from the proposed building. Further, the woodland to the north comprises mature trees which would be substantially higher than the proposed building and therefore act as a screen when viewing the site from the north to south and help soften the impact of the site when viewed from the south to the north. Accordingly, an increase from the two storey dwellings to the south to the proposed three storey building is considered acceptable.
- 7.4.7 Given the separation distances between the properties, the set back of 10m from the back edge of the public highway, the additional height and scale of the building is not considered to

be unduly tall. Whilst it is clearly taller than the surrounding properties, it is not considered that the proposal would harm the character and appearance of the area.

- 7.4.8 The use of modern and contemporary materials, combined with the design of the building and roof are considered acceptable. The surrounding area is characterised by two storey dwellings with dual pitched roofs and a mixture of yellow and red brick with white cladding at first floor level. It is not therefore considered that the proposed development would harm the visual amenities of the street scene.

7.5 Amenity of Neighbours and Occupiers

- 7.5.1 The internal layouts have been carefully designed to minimise overlooking of the neighbouring properties. The windows on the south elevation overlooking No.15 Shephall Way are small obscure glazed units serving the bathrooms. The location of the building directly to the north of this neighbour would ensure the proposal causes no loss of daylight or sunlight.
- 7.5.2 An objection was received regarding overlooking of the properties to the east of the site. The front elevation of the building is situated approximately 33m from the front elevation of the properties to the east, Nos. 22 and 24 Shephall Way. This separation distance is considered acceptable to ensure that any mutual overlooking between the properties is minimal. Further, the windows on the front elevation of the building all serve bedrooms or the stairwell and in this regard it is not considered that they would result in an overly detrimental harm from overlooking. Additionally, the Council's adopted design Guide does not have a minimum front to front separation distance.
- 7.5.3 In terms of outlook, the location of a three storey flank wall 4.5m from the boundary fence of the rear garden of No.15 Shephall Way has the potential to cause harm to the outlook from the rear garden of this neighbouring property. However, given the position of the new development, it would not breach the 45-degree angle when taken from the nearest affected rear window in this adjacent property. Consequently, the outlook from this property would not be compromised.
- 7.5.4 The Council's Design Guide SPD (2009) stipulates that flatted developments should aim to provide a minimum useable communal area of 90sqm for a development of this size. The submitted plan indicates that 154sqm of amenity space will be provided. The removal of some of the rear garden of No. 15 Shephall Way to incorporate into the proposed site boundary would result in this property having a remaining outdoor amenity space of approximately 119sqm. This exceeds the required amount of 50sqm for a semi-detached dwelling. In this regard, the proposed scheme is considered acceptable.
- 7.5.5 The emerging local plan outlines prescribed space standards for new dwellings, which are nationally prescribed standards, as set out in the Department for Communities and Local Government document 'Technical housing standards - nationally described space standards' 2015.
- 7.5.6 The minimum internal sizes of the units have been annotated on the submitted drawings. They indicate the one bed flats will be 50sqm including 1.5sqm of storage space. This would meet the requirements of a 1bed/2person flat. The two bed flats are 61sqm including 2sqm of storage space, which meets the requirements for a 2bed/3person flat. The above standards also look at room size standards for bedrooms, in determining how many persons the unit can accommodate and also in terms of acceptable living environments. These standards state that a double bedroom is considered at 11.5sqm minimum and that where a second bedroom is proposed it should have a minimum of 7.5sqm to be considered a single. All the bedrooms provided exceed the standards.

7.6 Car Parking and Cycle Storage Provision

- 7.6.1 Policy T15 of the Local Plan (2004) states that car parking provision should be made at, or below, the maximum provision which is specified in the Council's adopted standards. Policy IT5 of the Emerging Local Plan (2016) states that planning permission will be granted where proposals comply with the parking standards set out in the plan.
- 7.6.2 The Parking Provision Supplementary Planning Document sets a base standard of 1 space per one bedroom unit and 1.5 spaces per two bedroom units. Taking these standards into consideration, there would be a requirement to provide 12 parking spaces. The submitted drawings indicate that 12 spaces will be provided – 5 spaces at the front of the development and a further 7 spaces at the rear. In this regard, the proposed development is considered acceptable.
- 7.6.3 In order to provide 4 of the spaces however, part of the rear garden of No.15 Shephall Way will be re-allocated into the boundary of the site. Stevenage Borough Council took ownership of this property in 2019 and as such, the alterations to the boundary can be accommodated.
- 7.6.4 Turning to the impact of the car parking on the occupiers of No.15 Shephall Way, given the previous use of the site was a doctor's surgery, the volume and frequency of traffic movements is likely to be less from a residential use than experienced previously.
- 7.6.5 An objection from local residents was raised relating to the car parking provision and visitor parking. The Council's Parking Provision SPD states that where spaces for flatted developments are unallocated, there is no requirement to provide additional spaces for visitors. Further, as the site is considered to be in a sustainable location with good links to public transport and the pedestrian and cycle network facilities, the level of car parking provided is deemed acceptable and occupiers would be encouraged to seek alternative non-car modes of transport.
- 7.6.6 Providing a sufficient amount of appropriate parking for bicycle users is essential for promoting sustainable transport and for encouraging a reduction in private vehicle usage. The submitted plans indicate that a cycle storage shed will be provided at the rear of the site, constructed with a natural slate dual pitched roof and boarded walls painted grey. The shed will measure 8.1m long, 2.4m deep and 3.4m high and would be able to accommodate up to 13 bicycles. The Council's adopted Parking Provision SPD (2012) requires a minimum of 1 space per unit, therefore the provision is considered acceptable.

7.7 Access and Highway Implications

- 7.7.1 The application involves the creation of a new access to the site, on the southern side, adjacent to the boundary with No.15 Shephall Way. Hertfordshire County Council as Highways Authority were concerned with the initial layout as the new access would be in direct conflict with the access for No.15. Consequently, the scheme was amended and the existing access for No.15 will be closed off by extending the soft landscaping and this will share access with the proposed development.
- 7.7.2 Following negotiations with the Highways Authority, the existing access on the northern part of the site will be widened to allow safe manoeuvring of vehicles into and out of the car parking spaces on this part of the site. The new access serving the proposed development and No.15 Shephall Way will also be of a sufficient width to allow safe access and egress to and from the site. The Highways Authority have confirmed they are satisfied with the access arrangements and as such, the proposed development is considered acceptable in this regard.

- 7.7.3 An objection from a local residents was raised to the creation of the new access opposite the junction with Oakwood Close. The Highways Authority assessed the plans and have confirmed they are satisfied with the new access in highway safety terms.
- 7.7.4 As part of the development, tactile paving and dropped kerbs will be installed on the footpaths at the site and at the junction of Oakwood Close opposite to improve pedestrian safety when crossing these junctions. These will be dealt with by Hertfordshire County Council under the Highways legislation.

7.8 Trees, Landscaping and Wildlife Site

- 7.8.1 Firstly, there are a number of existing trees within the site boundary and it is bordering a wooded area protected by Policies EN17 (Wildlife Sites) and EN10 (Green Link) as set out in the adopted Local Plan and Policy NH2/15 of the emerging Local Plan. The submitted landscape plan indicates five individual and two groups of trees within the site are to be removed and five trees within the woodland are to be removed and a number of other trees within the woodland are to have crowns lifted and maintenance pruning undertaken as part of the development.
- 7.8.2 Details of tree protection measures have been provided in an accompanying Arboricultural Method Statement. Conditions will be placed on the decision to secure the protection of the retained trees both during construction and for a period of 5 years post-development. The Council's Arboricultural and Conservation Manager has assessed the application and raised no objections to the proposed arboricultural works.
- 7.8.3 Turning to landscaping, the appearance of a proposed development and its relationship to its surroundings are a material consideration. Therefore, in order to achieve a high quality development which makes a positive contribution to the visual character of the area, a well-designed landscaping scheme with combined boundary treatment needs to be achieved.
- 7.8.4 The submitted landscape plan outlines the areas of soft landscaping and position of the boundary fencing. A condition will be used to secure details of the soft landscaping prior to the commencement of development and these details will be assessed by the Council's Arboricultural and Conservation Manager to ensure the proposed development achieves a high level of visual design.
- 7.8.5 In terms of the impact on the adjacent Wildlife Site, suitable mitigation measures have been provided to ensure the development does not have a negative impact on the woodland trees and the biodiversity of the woodland in general. However, the Council's Arboricultural and Conservation Manager is concerned that the woodland may have a negative impact on the finished development and has suggested that additional works to those proposed, are carried out to the area of woodland to the north and west of the site, identified on the submitted drawings. This can be achieved through a suitably worded condition.

7.9 Other Matters

7.9.1 Waste and Recycling

- 7.9.1.1 The submitted drawings include details of the bin store. It will measure 4.8m wide, 3.3m deep and 1.8m high and be constructed with 'hit and miss' boarding painted dark green to blend with the woodland directly behind it. It's location at the front of the site in the north-east corner is less than desirable in visual terms, however the design and materials have been carefully considered to minimise its impact on the street scene.

- 7.9.1.2 The bin store would house four large and six standard bins to allow for general and recyclable waste in line with the Council's waste operative's requirements. Its location at the front of the site would make it easily accessible by both the future occupiers and the refuse collection teams. As such, the waste and recycling requirements are considered acceptable.

7.9.2 Noise

- 7.9.2.1 Policy EN27 of the adopted Local Plan (2004), states that for development for noise sensitive uses, these will only be permitted if they are located where they will not be subjected to unacceptably high levels of noise generating uses. Policy FP8 of the Emerging Local Plan (2016), stipulates that permission for pollution sensitive issues will be granted where they will not be subjected to unacceptably high levels of pollution exposure from either existing, or proposed, pollution generating uses. Given the proposed development would be located within an existing residential area, and is set back from Shephall Way, it is not considered that the development will be adversely affected by noise.

7.9.3 Development and Flood Risk

- 7.9.3.1 The application site is not located within any flood zones within the Environment Agency's flood risk map. A condition can be imposed on the decision to ensure that the hard surfacing provided within the site is either permeable or provision for surface water run-off to be diverted within the site. This would help to reduce the level of surface water outflow from the development as well as potentially help to improve biodiversity on the site.

7.9.4 Climate Change

- 7.9.4.1 Policy EN36 of the District Plan encourages developments to reduce water consumption and runoff by using suitable water conservation and storage measures such as the re-use of rainwater, water efficient devices and by water recycling. Policy EN38 of the same document stipulates that development proposals will be expected to demonstrate that methods of maximising energy efficiency and supplying of energy in the development need to be considered. Policy FP1 of the Emerging Local Plan (2016) states that planning permission will be granted for development that can incorporate measures to address adaptation to climate change.
- 7.9.4.2 Whilst no details have been included with the submission of the application, a condition can be imposed to seek full details of both climate change adaptation measures and energy efficiency details prior to commencement of development.

8 CONCLUSIONS

- 8.1 The proposal is considered to be a residential windfall site on previously developed land. The proposal has demonstrated that the development of nine flats within one building on this site could be accommodated without detriment to the character and appearance of the area and without adversely affecting residential amenity such that a refusal would be warranted. Sufficient amenity space would be available for future occupiers and adequate living accommodation will be provided. The parking and access arrangement is considered to be acceptable. Matters pertaining to trees, landscaping, materials and boundary treatments can all be appropriately conditioned to ensure compliance with statutory consultees and to secure a high quality finish.

9 RECOMMENDATION

- 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:
13299-P012-C; 13299-P010-D; 13299-S001-C; ARBTECH AIA 01; 13299-P011-B; ARBTECH TPP 01;
REASON:- For the avoidance of doubt and in the interests of proper planning
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
- 3 No development above slab level shall take place until a schedule and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
REASON:- To ensure the development has an acceptable appearance.
- 4 The parking, turning and servicing areas shown on drawing number(s) 13299-P010-D shall be provided, marked out and hard surfaced ready for use prior to the first occupation of the premises and shall be made of porous material, or provision shall be made to direct surface water run-off from the hardstanding to a permeable or porous area or surface within the curtilage of the site. They shall be retained in that form and kept available for those purposes thereafter.
REASON:- To ensure that adequate parking and servicing facilities are available within the site, that there is no detriment to the safety of adjoining highways, in the interest of visual amenity and to ensure the development is sustainable and accords with the aspirations of Class F, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 5 The development hereby permitted shall not be brought into use until the new access and the repositioning of the existing access have been provided as identified on drawing number 13299-P010-D, and the footway has been reinstated to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction
REASON:- In the interests of highway safety and amenity
- 6 The access shall be constructed in a hard surfacing material for the first 4.80 metres from the back edge of the footway.
REASON:- To prevent loose material from passing onto the public highway which may be detrimental to highway safety.
- 7 Prior to the first use of any vehicular access, a visibility splay of 2 metres x 2 metres shall be provided, within which no obstruction shall occur above 0.6 metre or below 2.0 metres in height. The visibility splay shall be measured along each side of the driveway access and along the back edge of the footway or verge, and shall be permanently maintained thereafter.
REASON:- To maintain adequate visibility for pedestrians and drivers entering or leaving the site in the interests of highway safety.
- 8 No demolition or construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0800 and 1330 on Saturdays.
REASON:- To safeguard the amenities of the occupiers of neighbouring properties.
- 9 Prior to the commencement of development, a detailed scheme of soft and hard landscaping and details of the treatment of all hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all existing trees on the land and details showing all trees to be removed, together with details of all new planting to

take place including species, size and method of planting. The approved landscaping scheme shall be implemented in the first planting season following completion of the development.

REASON:- To ensure a satisfactory appearance for the development in the interests of the visual amenities of the area.

- 10 Before any development commences, including any site clearance or demolition works, any trees on the site shall be protected by fencing or other means of enclosure in accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority. Such protection as may be agreed shall be inspected and approved by the Local Planning Authority prior to the commencement of the work and maintained until the conclusion of all site and building operations.
REASON:- To ensure that the retained tree(s) are not damaged or otherwise adversely affected during site operations.
- 11 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.
- 12 All hard surfacing comprised in the approved details of 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 a satisfactory appearance for the development.
- 13 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).
- 14 If during the course of development any contamination is found or suspected, works shall cease and the local planning authority shall be informed immediately. The local planning authority may request the nature and extent of any contamination to be investigated in order that a suitable remediation strategy can be proposed. The development shall not continue until any required remediation as agreed in writing by the local planning authority has been undertaken, and the local planning authority has confirmed it has been undertaken to its satisfaction.
REASON:- To prevent harm to human health and pollution of the water environment.
- 15 Before development commences details of wheel cleaning facilities to be provided on site during site preparation and construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be installed on site before the development commences, including any site clearance or demolition works, and shall be retained in working order until the completion of development and all vehicles leaving the site during this period shall use these facilities.
REASON:- To minimise the amount of mud and soil originating from the site being deposited on the highway, in the interests of highway safety and visual amenity.
- 16 No development shall take place until details of measures to address adaptation to climate change and energy efficiency have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.
REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.

Pro Active Statement:-

- 1 Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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Meeting: Planning and Development Agenda Item:
Committee

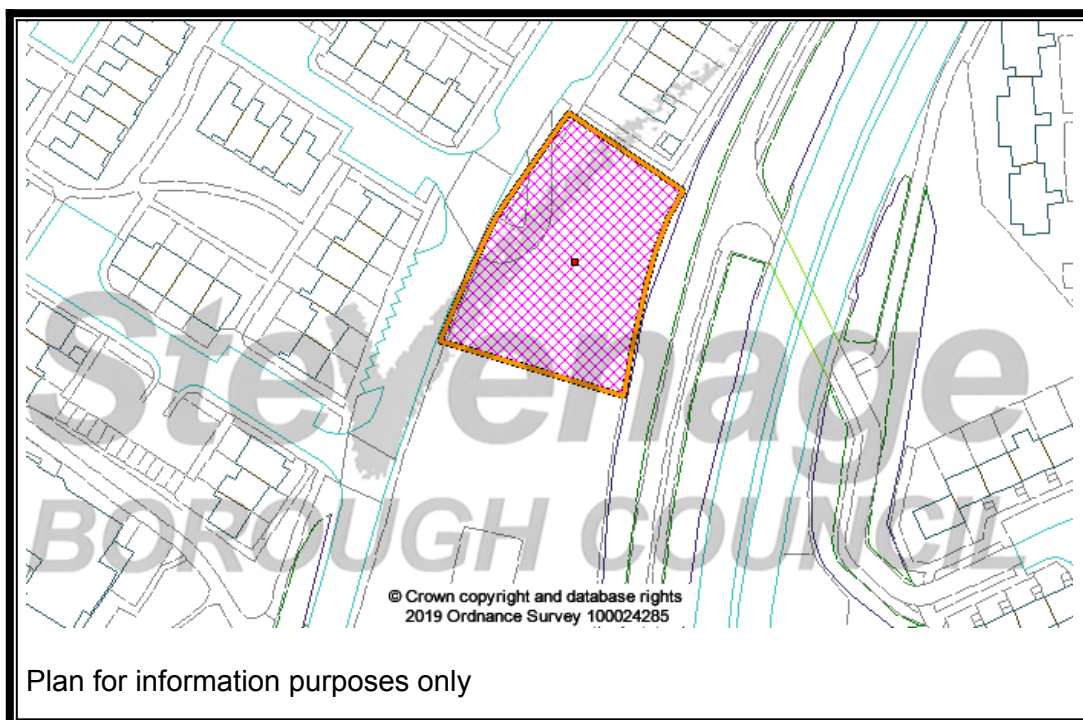
Date: 30 May 2019

Author: Rebecca Elliott 01438 242836

Lead Officer: Chris Berry 01438 242257

Contact Officer: Rebecca Elliott 01438 242836

Application No:	19/00136/FPM
Location:	145 Scarborough Avenue, Stevenage
Proposal:	Erection of 29no one, two and three bedroom flats over a semi-basement car park with associated landscaping.
Drawing Nos.:	RT18013,001PL3, 099PL3, 100PL5, 101PL4, 102PL5, 103PL5, 104PL5, 105PL3, 110PL3, 111PL3, 112PL3, 113PL3, 0196, L001, L002
Applicant:	Stevenage Borough Council
Date Valid:	1 March 2019
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 145 Scarborough Avenue is the site of the former 'Annexe' community centre on Scarborough Avenue. The site is located on the eastern side of Scarborough Avenue close to the local

neighbourhood centre to the south east and Gunnels Wood Road which runs parallel to the east. The building was subject to a Prior Approval to demolish and was removed in early 2018. The land has been levelled and enclosed with hoarding. The site is otherwise completely open, facing westerly on to Scarborough Avenue. To the south is a large green open space with children's play equipment. The north boundary abuts a footpath accessing the pedestrian and cycle routes along Gunnels Wood Road and towards Fairview Road. The eastern boundary abuts a large steep grass bank with multiple mature trees lining the boundary. The existing access is located centrally on the western boundary.

- 1.2 Scarborough Avenue is characterised by terraced dwellings within areas of open space, a large green area with play equipment to the south, and local neighbourhood services located to the south west within the Filey Close large neighbourhood centre, which has two storey flats above. The former community centre was single storey and occupied the eastern side of the plot.

2. RELEVANT PLANNING HISTORY

- 2.1 07/00417/FP – Planning permission for the erection of a new shed and associated hard stand. Permission granted on 12.10.2007.
- 2.2 17/00883/PADEMO – Prior approval for the demolition of existing community centre. Approval given on 15.01.2018.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the erection of a two and three storey building accommodating 29 no one, two and three bedroom flats, with associated semi-basement car parking and landscaping. The existing site access is to be utilised.
- 3.2 The application comes before the Planning and Development Committee as Stevenage Borough Council is the applicant and the owner of the site. In addition, this application is also classed as a Major residential development.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, the posting of a site notice to the frontage of the site on North Road, 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 Following discussions with the agent the Police Crime Prevention Officer supports the application and asks that an informative be placed on any grant of permission advising the applicant that Secured by Design will require submission of details to the Crime Prevention Team.

5.2 Council's Arboricultural Officer

- 5.2.1 Having inspected the site and assessed the proposals no objections are raised from an arboriculture view point. It is suggested, however, that the whole row of Mature Maple trees

outside this site and across its whole width is reduced in height and spread by 25% (approximately 3 metres). This crown reduction should be funded by the developer and will help in two ways; by reducing the impact of the trees onto the new building but also compensating for any root disturbance.

5.3 Hertfordshire County Council Highways

- 5.3.1 The development has its main highway frontage along the north west boundary with Scarborough Avenue that is designated as a local access road subject to a restricted speed limit of 30 mph. The new development has a turning area for vehicles likely to enter the site to manoeuvre and turn around, and, as such, the proposed layout is acceptable. The relocated access should have an acceptable level of vehicle to vehicle inter-visibility and this must be demonstrated on any future submitted drawings. The sightlines from the new access have been recommended to be 2.4 metres x 43 metres in both directions which provides sufficient visibility from the new access.
- 5.3.2 Vehicle to vehicle inter-visibility and pedestrian visibility is achievable and complies with levels of visibility found in Manual for Streets [Visibility splays at junctions 7.7 and visibility along the street edge 7.8.3 Page 94] and is considered acceptable for the speed and hierarchy of the road, in both directions.
- 5.3.3 There is no disabled parking provision on site, to ensure adequate exclusive provision is made for the needs of people with disabilities the parking bays should be shown being extending beyond the standard minimum with a 1.2m strip of additional width provided along either side creating a total minimum bay size of 3.6m x 6m. The bays should be finished with the International Symbol for Access with the safety zone/aisle between the bays marked with hatchings, the spaces are required to be located within a short distance of the building entrance.
- 5.3.4 Emergency vehicles such as ambulances and fire and rescue service vehicles have access close to the building and would have to wait on Scarborough Avenue while in attendance. The fire service distance is within 45 metres permissible to reach all parts of the building. The application meets the requirements for waste collection and storage contained in Manual for Streets, waste would be collected by a kerbside collection method.
- 5.3.5 The nearest bus stops to the development have been identified as being 150 metres south of the development that are within the prescribed accessibility distance of passenger transport provision. The stops would need upgrading to DDA standards which would include easy access kerbing consequently, any planning obligation contributions would be used from the new development to implement these works. Around £16,000 would be needed to provide easy access kerbs to both bus stops.
- 5.3.6 Given the proposal involves the provision of 29 units considering the data output from the TRICS software identifying the development would generate 15 new trips in the peak travelling periods between 8:00 am and 9:00 am and 5:00 pm and 6:00 pm. Considering that the development is located adjacent to a local access road, the new traffic generation of vehicles is considered not to have a significant impact on the local highway network. Thus the above data has been considered acceptable in traffic generation terms.
- 5.3.7 The Highway Authority's formal recommendation is that the grant of planning permission should be subject to conditions as well as the applicant entering into a section 278 agreement under the Highways Act 1980 to cover the new accesses and footway works. In summary HCC consider the proposed development would not significantly affect the adjacent highway network, therefore, Hertfordshire County Council as highway authority considers that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highway network.

5.4 Lead Local Flood Authority

- 5.4.1 We have reviewed the information submitted by the applicant in support of the planning application and note that no information was provided regarding flood risk to the site or information on how the applicant intends to manage the surface water runoff from the site. Therefore, in the absence of a surface water drainage assessment we object to this application and recommend refusal of planning permission until a satisfactory surface water drainage assessment has been submitted.
- 5.4.2 At the time of drafting this report additional information has been sent to the Lead Local Flood Authority (LLFA) for consideration. Members will be updated at the meeting to advise of the further response from the LLFA with respect to this additional information.

5.5 Environmental Health

- 5.5.1 Raise no objection to the application; however, recommend the imposition of conditions to deal with mitigation for noise, contamination and hours of construction.

5.6 Hertfordshire County Council Waste and Minerals

- 5.6.1 The development should have regard to the potential for minimising waste generated by development. The County Council's waste policies require the project to be supported by a Site Waste management Plan (SWMP) which aims to reduce the amount of waste produced on site. HCC are happy to assess any SWMP submitted prior to commencement of development.

5.7 Hertfordshire County Council Growth and Infrastructure

- 5.7.1 Based on the information provided HCC would seek financial contributions towards primary education, and secondary education. Projects on which the requested funds would be spent have been provided and are outlined in section 7.3 of this report.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

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

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

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted District Plan

TW1	Sustainable Development
TW2	Structural Open Space
TW8	Environmental Safeguards
TW9	Quality of Design
TW10	Crime Prevention
TW11	Planning Requirements
H7	Assessment of Windfall Residential Sites
H8	Density of Residential Development
H14	Benefits of Affordability
T6	Design Standards
T12	Bus Provision
T13	Cycleways
T14	Pedestrians
T15	Car Parking Strategy
T16	Loss of Residential Parking
EN13	Trees in New Developments
EN27	Noise Pollution
EN36	Water Conservation
EN28	Energy Conservation and Supply
SW3	Planning Requirements
L15	Outdoor Sports Provision in Residential Developments

- L16 Children's Play Space Provision in Residential Developments
- L17 Informal Open Space Provision in Residential Developments
- SC4 Social and Community and Leisure Provision

6.4 Emerging 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
- HO1 Housing Allocations
- 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
- FP2 Flood Risk in Flood Zone 1
- NH5 Trees and Woodland
- NH7 Open Space Standards
- HC4 Existing Health, Social and Community Facilities

7 APPRAISAL

- 7.1 The main issues for consideration in the determination of this application are the acceptability of development in land use policy terms; affordable housing provision and S106 contributions; design, scale and the impact on the character and appearance of the area; amenity of neighbours; amenity of occupiers; landscaping and trees; access and parking; waste; noise; drainage and climate change.

7.2 Acceptability in Land Use Policy Terms

- 7.2.1 Policy SC4 of the Adopted Local Plan allocates the land for social, community and leisure uses with other uses only being considered under exceptional circumstances. However, the emerging local plan has been found sound by an Inspector and given the status of the local plan; the Council is giving significant weight to the policies within it. Emerging Policy HO1 highlights the site for residential development, with an initial target of 15 units. As indicated earlier, the site is no longer used for social and community purposes, with the previous uses within the Annexe being re-located to the nearby Symonds Green Community Centre. Following this, the Annexe was demolished. In view of this, the requirement for the site to be retained for social, community and leisure purposes as set out in the Adopted Local Plan has been superseded by the requirements in the Emerging Local Plan. Nevertheless as set out above the community uses are still continuing in the nearby community building.
- 7.2.2 In terms of the redevelopment of the site for housing, the principle of residential development within urban areas is set out in both national and local policy. Paragraph 61 of the National Planning Policy Framework (NPPF) 2019 requires that the planning system should deliver, inter alia, a mix of housing particularly in terms of tenure and price to support a wide variety of households in all areas. 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.

- 7.2.3 Furthermore, in the emerging Local Plan 2011-2031, Policy HO5 for Windfall Sites will replace Policy H7 and also states that permission will be granted where: the site is on previously developed land or is a small, underused urban site; there is good access to local facilities; there will be no detrimental impact on the environment and the surrounding properties; proposals will not prejudice the Council's ability to deliver residential development on allocated sites; and, the proposed development would not overburden existing infrastructure.
- 7.2.4 The proposal consists of a part two, storey part three storey building on the footprint of the existing building and its curtilage. The land is therefore considered to be previously developed for the purposes of policies H7 and HO5. Furthermore, the proposal does not see the loss of public amenity space, and is close to the local bus and cycle network and to the Filey Close Large Neighbourhood Centre and the facilities which that provides. Consequently, the redevelopment of the site for residential purposes fully accords with the requirements of Policy H7 and HO5. In addition, the site is considered to be in a sustainable location.
- 7.2.5 Additionally, the most up to date housing supply figures indicate that the Council is unable to meet its requirement to provide a five year supply of deliverable housing. The fact that the site is considered to be in a sustainable location, and that the Council is currently unable to provide a five year supply of deliverable housing sites are strong material considerations that significantly weigh in favour of the application.
- 7.2.6 Policy H8 of the adopted local plan states that the density of residential developments needs to respect the site and character of the area. In general, the net density of new housing should be within the range of 30 – 50 dwellings per hectare, with a higher threshold of 50 – 65 + for the town centre and neighbourhood centres. The proposed development would have a density of 145 dwellings per hectare (dph), with 29 flats proposed on 0.2ha. This is significantly higher than the threshold specified in the local plan. However, the new NPPF does support higher density residential developments where it does not harm the surrounding area, and is of a high design. Given the proximity of the site to the larger neighbourhood centre at Filey Close and the proximity of nearby bus stops, and local services, the higher density of the proposed flats is considered acceptable in this case.

7.3 Affordable Housing Provision and S106 Contributions

- 7.3.1 Chapter 5 of the NPPF clearly outlines the need for affordable housing (AH) and suggests a minimum of 10% AH on any major development site. Policy HO7 of the emerging Local Plan stipulates a target level of 25% on previously developed sites. The proposed 29 units are to be 100% affordable, thus exceeding the Council's requirements.
- 7.3.2 Policy HO8 of the emerging Local Plan stipulates that of the 25% AH provision, at least 70% should be for rent and the remaining a tenure agreed with the Council's Housing team. All 29 units proposed are to be rented accommodation as requested by the Housing and Regeneration team as the applicant.
- 7.3.3 Whilst it is noted that this is a Council led scheme and the development is to be 100% affordable, to safeguard the delivery of affordable housing should circumstances change in the future, it is recommended that, as a minimum, 25% of the units are required to be affordable. This would be secured by means of a S106 agreement. This would also ensure that the development is policy compliant and does not hinder additional affordable housing above 25% being provided.

- 7.3.4 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.
- 7.3.5 HCC Growth and Infrastructure have requested a total of £23,292 to cover the following projects within Stevenage. The figures have been calculated based on the HCC Toolkit for 21 dwellings (market value 12 x 1 bedroom flats and 9 x 2 bedroom flats).
- Primary Education: New 2FE primary phase expansion at Bedwell Primary School by 1.5 form of entry (1.5FE) to meet additional capacity requirements from developments across the town - (£17,700)
 - Secondary Education: towards the expansion of Nobel School by 8FE to meet additional capacity requirements from developments across the town - (£5,592)
- 7.3.6 HCC Highways have requested the sum of £16,000 to secure the upgrading of the bus stops adjacent to the site in Scarborough Avenue. These items have been identified by HCC's Transport Access and Road Safety unit.
- 7.3.7 The Council are responsible for the provision and maintenance of children's play space and equipment, and outdoor sports provision. Based on the latest figures as taken from the 2014 Scrutiny Committee, the proposed sums are £42.89 toward children's play space per flat and £38.72 toward outdoor sports facilities per flat. A total of £2366.69 is sought to be spent on improvements to the Scarborough Avenue/Bude Park / Meadway playing fields.
- 7.3.8 The applicant has agreed to pay all monies and the affordable housing sought through the signing of a S106 agreement.
- 7.3.9 HCC also seeks the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in the S106 or unilateral undertaking. 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, Scale and Impact on the Character and Appearance of the Area

- 7.4.1 The proposed development would incorporate a three storey building to the south and a two storey double valley gable projection to the north. A central gable projection is proposed on the western front elevation to provide a visual aesthetic on a rather long elevation. The south western corner of the building consists of a three storey flat roof block, with a three storey projection on the southern side of the site, incorporating a mansard roof. The building would measure a maximum length 44m and a width of between 17m and 32m with a height of 11m at the ridge of the dual pitch roof and 12m at the flat roof and 11.5m at the mansard roof detail.
- 7.4.2 There is a significant change in levels from the northern end of Scarborough Avenue, increasing southwards past the site, and then decreasing as the road passes the neighbourhood centre. Subsequently the site is on higher ground than the neighbouring properties to the north. The scale and height of the building will therefore have a significant impact on the street scene from all vantage points, including from Gunnels Wood Road to the east of the site. Incorporating the taller element of the design on the southern side of the site is the most appropriate because of the relationship with the row of terraces to the north.
- 7.4.3 The proposed building is formed of an 'L' shape, with the taller three storey element to the south of the site and the two storey pitched roof element running centrally through the site. Areas of grass and landscaping are located on either side of this north south projection. By virtue of the semi-basement parking, the elevations are raised by half a storey to allow for the car parking provision. This is shown on the elevations as louvered grills below the fenestration openings of the flats. The elevations show a mixture of red and buff brick types with the pitched roofs tiled and the mansard roof finished in a sheet metal.

- 7.4.4 The area is predominantly gable and pitched roof design, and the amalgamation of the pitched roof, flat roof and mansard roof design elements will therefore be at odds with the character of the area. Nevertheless, alterations to remove the flat roof and mansard roof detailing would add additional height to the building which itself would have visual impacts on the street scene. The resultant scale of the proposal forms a large building in a prominent position along Scarborough Avenue because of the changes in ground levels from this raised land.
- 7.4.5 The NPPF 2019 has placed significant weight on the use of good design for housing, stating that whilst the provision of housing is a principle goal of national and local policy, this should not detract from the quality of the design proposed. The mixture of materials proposed is acceptable in principle. However, given the amalgamation of design principles it would be prudent to ensure the highest standard of materials, including fenestration and the car park screen louvers. This can be appropriately covered by imposing a condition.
- 7.4.6 The location of the proposed bin store is not ideal. However, given the context of the site and the passing flow of traffic along the western boundary, it would be inappropriate to seek relocation of the bin store away from the main highway. Therefore, full details of the bin store would be required by condition to ensure details are of a high standard and to reduce the overall visual impact on the street scene.
- 7.4.7 Overall the introduction of a contemporary designed residential development in this location is supported.

7.5 Amenity of Neighbours

- 7.5.1 In assessing the impact of the proposal on the amenity of neighbouring properties, the properties most affected are the dwellings to the north, and to a lesser degree those opposite the site on the western side of Scarborough Avenue.
- 7.5.2 Looking firstly at the properties on the western side of Scarborough Avenue, the site is separated by the highway itself and an expanse of grass and pedestrian footpath link. The properties have modest front gardens, and due to a side spur road access being located centrally opposite the site, only two of the properties to the west are largely affected by the building, No's 188 and 190.
- 7.5.3 The separation distance from the nearest corner of the proposed building to the front elevations of the properties would measure approximately 25m. The Council's design Guide supplementary document does not specify distances for front to front relationships. The 25m separation is considered reasonable, especially considering the expanse of highway between the sites. No.186 is located north west of the site and to the north of the side spur road. The end of terrace dwelling is sited parallel to the road, such that the side elevation faces the main highway. The rear garden of the property lies to the north. This would also be approximately 25m from the nearest area of the front elevation of the proposed building. Similarly this is considered an acceptable distance given the Council does not have a separation distance for front to side relationships.
- 7.5.4 To the north of the site, No.143 Scarborough Avenue is an end of terrace dwelling extending to the side with a single storey extension. The northern side elevation of the proposed building would be approximately 11.5m from the two storey elevation of the dwelling. A single window on each floor is proposed on the northern side elevation to serve the flats fronting Scarborough Avenue. This window would overlook the side elevation of No.143 on which there are no openings. There would be no loss of privacy from the proposed windows on this elevation. In undertaking the BRE 45 degree tests, the rear facing windows of No.143 would not be affected by the development. Looking at the orientation of the site and the neighbour, the proposed building is located to the south west of the side elevation of No.143, and thus it is afternoon and early evening sunlight that would potentially be affected. The main impact relates to the proposed height of this elevation in comparison to the two storey dwelling and

the change in ground levels. However, given that there is a side to side relationship with this adjoining property, which has its principal elevations facing to the front and rear, it is not considered that the outlook to this property would be adversely affected.

7.6 Amenity of Future Occupiers

- 7.6.1 The emerging 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.
- 7.6.2 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 and accord with the bedroom and person sizes stipulated on the plan key and the technical guidance.
- 7.6.3 The Stevenage Design Guide recommends that for flat blocks at least 10 square metres of garden is provided per unit. The approximate measurement of the garden areas immediately to the rear of the building is around 300 square metres. Thus, just over the required 290 square metres provided.
- 7.6.4 Turning to the external amenity of the proposal for future occupiers, the proposed plan provides little detail about the landscaping or how the external areas would be made ready for occupier use. The main area of amenity space would be located to the north-east of the site and given this position the area would largely be in shadow throughout the day, which could lead to low usage by occupiers. However, it is accepted that in trying to accommodate external amenity space to the south, this would result in the need to move the buildings further to the north which is not appropriate. On balance, therefore, the proposed amenity space, size and location is deemed to be the most acceptable when considering all issues.
- 7.6.5 Expanding further on the orientation of the building and its impacts, plots 7, 18 and 24, all three bedroom units, would only have northerly facing windows for the bedrooms, with a secondary eastern window in the living area. This will result in an appropriate level of amenity for future occupiers. Plots 4, 5, 6, 15, 16, and 17 would have easterly facing windows serving the rooms; however, this would afford these plots sunlight in the mornings.

7.7 Landscaping and Trees

- 7.7.1 Currently the site has very little landscaping, laid to grass and hardstand. The details submitted do not provide full details of landscaping and this could be appropriately conditioned. The Council's Arboriculturist has assessed the application and has no objections from an arboriculture point, but would seek the reduction of the Maple trees which abut the site along the north-eastern and eastern boundary.

7.8 Access and Parking

- 7.8.1 The proposed site plan shows the utilisation of the existing access to the north west of the site. The vehicular access would lead to a semi-basement car park providing 35 unallocated car park spaces and 30 cycle parking spaces. The applicant has provided swept path drawings to support the scheme following local highway authority initial comments. These further details

have been assessed by HCC and the parking and access arrangements have been deemed acceptable subject to conditions.

- 7.8.2 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.
- 7.8.3 Based on the provisions of the adopted standards a one bedroom flat requires 1 space, a two bedroom flat is 1.5 spaces and three bedroom flat is 2 spaces. The total amount, if as a decimal figure, is rounded up to the nearest whole number. Based on the provision of 18 one bed, 8 two bed and 3 three bed flats the parking requirement would total 36 spaces ($18 \times 1, 8 \times 1.5, 3 \times 2 = 36$). Additionally as the parking is to be unallocated, this accounts for visitor parking as well.
- 7.8.4 The proposed site plan identifies the parking provision as a total of 36 spaces, located in the basement parking area which would accord with the Council's car parking standards for unallocated spaces.
- 7.8.5 In terms of cycle parking, 1 space is required per unit. Cycle parking spaces have been shown within the basement parking area, with 30 spaces shown, some utilising double storey storage solutions to save on space. Again, this meets with the Council's standards.
- 7.8.6 Finally, the site is on a bus route along Scarborough Avenue, from which the bus stops will undergo improvements through monies paid by S106 and there are cycle paths within close proximity of the site. Therefore, there are suitably located alternative means to car use within close proximity of the site. Additionally, as part of the proposal it is proposed to provide electric charging points to serve the development.

7.9 Other Matters

7.9.1 Waste

- 7.9.1.1 The proposed site plan shows the provision of a bin store on the western boundary, south of the vehicular and pedestrian accesses to the development. The bin store would house seven large bins to allow for general and recyclable waste in line with the Council's waste operative's requirements.

7.9.2 Noise

- 7.9.2.1 Policy EN27 of the adopted Local Plan (2004) states that for development of noise sensitive uses, these will only be permitted if they are located where they will not be subjected to unacceptably high levels of noise generating uses. Policy FP8 of the Emerging Local Plan (2016) stipulates that permission for pollution sensitive issues will be granted where they will not be subjected to unacceptably high levels of pollution exposure from either existing, or proposed, pollution generating uses.
- 7.9.2.2 Taking the above policy into consideration, due to the location of the proposed development in close proximity to Gunns Wood Road, it has been recommended that a noise assessment be provided at submission stage or through imposition of a condition to ensure the flats are suitably protected against external noise. This would typically include suitable double or triple glazing. The report, as advised by the Environmental Health Section shall include measures for all residential accommodation. The noise insulation shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential accommodation by noise from road traffic; business Activity and railway noise. This can be covered by an appropriately worded condition.

7.9.3 Drainage

7.9.3.1 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. Notwithstanding this, any formal planning application submitted to the Council would be classed as a Major and therefore, in line with the Town and Country Planning (General Development Procedure) (England) Order 2015, the Lead Local Flood Authority (LLFA) have been consulted.

7.9.3.2 The LLFA has provided an initial response objecting to the application on the basis that no information was provided regarding flood risk to the site or information on how the applicant intends to manage the surface water runoff from the site. The applicant has since provided the additional information requested and the further response of the LLFA is awaited. It is anticipated that by the time of the Committee this additional information will have been assessed and an update will be provided at the meeting

7.9.4 Climate Change

7.9.4.1 Policies EN36 and EN38 of the District Plan and Policy SP11 of the emerging Local Plan specify 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 community centre site with a two and three storey flatted development to provide 100% affordable housing is considered acceptable and would not in the opinion of the Local Planning Authority harm the character and appearance of the local area. The proposals provide adequate living accommodation, external space and parking to satisfy the Council's adopted standards. The impact on neighbouring properties has been addressed and is not considered to adversely affect any neighbouring property. Matters pertaining to trees, landscaping, materials and boundary treatments can all be appropriately conditioned to secure a high quality finish.

9 RECOMMENDATION

9.1 That planning permission be GRANTED subject to the applicant having first entered into and completed a S106 legal agreement to secure/provide financial contributions towards:-

- Primary and Secondary Education;
- Sustainable transport improvement;
- The improvement of Children's plays pace and outdoor sports provision
- Affordable Housing

The detail of which be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed solicitor and subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: RT18013,001PL3, 099PL3, 100PL5, 101PL4, 102PL5, 103PL5, 104PL5, 105PL3, 110PL3, 111PL3, 112PL3, 113PL3, 0196, L001, L002

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. The development hereby permitted shall be constructed in accordance with the materials and finishes as set out for the approved building in the application.

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

4. No development shall take place until details of the approved bin store have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

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

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

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

8. Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

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

9. No development shall take place until a detailed Site Waste Management Plan (SWMP) to detail how waste materials generated as a result of the proposed demolition and/or construction methods shall be disposed of, and detail the level and type of soil to be imported to the site as part of the development has been submitted to and approved in writing by the Local Planning Authority.

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

10. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.

REASON:- To safeguard the amenities of the occupiers of neighbouring properties.

11. No development shall take place until a scheme for protecting the proposed dwellings from noise from road traffic has been submitted to and approved in writing by the local planning authority. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.

REASON: To protect the amenity and ensure a suitable internal and external acoustic environment for future occupiers of the development.

12. The development hereby permitted shall not commence until the proposed accesses have been constructed as identified on the "in principle" general arrangement site plan number RT 18013 100 PL5 and the existing accesses have been reinstated to footway construction to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

REASON:- To ensure satisfactory access into the site.

13. Before the accesses are first brought into use vehicle to vehicle visibility splays of 2.4 metres by 43 metres in a both directions shall be provided and permanently maintained, within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the footway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

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

14. Prior to the first use of the development hereby permitted 0.65 metre x 0.65 metre pedestrian visibility splays shall be provided and permanently maintained 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 metres into the site and 0.65 metres along the highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

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

15. The gradient of the main access shall not be steeper than 1 in 10 from the back edge of the footway.

REASON:- To ensure a vehicle is approximately level before being driven off and on to the highway.

16. Prior to the first occupation of the development hereby permitted the car parking spaces as detailed on drawing numbers RT18013, 100PL5 and 101PL4 shall be surfaced and marked out in accordance with the approved plan and shall be made of porous material, or provision shall be made to direct surface water run-off from the hardstanding to a permeable or porous area or surface within the curtilage of the site. They shall be retained in that form and kept available for the sole use of parking for the development hereby permitted.

REASON:- To ensure that adequate parking and servicing facilities are available within the site, that there is no detriment to the safety of adjoining highways, in the interest of visual amenity and to ensure the development is sustainable.

17. Prior to the commencement of the development, a Construction Management Plan/Method Statement shall be 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/Statement.

The Construction Management Plan/Method statement shall address the following matters

(i) Details of a construction phasing programme (including any pre-construction or enabling works);

(ii) Hours of construction operations including times of deliveries and removal of waste;

(iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;

(iv) Access and protection arrangements around the site for pedestrians, cyclists and other customers;

(v) Details of provisions for temporary car parking during construction;

- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details
- (viii) End of day tidying procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;
- (xi) Cleaning of site entrances, site access roads and the adjacent public highway and;
- (xii) Disposal of surplus materials.

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

18. No development shall take place above slab level 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.

19. No development shall take place above slab level until details of measures to address adaptation to climate change and energy efficiency have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.

REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.

20. 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 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.

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.

21. No development shall take place until details of measures to address adaptation to climate change and energy efficiency have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.

REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.

Informatives

Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall use the HCC website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or call on 0300 1234 047 to obtain the requirements for a section 278 agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

REASON:- To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

Prior to commencement of the development the applicant is advised to contact the 0300 1234 047 to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

The proposed development should achieve Secured by Design (SBD) accreditation in order for it to comply with current Building Regulations. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

6. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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

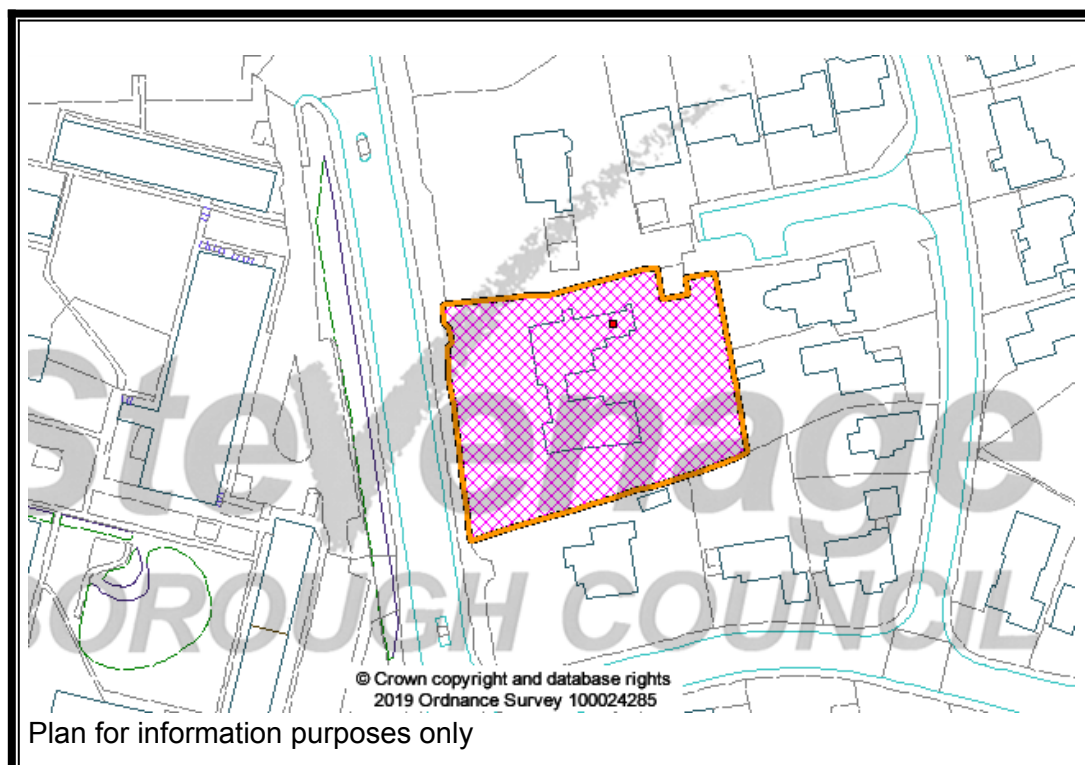
Date: 30 May 2019

Author: Rebecca Elliott 01438 242836

Lead Officer: Chris Berry 01438 242257

Contact Officer: Rebecca Elliott 01438 242836

Application No:	18/00740/FPM
Location:	12 North Road, Stevenage
Proposal:	Construction of three and four storey building to comprise 21no. one and two bed flats with associated parking, landscaping, bin and cycle stores, and new vehicular access.
Drawing Nos.:	18003SU2.01 Existing Site Location Plan; 18003SU2.02 Location Plan; 18003WD2.01 J Proposed Site Location Plan; 18003WD2.02 F Proposed Floor Plans; 18003WD2.03 E Proposed Floor Plans; 18003WD2.04 F Proposed Elevations; 18003WD2.05 C 3D Perspective Plan; 18003WD2.06 C Street Scene Elevations; 18003WD2.07 C Proposed Section; 18003WD2.09 B Proposed Roof Plan.
Applicant:	Stevenage Borough Council
Date Valid:	6 December 2018
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 12 North Road is the site of a former residential care home. It is located on the western side of North Road at its northerly end close to the junction with the Lister Hospital and Corey's Mill Lane and Chancellors Road. The original property was subject to a Prior Approval to demolish and was demolished in 2018 and the land has been levelled. The front boundary faces westerly on to North Road and is screened by large mature trees, several of which are protected by Tree Preservation Orders, along with mature landscaping. The existing access is located to the north of the site.
- 1.2 The area is characterised by large executive detached dwellings on the eastern side of the road and beyond off Daltry Road and Chancellors Road. These properties are typically two and two and a half storeys in height. The Lister Hospital is sited opposite on the western side of North Road. The immediate buildings are the existing on-site nurse accommodation, forming three storey flat roof buildings of brick construction.

2. RELEVANT PLANNING HISTORY

- 2.1 03/00238/FP – Two single storey rear extensions and a two storey rear extension and the provision of disabled access ramps to the front of the building. Application approved on 24.07.2003
- 2.2 18/00396/PADEMO – Prior approval for the demolition of a residential care home. Prior approval granted 08.08.2018.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the erection of a three and four storey building comprising 21 no one and two bed flats with associated parking, landscaping, bin and cycle stores, and new vehicular access. The building would have a linear form fronting the main highway, with a perpendicular rear projecting wing. Parking is proposed to the front and northerly side of the development, some undercroft, with gardens and communal space to the rear and southerly side of the site. A new vehicular access is proposed centrally within the site frontage, with a bin store and access located at the existing northern access. Cycle parking is sited within a small building to the rear of the northerly parking spaces
- 3.2 The application comes before the Planning and Development Committee as Stevenage Borough Council is the applicant and the owner of the site. In addition, this application is also classed as a Major residential development.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, the posting of a site notice to the frontage of the site on North Road, and an advertisement has been placed in the local newspaper.
- 4.2 Letters of objection have been received by the following properties: 4, 5, 6, 7, 11 and 14 Chancellors Road; 15, 28 and 30 Daltry Road; 1, 3 and 4 Daltry Close; 10 North Road; and 14 Boswell Gardens.
- 4.3. The objections raised have been summarised in the below list –

- Scale and height / dominance of building out-of-keeping;
- Impact on existing parking problems;
- Impact on highway safety;
- Insufficient parking provision;
- Overlooking / loss of privacy;
- Increase light pollution; and
- Appearance and design out-of-keeping.

5. CONSULTATIONS

5.1 Police Crime Prevention Officer (PCPO)

- 5.1.1 No concerns are raised with this application. It is noted that page 12 of the Design and Access Statement advises that should the application be successful a Secured by Design (SBD) application will be submitted. This is for approval that the building will meet the Police preferred minimum security standard that is SBD. With this in mind the Police Crime Prevention design service fully support this application.

5.2 Council's Arboricultural Officer

- 5.2.1 I have looked into this application, inspected the site and can confirm that I have no objection to this development from an Arboriculture view point. My main concern would be the more prominent, valuable and TPO protected trees to the front of this development. The solution proposed; to remove the large Poplar tree and other smaller trees in between while keeping the Red Horse Chestnut, Mature Lime and Hornbeam, seems reasonable to me. The Poplar tree has outgrown its location and its removal would be beneficial to the remaining, more valuable trees. The loss of the less valuable trees seems to be compensated for through new planting while the trees chosen to be retained are the most valuable on site and will provide good amenity and conservation value to the front of this site.

5.3 Hertfordshire County Council Highways

- 5.3.1 The proposed new vehicular access is considered acceptable in principle. The design would be subject to full engineering plans to be approved through a S278 agreement under the Highways Act 1980. The width of the main access is 4.8 metres wide which would conform to the minimum width of an access for the scale of development. The access would support two-way traffic taking into account the passing of cars at the access. It is recommended that this new access is provided prior to occupation.
- 5.3.2 The vehicle to vehicle inter-visibility from the new access serving the new development is shown on the submitted drawing number 18003wd2.01 revision G and accords with Manual for Streets. Furthermore, the alignment of the road layout has sufficient capacity to accommodate two-way traffic for vehicles likely to serve the development. In addition, there is sufficient manoeuvring space needed for delivery and emergency vehicles within the layout serving the new development.
- 5.3.3 The site lies on the outskirts of Stevenage town. The nearest bus stops to the development have been identified as being within 400 m of the development. The services are frequent and provide access to the town centre and surrounding towns. The nearest railway station is located near to the centre of Stevenage approximately 2.5km to the south of the site. The passenger transport provision within the area needs improvement by providing easy accessing kerbs at the bus stops near the development. This would be delivered through the S106 process.
- 5.3.4 Pedestrians have access to an extensive network of footways within the vicinity of the site extending to the town centre. There are a number of pedestrian crossing facilities close by

including central refuges around 50 metres to the south and north of the site on North Road. The town centre and local facilities have a realistic access from the development by cycling.

- 5.3.5 Concerns over the impact that the volume of construction traffic travelling to the site by HCC has resulted in a planning condition being recommended to prepare a Construction Traffic Management Plan. Traffic generation has been derived from the volume of predicted traffic generated compared with the likely trip rates obtained from comparable residential site within the national TRICS software, (Trip Rate Information Computer System) trip generation database with equal multi modal splits with a reasonable level of public transport accessibility. The new development has been assessed and has been accepted of being comparable and realistic. Given the proposal involves the provision of 21 units, the total peak generation of traffic would generate 10 new trips in the peak hours. Considering that the development is located adjacent to a secondary distributor road, the new traffic generation of vehicles is considered not to have a significant impact on the local highway network. The above data has been considered acceptable in traffic generation terms.
- 5.3.6 HCC research indicates that there were 9 road traffic collisions covering a 5 year data period. Nevertheless, there were no vehicle collisions that occurred to the immediate section of North Road and the collisions, all of which were different driver errors, there does not appear to be any clear relationship for these collisions within the vicinity of the site which may emphasise any concerns with the local highway network.

5.4 Lead Local Flood Authority

- 5.4.1 The proposed drainage system is based on permeable paving underlain by perforated land drains. Surface water will be attenuated and then discharged via a controlled outfall to the existing surface water connection to the public sewer.

The proposed surface water discharge rate is 1.4 l/s, which is based upon the 1 in 1 year greenfield runoff rate. This provides a significant betterment over the existing storm water discharge rate from the site, which is 13.8 l/s, and we are pleased the applicant is in line with the LLFA's SuDS policies; discharging at the greenfield runoff rate for the site.

Attenuation volume calculations show that 87.3 m³ surface water attenuation needs to be provided. The applicant proposes an 8m x 8.8m x 1.32m deep cellular attenuation tank, providing 88m³ storage. This is proposed to be split equally into two banks of attenuation serving the building and car park separately.

Management and treatment of surface water will be through permeable paving and a petrol interceptor.

- 5.4.2 Based on the above the Lead Local Flood Authority is raising no objection subject to the imposition of conditions.

5.5 Environmental Health

- 5.5.1 The site is enclosed by existing residential properties to the north, south and east. To the west the site adjoins North Road, with the Origin Housing estate beyond the road, and then Lister Hospital further west, some 160m+ from the application site. No known history of noise complaints relating to plant or other noise from the Lister Hospital, no other significant noise source likely to impact on the proposed development, in view of the distances involved, and the presence of residential apartment blocks in between (Origin Housing), some of which will provide screening to the proposed development at lower levels. As a result, a noise impact assessment is not necessary.

- 5.5.2 The proposed accommodation blocks are set well back in the site. North Road has a 30mph speed limit. Whilst there may be some noise from traffic using the road, particularly during peak flow periods, it is unlikely to generate noise levels that are a barrier to residential development in this location, particularly given the predominance of residential properties surrounding the site.
- 5.5.3 Ensuring that internal and external noise environments for future occupiers of the proposed dwellings are reasonable, in accordance with the acoustic design standards set out in BS8233:2014. It is likely that this can be achieved with standard thermal double glazing with trickle ventilation. In addition, the proposed erection of close-boarded fencing to shield the outside amenity space is also proposed. As this is an application by the Council, it is important that they are seen to provide a reasonable acoustic environment for future occupiers and therefore recommend that a condition is attached to any consent for this application to require an acoustic specification to be submitted for approval.
- 5.5.4 The condition ensures that noise from vehicles of future occupiers accessing the on-site parking does not impact on the amenity of neighbouring residential occupiers to the north and south in particular.
- 5.5.5 Again, this is not seen as a barrier to development as it is likely the former residential care home use would have involved vehicle movements on site, as staff and visitors accessed the premises. It is noted that close-boarded fencing is proposed to the boundary of the site and this should afford some acoustic protection to neighbouring occupiers in their properties and gardens. The specification of the close-boarded fencing will be key in this respect and as such, if consent was granted a condition regarding this fencing could be imposed.

5.6 Hertfordshire County Council Waste and Minerals

- 5.6.1 The development should have regard to the potential for minimising waste generated by development. The County Council's waste policies require the project to be supported by a Site Waste management Plan (SWMP) which aims to reduce the amount of waste produced on site. HCC are happy to assess any SWMP submitted prior to commencement of development.

5.7 Hertfordshire County Council Growth and Infrastructure

- 5.7.1 Based on the information provided HCC would seek financial contributions towards primary education, secondary education, youth services and the library service. Projects on which the requested funds would be spent have been provided in this response.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

- 6.1.1 In the determination of planning applications development must be in accordance with the statutory development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014);
 - Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007); and
 - The Stevenage District Plan Second Review 2004.

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016.

The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted District Plan

TW1	Sustainable Development
TW2	Structural Open Space
TW8	Environmental Safeguards
TW9	Quality of Design
TW10	Crime Prevention
TW11	Planning Requirements
H7	Assessment of Windfall Residential Sites
H8	Density of Residential Development
H14	Benefits of Affordability
T6	Design Standards
T12	Bus Provision
T13	Cycleways
T14	Pedestrians
T15	Car Parking Strategy

- T16 Loss of Residential Parking
- EN13 Trees in New Developments
- EN27 Noise Pollution
- EN36 Water Conservation
- EN28 Energy Conservation and Supply
- SW3 Planning Requirements
- L15 Outdoor Sports Provision in Residential Developments
- L16 Children's Play Space Provision in Residential Developments
- L17 Informal Open Space Provision in Residential Developments

6.4 Emerging 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 in the determination of this application are the acceptability of development in land use policy terms; affordable housing provision and S106 contributions; design, scale and the impact on the character and appearance of the area; amenity of neighbours; amenity of occupiers; landscaping and trees; access and parking; waste; noise; drainage and climate change.

7.2 Acceptability in Land Use Policy Terms

- 7.2.1 The principle of residential development within urban areas is set out in both national and local policy. Paragraph 61 of the National Planning Policy Framework (NPPF) 2019 requires that the planning system should deliver, inter alia, a mix of housing particularly in terms of tenure and price to support a wide variety of households in all areas. 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 Furthermore, in the emerging Local Plan 2011-2031, Policy HO5 for Windfall Sites will replace Policy H7 states that permission will be granted where: the site is on previously developed land or is a small, underused urban site; there is good access to local facilities; there will be no detrimental impact on the environment and the surrounding properties; proposals will not

prejudice the Council's ability to deliver residential development on allocated sites; and, the proposed development would not overburden existing infrastructure.

- 7.2.3 The proposal consists of the creation of a three to four storey building, predominantly on the footprint of the previous care home. The land is, therefore, considered to be previously developed for the purposes of policies H7 and HO5. 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.
- 7.2.4 Additionally, the most up to date housing supply figures indicate that the Council is unable to meet its requirement to provide a five year supply of deliverable housing. The fact that the site is considered to be in a sustainable location, and that the Council is currently unable to provide a five year supply of deliverable housing sites are strong material considerations that significantly weigh in favour of the application.
- 7.2.5 Policy H8 of the Local Plan discusses housing density. On non-town centre sites the density per hectare is 30-50 dwellings. The proposed development would equate to a density of approximately 84 dwellings per hectare, with a site area of 0.24ha. This clearly exceeds the Council's current policy. In support of the significant density figure, the proposal would provide high quality accommodation with good levels of external amenity space and parking provision on site. The provision of flats will typically produce a higher density than houses and this would allow for an increase in numbers. On balance, it is considered the higher density is outweighed by the provision of high quality housing and the redevelopment of this site, which is presently vacant.

7.3 Affordable Housing Provision and S106 Contributions

- 7.3.1 Chapter 5 of the NPPF outlines the need for affordable housing (AH) and suggests a minimum of 10% AH on any major development site. Policy HO7 of the emerging Local Plan stipulates a target level of 25% on previously developed sites. Given the status of the Local Plan, the Council would seek 25% of AH on this previously developed site. Based on 21 flats at this site, this would equate to 5.5 flats, rounded up to 6.
- 7.3.2 Policy HO8 of the emerging Local Plan stipulates that of the 25% AH provision, at least 70% should be for rent and the remaining a tenure agreed with the Council's Housing team. The application informs that no affordable housing is proposed on site, with the 6 unit requirement being provided at one of two sites where a 100% affordable provision is proposed. These sites would be at Shephall Way (application ref: 19/00197/FP) providing 9 units or Scarborough Avenue (application ref: 19/00136/FPM) providing 29 units both of which are to be considered elsewhere on this agenda.
- 7.3.3 The applicant has supported this position with evidence that the provision of affordable units on site would prove difficult to manage due to the flat block arrangement, especially given the requirement in Policy HO8 to have to units interspersed within the site. This is considered an acceptable argument and given the provision of the full 25% AH housing requirement off-site (subject to planning permission) this could be secured through a S106 legal agreement.
- 7.3.4 Financial contributions are also required in line with the Hertfordshire County Council (HCC) Toolkit requirements and Stevenage Borough Council contributions towards children's play space and outdoor sports and open space.
- 7.3.5 HCC Growth and Infrastructure Unit have requested a total of £21,623 to cover the following projects within Stevenage. The figures have been calculated based on the HCC Toolkit for 21 dwellings (market value 12 x 1 bedroom flats and 9 x 2 bedroom flats).
- Primary education towards the expansion of the Leys Primary School from 2.5 form of entry to 3 forms of entry (£11,989)

- Secondary Education towards the expansion of the Barclay Secondary School from 6.5 form of entry to 7 forms of entry (£6,462)
 - Youth Service towards the provision of additional sports equipment at Bowes Lyon Centre or its re-provision (£217)
 - Library Service towards development of a Creator Space at Stevenage Central Library (£2,955)
- 7.3.6 HCC Highways have requested the sum of £16,000 to secure the upgrading of the bus stops along North Road adjacent to the site and the future sustainable regeneration of the local transport infrastructure such as the upgrade of the adjacent easy access kerbing. These items have been identified by HCC's Transport Access and Road Safety unit.
- 7.3.7 Stevenage Borough Council is responsible for the provision and maintenance of children's play space and equipment, and outdoor sports provision. Based on the latest figures as taken from the 2014 Scrutiny Committee, the proposed sums are £42.89 toward children's play space per flat and £38.72 toward outdoor sports facilities per flat. A total of £1,713.81 is sought to be spent on improvements to the Chancellors Road/Boswell Gardens play and open space.
- 7.3.8 The applicant has agreed to pay all monies sought through via the signing of a S106 legal agreement.

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

- 7.4.1 The proposed building would face westwards onto North Road four storeys in height with accommodation in the roof. The front elevation would be set back approximately 17m minimum from the front boundary with the proposed parking to the front and northern side of the site served by a new central vehicular access.
- 7.4.2 Incorporating two gable projection features, one on each end of the building, the materials would include red multi-stock brick on the gables and ground floor, with buff brickwork on the upper floors within the central section of the building and slate grey timber style cladding on the elevations of the rear projection, with grey roof tiles. The four storey building would incorporate the third floor in the roof with a feature pitched roof dormer on the front elevation centrally located, and two lead-clad flat roofed dormers. Further lead-clad flat roof dormers are proposed on the rear roof slope and northern roof slope of the rear projecting wing. The fenestration would be a mix of full length portrait windows and double doors with Juliette balcony railings, and balcony terraces to the 'penthouse' flats, located under the eaves of the gables. The northern rear facing gable is proposed to have oriel windows with obscure glazing on the north-eastern facing glazing. The result would be of a more contemporary design which is considered to be of a high quality.
- 7.4.3 The footprint of the building would consist of a 'T' shape, with a slight deformation on the front elevation which creates a minor curvature in the building line, where the building forms the undercroft parking wing with flats over. This means the gable projections would both point slightly inwards when extending eastwards to the rear of the site. Taking the maximum approximate measurements the building would measure 34.5m wide, 33m deep and 13.5m high. Looking further at the component parts, each gable would measure 7.9m in width and 14m and 16.2m in depth for the northerly and southerly gables respectively. The eaves height would be approximately 9m in height. The main front bar of the 'T' is set back from the front elevations of the gables by approximately 2.8m, and similarly the same set back from the rear elevation. The three storey projection off the rear elevation would sit perpendicular to the main element of the building and would have a depth of approximately 18.5m, a width of 8.9m, an eaves height of 5.2m and a maximum ridge height of 9.1m.
- 7.4.4 The area is characterised by traditional looking dwellings, with brick and tile hung frontages and feature windows on the front elevation and within the roof slope along the eastern side of

North Road. Several large plots are enclosed with brick piers, railings and gated access. To the west of the site Lister Hospital has staff accommodation which is of typical 1960's and later flat roof design of brickwork and cladding. Given the vast mixture of buildings types and designs in the area, the modern design and materials proposed is considered to enhance the character and appearance of the area. Replication of the gable features present in the locality is clearly seen within the design. However, the modern elements are not unwelcome.

- 7.4.5 The overall height of the building as a four storey, three floor building will be approximately 4.3m taller than the previous building at 12 North Road. No.14 North Road lies to the north of the site and is set some 16m from the side boundary and 19.5m from the northern side boundary of the proposed building. The property does have a large detached outbuilding within the land between the property and the application site, which is single storey in height. To the south, No.10 North Road is 5m from the boundary and 9.7m from the proposed southern side elevation. The properties are 9.75m and 9.9m in height respectively (excluding chimneys).
- 7.4.6 Given the separation distances between the properties, the substantial set back of the properties and proposed building and the additional height of the proposed building being formed of the roof, with hipped detailing, the additional height and scale of the building is not considered to be unduly tall in this case. Whilst it is clearly taller than the surrounding properties, given the high quality of the design the resultant harm on the character and amenity of the area is considered to be acceptable.
- 7.4.7 The proposed frontage is currently well screened by mature trees and hedging. Landscaping and trees are to be addressed later in this report. The submitted street scenes show the provision of brick and metal railing boundary treatments and a gated access. Such frontages and entrances are visible along North Road. The materials are shown to match the proposed building and add to the character and quality of development being sought.
- 7.4.8 The overall impact of the proposed redevelopment of the site is considered to enhance the character and appearance of the area.

7.5 Amenity of Neighbours

- 7.5.1 In assessing the impact of the proposal on the neighbouring properties, this can be looked at based on the impact on the two immediate neighbours in North Road, and then the properties off Daltry Road to the rear of the site.
- 7.5.2 Along North Road the properties all have good sized separations with the houses sitting fairly central within the width of the plots. To the south No. 10 is sited approximately 9.7m from the side elevation of the new building, with access to an outbuilding between the dwelling and boundary with the application site. No.14 to the north has a large outbuilding closest to the application site at approximately 9m from the northern side elevation of the building. The side elevation of the dwelling of No.14 is approximately 16m from the boundary and 19.5m from the northern side elevation of the building. Whilst orientated due south of No.14, the proposed building is considered to be of sufficient proximity away from the neighbouring dwelling such that the amenity of its occupiers would not be adversely affected. The northerly facing windows on the rear projection are sufficient distance from the rear garden of No.14 that they would not cause a loss of privacy.
- 7.5.3 In respect of the impact on No.10, the proposal passes the BRE 25 degree test for perpendicular facing windows, albeit the exact layout of No.10 is not known. Furthermore, by virtue of the application site being located due north of the affected neighbour, no undue impact would result from the orientation of the two properties. The southerly facing side windows on the rear wing projection are of sufficient distance from the garden and property at No.10 such that a loss of privacy will not occur. Side facing windows on the main building would serve the kitchen areas of the proposed flats. The kitchen does not provide a dining

area and is, therefore, classed as a non-habitable room. Consequently, whilst occupiers will use the room it is not considered they would spend lengthy periods of time in there, in particular looking directly out of the window, where the sink is positioned on plan. The proximity of the windows to No.10 is not considered to be of sufficient harm to warrant a refusal in terms of loss of privacy.

- 7.5.4 Turning then to the properties in Daltry Road, there have been numerous objections in respect of impact on the privacy and light to these properties, in particular No's 28 and 30 Daltry Road, due to the proximity of the rear projecting wing and the windows at second and third floors.
- 7.5.5 The Council's adopted Design Guide and Appendix C of the emerging Local Plan outline acceptable separation distances between new and existing residential development. A back to back relationship between new and existing properties requires a minimum 25m distance between one and two storeys and 35m for three storeys and above. Whilst these distances are largely in respect of privacy levels, they also correspond to general outlook.
- 7.5.6 Looking firstly at the impact of the rear wing, a further storey has been removed following pre-application advice to reduce the impact on the properties to the rear. The separation distance of the rear elevation of the proposed rear wing is 18.5m from the rear elevation of No.30 and 14.8m from the rear elevation of No.28. It is noted that the relationship with No.28 is such that the rear elevations are staggered, with the rear wing elevation sitting clear of the side elevation of No.28. The rear windows of No.28, therefore, look directly on to the garden and parking area to the north of the site. Furthermore, whilst a measurement of only 14.8m is recorded, there are only two en-suite windows located on this elevation (which are to be obscure glazed) and the bulk of the wing is at an obtuse angle to the rear windows of No.28. It is, therefore, not considered the rear wing would cause sufficient harm, despite being below the 25m separation distance to warrant a refusal in this case.
- 7.5.7 In respect of No.30, the rear wing is positioned toward the northern side of the neighbouring property's rear projection and garden area. At a separation distance of 18.5m this is clearly below the 25m standard. However, no loss of privacy would occur to habitable room windows as the only openings proposed are for the two en-suite windows which would be suitably controlled by condition in respect of glazing. The proposed site plan shows additional planting along the rear boundary with No.30 to negate some of the impact of the proximity of the proposed building. Undertaking the BRE 25 degree tests for perpendicular windows shows that the rear wing would not adversely affect light to the habitable windows on the rear elevation. The design has been amended following pre-application discussions to reduce the overall height and include a full hip roof detail to draw the sightline away when viewed from the rear properties. Given the above, it is not considered the impact on No.30 is of sufficient harm to warrant a refusal.
- 7.5.8 The second matter to be addressed in respect of No.28 Daltry Road specifically is the separation distance from the second and third floors within the building. The main rear elevation is set approximately 35m from the rear elevations of the properties along Daltry Road which physically adjoin the site. This is in accordance with the Council's adopted standards. However, No.28 Daltry Road has a conservatory/garden room on the rear elevation which is not shown on the Ordnance Survey plan. This would reduce the back to back separation distance to approximately 32.3m. As a result of the shortfall, the fenestration on the rear elevation of the northern gable projection has been revised to provide Oriel (angled) style windows with obscure glazing noted on the north-eastern panel. This is considered sufficient to overcome the concern over loss of privacy to No.28. A suitably worded condition can be imposed to ensure the north-eastern windows remain obscurely glazed.

7.6 Amenity of Future Occupiers

- 7.6.1 The emerging local plan outlines prescribed space standards for new dwellings, which are nationally prescribed standards, as set out in the Department for Communities and Local

- 7.6.2 The minimum internal sizes of the units have been annotated on the proposed floor plans and the units are predominantly well above the minimum standards. The above standards also look at room size standards for bedrooms, in determining how many persons the unit can accommodate and also in terms of acceptable living environments. These standards state that a double bedroom is considered at 11.5 square metres minimum and that where a second bedroom is proposed it should have a minimum of 7.5 square metres to be considered a single. All the bedrooms provided exceed the standards, and in respect of the two bedroom three person flats, the second bedroom would be considered a single room at below 11.5 square metres in size.
- 7.6.3 Turning to the external amenity of the proposal for future occupiers, the proposed plan shows a good size communal garden on the southern side of the site. This has been reduced to accommodate additional parking on site. The Stevenage Design Guide recommends that for flat blocks at least 10 square metres of garden is provided per unit. The approximate measurement of the garden area is 450 square metres, excluding 'private' amenity spaces and the cycle store. This is well over the required 210 square metres. In considering that the development is proposed to be a high quality flat development, the additional external amenity space is strongly welcomed and allows for an appropriate level of landscaping.

7.7 Landscaping and Trees

- 7.7.1 The application has been accompanied by an Arboricultural Report. It is most significantly noted that the proposed new access would see the loss of two trees covered by Tree Preservation order 71. Trees 79 (Poplar) and 80 (Lime) are centrally located on the front boundary of the site. The report and proposals have been assessed by the Council's Arboricultural Officer and no objections have been raised. It is standard practice to provide replacement planting where a tree covered by a TPO is felled. The proposed site plan shows proposals to provide additional tree and landscape planting. Appropriately worded conditions can be imposed to agree the detailing of the landscaping plan and to ensure its continuance and upkeep over a five year period.
- 7.7.2 Hard landscaping, to include all hard surfacing within the site is also to be agreed through condition. This will ensure a good quality of hardstand and in line with Sustainable Urban Drainage can help accommodate surface water run-off on site.

7.8 Access and Parking

- 7.8.1 The proposed site plan shows a relocated entrance into the site, moving it from the north western corner of the frontage to a central position. This subsequently allows for a much cleaner provision of parking on site, and showcases more of the frontage of the building. Hertfordshire County Council as the local highways authority has assessed the application and do not wish to restrict the granting of permission subject to conditions being imposed.
- 7.8.2 Parking provision in this area of Stevenage does not fall within one of the Council's residential parking zones as outlined in the adopted parking standards Supplementary Planning document (SPD). As such, 100% of the required provision should be provided on site.
- 7.8.3 Based on the standards set out in the SPD, a one bedroom flat requires 1 space and a two bedroom flat requires 1.5 spaces. The total amount, if as a decimal figure, is rounded up to the nearest whole number. Based on the provision of twelve one bedroom flats and nine two bedroom flats the parking requirement would total 26 spaces ($12 \times 1 = 12$; $9 \times 1.5 = 13.5$). Additionally the size of the scheme would attract a need for 10.5 visitor parking spaces, giving a total of 36 spaces.

- 7.8.4 The proposed site plan has been amended during the processing of the application to provide a further 6 spaces on site. The number of spaces provided would now total 36, with 31 allocated spaces, 3 visitor spaces and 2 disabled spaces. The provision is, therefore, in accordance with the adopted parking standards.
- 7.8.5 The impact of the development on parking on nearby streets has been a strong objection from local residents. The revised plans have gone some way in meeting the Council's adopted parking standards, reducing the deficit on site from 8 spaces to 1 space. Due to the location of the site along North Road, and opposite the hospital, there are known parking problems associated with hospital staff and visitors, and on-street parking on North Road and Coreys Mill Lane is restricted by yellow lines, hours of parking and ticket machines. As such, the availability for on-street parking in close proximity of the site is very limited. Concerns raised by objections are that overspill will take place on Daltry Road and Chancellors Road to the east of the site. These roads have yellow line restrictions for business hours but allow parking at evenings and weekends. Given the increased number of spaces on site, whilst being one space short of the standards, it is considered an acceptable level of parking has now been demonstrated.
- 7.8.6 Furthermore, the site is on a bus route along both North Road, from which the bus stops will undergo improvements through monies paid by S106 and to and from the hospital, and there are cycle paths within close proximity of the site. Therefore, there are suitably located alternative means to car use within close proximity of the site. The proposed cycle store would provide an acceptable level of secure cycle parking for residents in line with the Council's adopted standards. Finally, as part of the proposal it is proposed to provide electric charging points to serve the development.

7.9 Other Matters

7.9.1 Waste

- 7.9.1.1 The proposed site plan shows the provision of a brick built bin store in the north western corner of the site. This would utilise the existing vehicular access as a waste collection point. The bin store would house six large and four standard bins to allow for general and recyclable waste in line with the Council's waste operative's requirements.

7.9.2 Noise

- 7.9.2.1 The Council's Environmental Health team have assessed the application and have no objections subject to conditions. The internal layouts of flats in the rear wing have been revised to ensure bedrooms are not placed next to living areas of adjacent flats. In terms of noise attenuation suitable double or triple glazing would reduce possible noise from the road and Lister Hospital to the west and this can be sought through a suitable materials condition. Detailing of the proposed boundary treatments will be required for appearance purposes and the details can ensure noise from vehicles parking on site does not affect existing properties adjacent the parking areas.

7.9.3 Drainage

- 7.9.3.1 The application site is situated within Flood Zone 1, which has a low probability of flooding. However, as the application is classed as a Major residential application, there is a statutory requirement to consult Hertfordshire County Council as the Lead Local Flood Authority (LLFA). The LLFA has confirmed that the applicant has provided sufficient detail to demonstrate that there is a feasible drainage scheme for the site. Accordingly, the LLFA raise no objection on flood risk grounds subject to conditions which are included in section 9.1 of this report

7.9.4 Climate Change

- 7.9.4.1 Policies EN36 and EN38 of the District Plan and Policy SP11 of the emerging Local Plan specify 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 12 North Road with a four storey flat development of high quality design is considered acceptable and would not harm the character and appearance of the area generally. The proposals provide adequate living accommodation, external space and parking to satisfy the Council's adopted standards. The impact on neighbouring properties has been addressed and is not considered to adversely affect any neighbouring property such that a refusal is warranted. Matters pertaining to trees, landscaping, materials and boundary treatments can all be appropriately conditioned to ensure compliance with statutory consultees and to secure a high quality finish.

9 RECOMMENDATION

- 9.1 That planning permission be GRANTED subject to the applicant having first entered into and completed a S106 legal agreement to secure/provide financial contributions towards:-

- Primary and Secondary Education;
- Libraries and Youth Facilities;
- Sustainable transport improvements
- The improvement of open outdoor space and children's play space;
- Securing the off-site provision of affordable housing;

The detail of which is to be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed Solicitor and subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 18003SU2.01 Existing Site Location Plan; 18003SU2.02 Location Plan; 18003WD2.01 J Proposed Site Location Plan; 18003WD2.02 F Proposed Floor Plans; 18003WD2.03 E Proposed Floor Plans; 18003WD2.04 F Proposed Elevations; 18003WD2.05 C 3D Perspective Plan; 18003WD2.06 C Street Scene Elevations; 18003WD2.07 C Proposed Section; 18003WD2.09 B Proposed Roof Plan.
REASON:- For the avoidance of doubt and in the interests of proper planning
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
3. No development shall take place above slab level until a schedule and samples of the materials, to include windows and doors, to be used in the construction of the external surfaces of the approved building, bin and cycle stores hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
REASON:- To ensure the development has an acceptable appearance.
4. Notwithstanding the details shown in this application the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development above slab level. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the building(s) is occupied.

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

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

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

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

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

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

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

8. Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

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

9. No tree shown retained on the approved plans, or subsequently approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.

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

10. No development, including site clearance, shall commence until the trees shown to be retained on the site, as identified on drawing 18003wd2.01 revision J, have been protected by fencing in accordance with details which have first been submitted to and approved in writing by the Local Planning.

REASON:- To ensure that the retained trees are not damaged or otherwise adversely affected during site operations.

11. Within the areas to be fenced off in accordance with condition 10, 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.

12. 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).

13. No development shall take place until a detailed Site Waste Management Plan (SWMP) to detail how waste materials generated as a result of the proposed demolition and/or construction methods shall be disposed of, and detail the level and type of soil to be imported to the site as part of the development has been submitted to and approved in writing by the Local Planning Authority.

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

14. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.

REASON:- To safeguard the amenities of the occupiers of neighbouring properties.

15. Prior to the first occupation of the development hereby permitted the vehicular access shall be provided 4.8 metres wide and thereafter retained at the position shown on the "in principle" approved drawing number 18003wd2.01 revision J in accordance with the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. An 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:- In order to ensure satisfactory access into the site and avoid carriage of surface water from or onto the highway.

16. Prior to the first occupation of the development hereby permitted the vehicular access shall be hard surfaced as shown on the approved drawing number 18003wd2.01 revision J for the first 9.0 metres from the edge of the carriageway.

REASON:- In order to ensure satisfactory access into the site and avoid carriage of extraneous material onto the highway which may be detrimental to highway safety.

17. The gradient of access road shall not be steeper than 1 in 20 for the first 9 metres from the edge of the carriageway.

REASON:- To ensure a vehicle is approximately level before being driven off and on to the highway.

18. Prior to the first occupation of the development hereby permitted the car parking spaces as detailed on drawing number 18003wd2.01 revision J shall be surfaced and marked out 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.

19. Prior to the commencement of the development, a Construction Management Plan/Method Statement shall be 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/Statement.

The Construction Management Plan/Method statement shall address the following matters

- (i) Details of a construction phasing programme (including any pre-construction or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- (iv) Access and protection arrangements around the site for pedestrians, cyclists and other customers;
- (v) Details of provisions for temporary car parking during construction;
- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details
- (viii) End of day tidying procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;

(xi) Cleaning of site entrances, site access roads and the adjacent public highway and:

(xii) Disposal of surplus materials.

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

20. 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.

21. The north-eastern facing panel of each Oriel window approved on the eastern rear elevation of the northern gable projection of the proposed building shall be glazed with obscured glass (minimum level 3 on the Pilkington scale) and shall be fixed so as to be incapable of being opened below a height of 1.7 metres above floor level, and shall be retained in that form thereafter.

REASON:- To safeguard the privacy of the occupiers of No.28 Daltry Road.

22. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment and SuDS Strategy in relation to proposed residential development at 12 North Road, Stevenage, SG1 4HL, prepared by Marks Heeley Ltd, Revision A, dated Nov'18 and the following mitigation measures:

1. Provide attenuation (approximately 88m³ 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 based on restricted surface water discharge at 1.3l/s and include permeable paving with sub-base and land drains, deep cellular attenuation tanks as indicated on the Proposed Surface Water Drainage Strategy Drawing Number H12887/D1.

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

23. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk Assessment and SuDS Strategy in relation to proposed residential development at 12 North Road, Stevenage, SG1 4HL, prepared by Marks Heeley Ltd, Revision A, dated Nov'18. The scheme shall also include:

1. Detailed engineered drawings of all 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 for climate change event.

2. Demonstrate that the permeable paving sub-base will infiltrate (BRE Digest 365 tests) or provide detail on lining, including any necessary updated calculations.

3. Approval from the relevant Water & Sewerage Company that they have the capacity to take the proposed volumes and run-off rates

4. Demonstrate appropriate SuDS management and treatment and inclusion of above ground features such as permeable paving etc. and reducing the requirement for any underground storage.

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

24. Upon completion of the drainage works for the site and in accordance with the timing/phasing arrangement, 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 a 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.

25. No development shall take place until details of measures to address adaptation to climate change and energy efficiency have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.

REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.

Informatives

1. Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall contact <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or call on 0300 1234 047 to obtain the requirements for a section 278 agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

REASON: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

2. Prior to commencement of the development the applicant shall contact Network Management North at NM.North@hertfordshire.gov.uk or call on 0300 1234 047 to obtain the requirements to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads.
3. We recommend the LPA obtains a maintenance plan that explains and follows the manufacturer's recommendations for maintenance or follows the guidelines explained in the SuDS Manual by Ciria. A maintenance plan should also include an inspection timetable with long term action plans to be carried out to ensure effective operation and to prevent failure. For further guidance on the maintenance of SuDS components, please refer to the SuDS Manual by Ciria

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in

accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

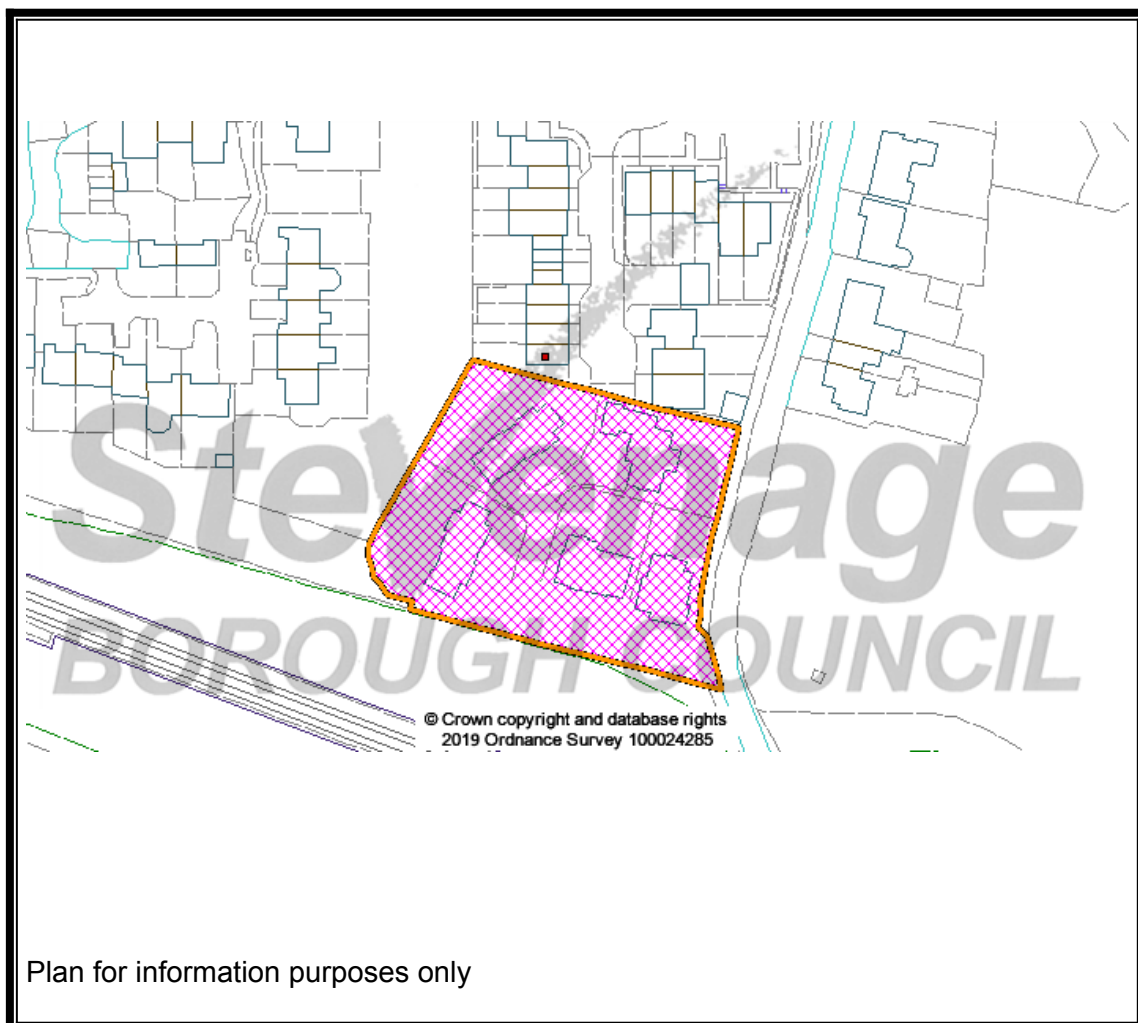
10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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Meeting:	Planning and Development Committee	Agenda Item:
Date:	30 May 2019	
Author:	James Chettleburgh	01438 242266
Lead Officer:	Chris Berry	01438 242257
Contact Officer:	James Chettleburgh	01438 242837

Application No:	19/00124/FP
Location:	Land bounded by Bragbury Lane, Pembridge Gardens and Blenheim Way, Stevenage.
Proposal:	Removal of condition 9 (footpath) attached to planning permission reference number 16/00444/RM.
Drawing Nos.:	Site Location Plan
Applicant:	Torbeth Holdings Ltd
Date Valid:	09 April 2019
Recommendation :	REFUSE PLANNING PERMISSION.



1. SITE DESCRIPTION

- 1.1 The application site is located on the south-eastern periphery of Stevenage, close to the railway line and overhead power cables which run in close proximity to the southern boundary of the application site. The site comprises 5 no. detached, two-storey five bedroom houses with integral garages. The properties are constructed from textured red brick and natural Portland stone for the banding and plinths with the roofs clad in machine made plain tiles. The fenestration detailing of the properties comprise of timber sash windows with stone sub-cills and timber glazed doors. Directly to the north of the site is the former Van Hage Garden Centre which has been redeveloped into residential properties (known as Pembridge Gardens) by Charles Church. To the east of the site is Bragbury Lane which connects onto Broadhall Way (A602) to the north. To the west of the site is Blenheim Way and to the south lies the steep railway embankment and associated East Coast main railway line.

2. RELEVANT PLANNING HISTORY

- 2.1 Planning application 13/00595/REG3 sought outline permission for the erection of 5 no. five bed detached dwellings. This application was granted outline permission in September 2014.
- 2.2 Reserved matters application 16/00444/RM sought approval for the layout, scale, design and appearance of outline permission reference 13/00595/REG3. This application was granted permission in September 2016.
- 2.3 Planning application 16/00581/COND sought to discharge conditions 5 (materials), 7 (Tree Protection), 10 (boundary treatments), 12 (swept path analysis for waste vehicles), 17 (Construction Traffic Management Plan), 18 (Construction Method Statement), 19 (mitigation strategy and tree felling methodology), 20 (provision of bat and bird boxes), 22 (contaminated land investigation), 24 (suppression of dust), and 26 (archaeological scheme) attached to planning permission 13/00595/REG3 and discharge of condition 3 (soft landscaping) attached to Reserved Matters 16/00444/RM. The application was approved in April 2017.
- 2.4 Planning application 17/00338/S106 sought variation of Schedule 2, 1 (Financial Obligations) and Schedule 2, 2 (Obligation payment) of the Section 106 Agreement (dated 11th September 2014) approved under planning permission 13/00595/REG3. The varied S106 agreement was issued in November 2017.
- 2.5 Planning application 19/00079/FP seeks permission to vary condition 9 attached to planning permission 16/00444/RM to amend the delivery of the footpath to 3 months after the first occupation of the dwellings hereby permitted. This application is pending consideration.

3. THE CURRENT APPLICATION

- 3.1 This application seeks to remove condition 9 attached to Reserved Matters application 16/00444/RM. For reference, this condition states the following:-

Prior to the first occupation of the dwellings hereby permitted, the footpath link between Bragbury Lane and Blenheim Way as detailed on drawing number W801 received 15th August 2016 shall be constructed in accordance with the approved drawings and brought into use and retained thereafter.

REASON:- To ensure that there is an adequate footpath connection between Blenheim Way and Bragbury Lane.

- 3.2 When considering applications of this type, local planning authorities are entitled to consider only the question of the conditions to which planning permission should be granted and must leave the original permission intact. In this instance, the other conditions imposed on the originally granted planning permission for this development remain relevant so that the only issue for consideration in the determination of this application is how the variation of condition 9 referred to above would impact on the approved scheme.
- 3.3 This application is being referred to the Planning and Development Committee for its decision. This is because when the original outline application (13/00595/REG3) was determined by the Planning and Development Committee, the approved proposal detailed the provision of a public footpath/cycleway connection between Blenheim Way and Bragbury Lane. However, there have been concerns raised by Ward Councillors regarding the provision of this footpath and cycleway. Therefore, it is considered appropriate to refer this application to the Committee for its decision.

4. PUBLIC REPRESENTATIONS

- 4.1 Following notification of the application via letter to nearby residential properties and the erection of site notices, 1 objection was received from number 63 Blenheim Way. A summary of the objections raised is as follows:-
- This is considered an unnecessary change and would encourage unwanted attraction to bikers;
 - There is already issues with motor bikers which pose a danger to local people;
 - Feel there is no point commenting on changes as there seems Bragbury End is being subjected to whole changes, even with resident's objections the council are going to keep doing what they want.
- 4.2 Please note that the aforementioned is not a verbatim of the comments and representations which have been received. However, a full version of the comments and representations which have been received are available to be viewed on the Council's website.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

- 5.1.1 There are no concerns with the removal of condition 9 in highways terms.

5.2 Hertfordshire Constabulary as the Crime Prevention Design Service

- 5.2.1 The proposed footpath actually follows the route of an existing desire line and forms part of semi-official amenity that has been used by the local residents for walking their dogs since the late 1970s when the estate was built. The actual desire line does show some attempts by someone to make it more formal however on checking with HCC there is no trace of any application to formalise the path.
- 5.2.2 The condition requires the path to be tarmacked. There are substantive concerns regarding this as it is totally out of keeping with the existing route. As stated above someone has tried to formalise the path by spreading bark chip and marking the edges with branches. Rather than lay tarmac it would be better to extend the use of bark chippings onto this path.

- 5.2.3 On initial inspection of the plans, there were concerns regarding the boundary treatment for plot one as this path would give easy access to the rear of the property. The concern was that anecdotal evidence shows that >60% of our dwelling burglaries occur at the rear of the property and the path could have allowed offenders access to the garden. However I am pleased to say that, on visiting the site, this will not be the case as the garden is bounded by a 1.8 m wooden fence.
- 5.2.4 In light of the comments the Police Crime Prevention Design Service, we are not in a position to fully support this application in its current form. There is a need for the foot path but not in the manner stated in condition 9 of the planning permission.

5.3 Council's Parks and Amenities Section

- 5.3.1 The proposed path will to some degree provide access (to the countryside and local parks and amenities) for residents of both Blenheim Way and the development site, which is somewhat isolated.
- 5.3.2 When visiting the site, there was evidence of a trod route to the pathway that runs adjacent to the railway embankment, but it runs close to the fencing rather than the route proposed – It is suspected this is due to the rather steep gradient.
- 5.3.3 Providing a more formalised tarmacadam pathway could improve accessibility, however, one could significantly question the current proposed footpath.

Our concerns and questions with this are:

- Steep gradient – does current proposed footpath route meet accessibility standards when traversing the hill / gradient to the rear of the development? Would a levelling of the gradient be required to meet standards?
- The proposed path stops short in Blenheim Way (at the knee rail fence) and does not link up with exiting path network. This would be an accessibility concern and contradicts the purpose of the path.
- Tarmacadam is the preferred material for maintenance purposes - however due to the length of the path, this would likely have an impact on the visual appeal of the site.

- 5.3.4 In terms of un-authorised access, it is agreed that installing a 'K-barrier' at the Bragbury Lane end would help deter this.
- 5.3.5 Given the above, it is preferred to not have the path across the amenity land in its current design. However, it is important to continue having a path along the railway fencing side, provided the barrier can be installed to prevent unauthorised access.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

- 6.1.1 In the determination of planning applications development must be in accordance with the statutory development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014);
 - Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007); and
 - The Stevenage District Plan Second Review 2004.

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the

determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

Policy TW1: Sustainable Development;
Policy TW2: Structural Open Space;
Policy TW8: Environmental Safeguards;
Policy TW9: Quality in Design;
Policy TW10: Crime Prevention;
Policy T13: Cycleways;
Policy T14: Pedestrians;
Policy EN12: Loss of woodland.

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

Policy SP1: Presumption in favour of sustainable development;

Policy SP2: Sustainable Development in Stevenage;
Policy SP5: Infrastructure;
Policy SP6: Sustainable Transport;
Policy SP8: Good Design;
Policy IT7: New and improved links for pedestrians and cyclists;
Policy GD1: High Quality Design;
Policy NH5: Trees and woodland;
Policy NH6: General protection for open space.

7. APPRAISAL

- 7.1. The main issue for consideration in the determination of this application is whether the proposed variation of condition 9 attached to planning permission 16/00444/RM to remove the requirement to deliver the shared footpath and cycleway hereby permitted is acceptable to the Local Planning Authority.

7.2. Planning Policy Considerations

- 7.2.1 Stevenage Borough Council as both the applicant and landowner was granted outline permission (outline application 13/00595/REG3) in 2014 for the erection of 5 detached houses on land bounded by Bragbury Lane, Pembridge Gardens and Blenheim Way. As part of this application, the scheme comprises the laying out of a shared cycleway and footpath between Blenheim Way and the development site. This was in order to provide access to the cycleway on land to the northwest. In addition, there was, prior to the commencement of development, an established informal route between Blenheim Way and Bragbury Lane which was used by the local community in order to gain access to the wider countryside and it was desirable to keep this link.
- 7.2.2 Following the sale of the land to the applicant, a subsequent reserved matters application (application reference: 16/00444/RM) was received by the Council. This application sought the detailed approval of the layout, scale, design and appearance of the residential development. As part of this application, the applicant sought to re-configure the location of the approved shared cycleway/footpath to ensure the development site was more secure for future occupiers of the houses. In addition, there were concerns from a safety perspective for cyclists and pedestrians as there were no defined footpaths/cycleways within proposed development site. However, the scheme would still ensure there would be formalised pedestrian and cycle access for local residents to the wider countryside from Blenheim Way.
- 7.2.3 This application before the Council seeks to remove the requirement to provide the shared footpath and cycleway. The main reason for submitting this application, as advised by the applicant, is since the submission of planning application 19/00079/FP, which is also on this committee agenda, is that local residents from Blenheim Way, Stirling Close and Windsor Close have raised objection to the provision of the footpath as detailed under permission 16/00444/RM. This is because residents consider the footpath to be completely unnecessary and would only serve to intersect an open space that is well used by local residents. In addition, residents have raised concerns regarding the potential for increased crime as a result of the formal connectivity that would be created. Therefore, due to local opposition to the installation of the footpath, the applicant has requested that condition 9 is removed from the reserved matters permission.
- 7.2.4 Dealing with the concerns raised by the objector regarding anti-social behaviour, following consultation with Hertfordshire Constabulary Police Crime Prevention Design Advisor, they did not raise concerns that the shared service footpath and cycle-track would exacerbate or

generate issues with regards to crime. In addition, there are certain measures which can be used to mitigate against the unauthorised use of the shared cycle track/footpath. This can be through the installation of a K-barrier and/or a staggered barrier at either end of the proposed footpath. This would help to restrict the ability of motorcycles to access the area of public open space via the proposed shared footpath/cycleway.

- 7.2.5 Turning to the proposed construction of the shared cycle track/footpath, it is recommended by the Police Crime Prevention Design Advisor that tarmacadam should not be used in the construction of the proposed cycle track/footpath. This is due to concerns that construction the shared surface out of tarmacadam would harm the visual amenities of the area. However, the proposal is for a shared cycle track/footpath which has already been agreed in principle under planning application 13/00595/REG3. As such, this shared surface needs to be constructed from a durable material which would be able to accommodate cyclists and pedestrians.
- 7.2.6 Further to the above, despite the concern which has been raised, the shared surface would not be out of character as there are a number of tarmacadam and/or hardsurfaced footpaths and cycleways in the area, including a pedestrian footpath connection between Blenheim Way and Pembridge Gardens. Furthermore, the proposed shared surface has been designed to ensure that only a limited area of open space would be affected by the proposed route of the footpath/cycleway. It is appreciated the Council's Parks and Amenities Section has raised some concerns regarding the overall suggested route in terms of accessibility, its construction etc. As such, if planning permission were to be granted, condition 9 can be amended to set out that if an alternative route is to be required, this can be agreed in writing by the Council as the Local Planning Authority in conjunction with the Council's Parks and Amenities Section.
- 7.2.7 In regards to the requirements for the shared cycleway and public footpath, the National Planning Policy Framework (2019), paragraph 102 sets out that transport issues should be considered for development proposals so that, as set out under criterion c, opportunities to promote walking, cycle and public transport use are identified and pursued. Policy SP1 of the Emerging Local Plan (2016) states that when considering development proposals, a positive approach will be taken that reflects a presumption in favour of sustainable development. Policy SP2 of the same document stipulates that planning permission will be granted where proposals demonstrate how they will promote journeys by bus, train, bike and foot and reduce the need to travel. It is also set out in the Emerging Local Plan that the Government encourages us to plan positively for cycling and walking (paragraph 5.56). In addition, paragraph 8.22 of the Emerging Local Plan emphasises that Stevenage is a sustainable travel town and the Mobility Strategy focuses on reducing the need to travel overall and increasing the proportion of journeys made by sustainable modes such as by foot or by bicycle. Policy IT5 of the same document stipulates that there is a requirement to provide links to existing cycleways and pedestrian networks as well as looking towards improving cycleways and pedestrian routes. Furthermore, paragraph 8.34 emphasises that it is important to ensure developments are easily accessible, especially for example walkers and cyclists.
- 7.2.8 Taking into consideration the above, without a footpath/cycle link the only way the development site can be accessed is by motor-vehicle. Therefore, by providing a shared cycleway/footpath, it ensures that the development site is easily accessible by bicycle and by foot. In addition, due to the siting and position of the proposed footpath, it would also allow residents to safely access the wider countryside from Blenheim Way which helps to improve the health and welfare of local residents. Furthermore, there is no defined footpath

or cycleway along Bragbury Lane in which the development site can be connected to. In addition, it would allow safe access from the development site to the neighbourhood centre at Kenilworth Close. As such, this is a key objective in the National Planning Policy Framework with regards to planning development. Furthermore, there was a desire line prior to the commencement of the development which demonstrated that local residents traversed the open space in order to access widely countryside.

- 7.2.9 Consequently, by removing the requirement to provide a cycleway/footpath as required under application 16/00444/REM, the development on Bragbury Lane does not have a clearly defined and accessible cycleway or footpath which would encourage a modal shift away from the motor-vehicle as is required under the Emerging Local Plan and the NPPF. As such, there would be an over reliance on the car as there are no clearly defined footpaths or cycleways along Bragbury Lane in which the proposed development can connection to. In addition, it removes the ability to provide a clearly defined and safe pedestrian and cycle route from Blenheim Way to Bragbury Lane which is considered beneficial to the health and wellbeing of residents in the area.

8. CONCLUSION

- 8.1. In summary, the proposed removal of condition 9 attached to planning permission 16/00444/RM would mean the development site is not connected to a footpath or cycleway which would help to encourage a modal shift away from the car. As such, there would be an over reliance on the car which is not considered to be a sustainable form of transport. In addition, it removes the ability to provide a defined pedestrian and cycleway route between Blenheim Way and Bragbury Lane which allows residents direct access to the open countryside which is considered beneficial and wellbeing of local residents. As such, the proposal would be contrary to Policies SP1, SP2, SP6 and IT5 of the Stevenage Borough Local Plan 2011 – 2031 Publication Draft January 2016, the National Planning Policy Framework (2019) and Planning Practice Guidance 2014.

9. RECOMMENDATION

- 9.1. That planning permission be REFUSED subject to the following reason:-

- 1 The proposed removal of condition 9 attached to planning permission 16/00444/RM would result in there being no connection of the application site to wider footpath and cycle networks. As such this would result in there being an over reliance on the on the car which is not considered to be a sustainable form of transport. In addition, it removes the ability to provide a defined pedestrian and cycleway route between Blenheim Way and Bragbury Lane which allows residents direct access to the open countryside which is considered beneficial and wellbeing of local residents. As such, the proposal would be contrary to Policies SP1, SP2, SP6 and IT5 of the Stevenage Borough Local Plan 2011 – 2031 Publication Draft January 2016, the National Planning Policy Framework (2019) and Planning Practice Guidance 2014.

10. BACKGROUND DOCUMENTS

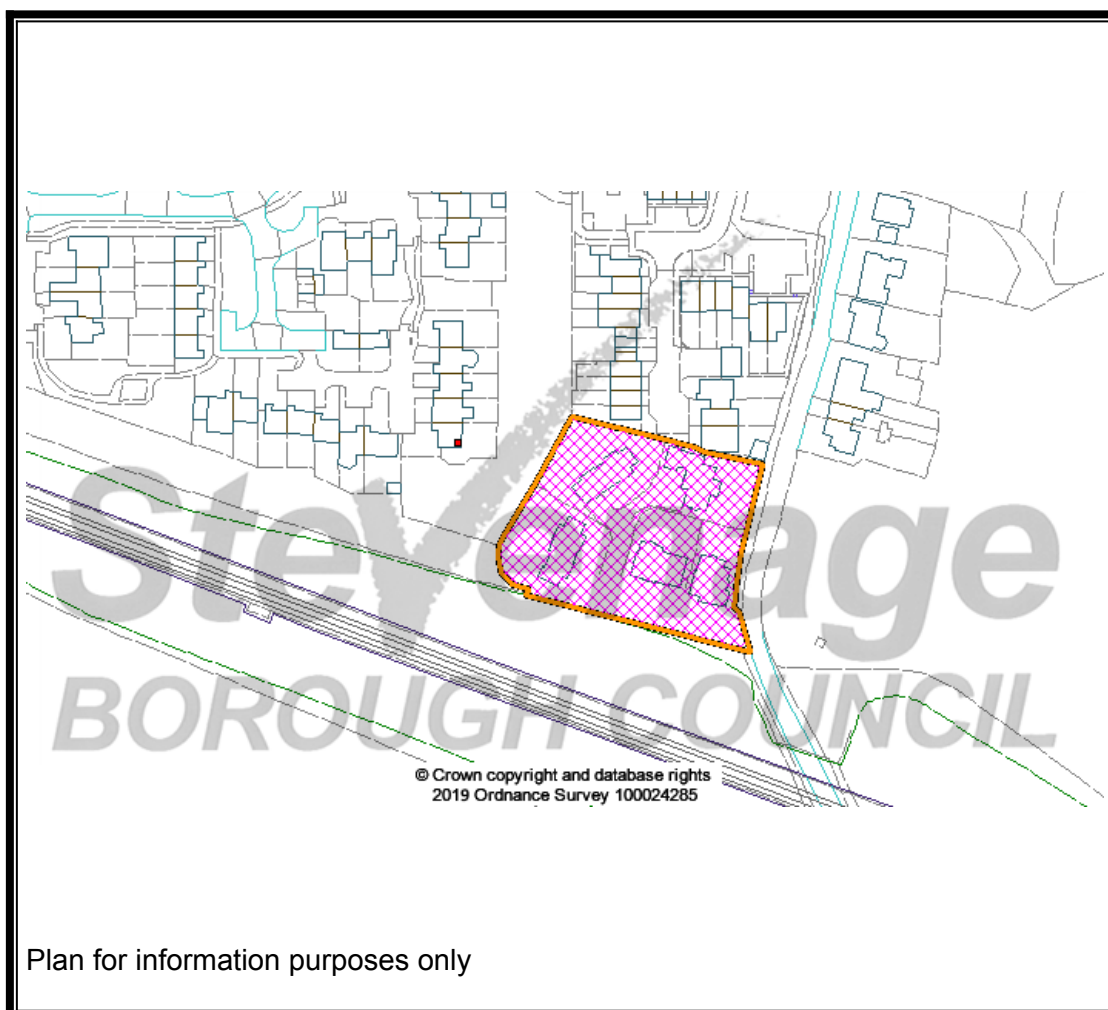
1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.

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 February 2019 and Planning Policy Guidance March 2014.

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Meeting:	Planning and Development Committee	Agenda Item:
Date:	30 May 2019	
Author:	James Chettleburgh	01438 242266
Lead Officer:	Chris Berry	01438 242257
Contact Officer:	James Chettleburgh	01438 242837

Application No:	19/00079/FP
Location:	Land bounded by Bragbury Lane, Pembridge Gardens and Blenheim Way, Stevenage.
Proposal:	Variation of condition 9 attached to planning permission 16/00444/RM to amend the delivery of the footpath to 3 months after the first occupation of the dwellings hereby permitted.
Drawing Nos.:	Site Location Plan
Applicant:	Torbeth Holdings Ltd
Date Valid:	09 April 2019
Recommendation :	GRANT PLANNING PERMISSION.



1. SITE DESCRIPTION

- 1.1 The application site is located on the south-eastern periphery of Stevenage, close to the railway line and overhead power cables which run in close proximity to the southern boundary of the application site. The site comprises 5 no. detached, two-storey five bedroom houses with integral garages. The properties are constructed from textured red brick and natural Portland stone for the banding and plinths with the roofs clad in machine made plain tiles. The fenestration detailing of the properties comprise of timber sash windows with stone sub-cills and timber glazed doors. Directly to the north of the site is the former Van Hage Garden Centre which has been redeveloped into residential properties (known as Pembridge Gardens) by Charles Church. To the east of the site is Bragbury Lane which connects onto Broadhall Way (A602) to the north. To the west of the site is Blenheim Way and to the south lies the steep railway embankment and associated East Coast main railway line.

2. RELEVANT PLANNING HISTORY

- 2.1 Planning application 13/00595/REG3 sought outline permission for the erection of 5 no. five bed detached dwellings. This application was granted outline permission in September 2014.
- 2.2 Reserved matters application 16/00444/RM sought approval for the layout, scale, design and appearance of outline permission reference 13/00595/REG3. This application was granted permission in September 2016.
- 2.3 Planning application 16/00581/COND sought to discharge conditions 5 (materials), 7 (Tree Protection), 10 (boundary treatments), 12 (swept path analysis for waste vehicles), 17 (Construction Traffic Management Plan), 18 (Construction Method Statement), 19 (mitigation strategy and tree felling methodology), 20 (provision of bat and bird boxes), 22 (contaminated land investigation), 24 (suppression of dust), and 26 (archaeological scheme) attached to planning permission 13/00595/REG3 and discharge of condition 3 (soft landscaping) attached to Reserved Matters 16/00444/RM. This application was approved in April 2017.
- 2.4 Planning application 17/00338/S106 sought variation of Schedule 2, 1 (Financial Obligations) and Schedule 2, 2 (Obligation payment) of the Section 106 Agreement (dated 11th September 2014) approved under planning permission 13/00595/REG3. The varied S106 agreement was issued in November 2017.
- 2.5 Planning application 19/00124/FP seeks permission the removal of condition 9 (footpath) attached to reserved matters permission reference 16/00444/RM. This application is pending consideration.

3. THE CURRENT APPLICATION

- 3.1 This application seeks to vary condition 9 attached to Reserved Matters application 16/00444/RM to amend the delivery of the footpath to 3 months after the first occupation of the dwellings. For reference, this condition states the following:-

Prior to the first occupation of the dwellings hereby permitted, the footpath link between Bragbury Lane and Blenheim Way as detailed on drawing number W801 received 15th August 2016 shall be constructed in accordance with the approved drawings and brought into use and retained thereafter.

REASON:- To ensure that there is an adequate footpath connection between Blenheim Way and Bragbury Lane.

- 3.2 When considering applications of this type, local planning authorities are entitled to consider only the question of the conditions to which planning permission should be granted and must leave the original permission intact. In this instance, the other conditions imposed on the originally granted planning permission for this development remain relevant so that the only issue for consideration in the determination of this application is how the variation of condition 9 referred to above would impact on the approved scheme.
- 3.2 This application is being referred to the Planning and Development Committee for its decision. This is because when the original outline application (13/00595/REG3) was determined by the Planning and Development Committee, the approved proposal detailed the provision of a public footpath/cycleway connection between Blenheim Way and Bragbury Lane. However, there have been a number of objections from local residents and concerns raised by Ward Councillors regarding the provision of this footpath and cycleway. Therefore, it is considered appropriate to refer this application to the Committee for its decision.

4. PUBLIC REPRESENTATIONS

- 4.1 Following notification of the application via letter to nearby residential properties and the erection of site notices, 2 objections were received from numbers 51 and 53 Blenheim Way. In addition, a 19 signature petition was also submitted to the Council objecting to the application. The persons who signed the petition were from the following addresses:-
- Numbers 33, 37, 39, 41, 43, 49, 51, 53, 57, 63, 64, 83, 84
 - Number 1 Windsor Close;
 - Number 43 Stirling Close;
 - Number 34 Walpole Court.
- 4.2 A summary of the objections raised are as follows:-
- There is no requirement for the proposed footpath;
 - The footpath would be used by cycles and mopeds which would put users and animals at risk;
 - The footpath would potentially increase crime in the area.
- 4.3 Please note that the aforementioned is not a verbatim of the comments and representations which have been received. A full version of the comments and representations which have been received are available to be viewed on the Council's website.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

- 5.1.1 The proposed variation to condition 9 is acceptable in highways terms.

5.2 Hertfordshire Constabulary as the Crime Prevention Design Service

- 5.2.1 The proposed footpath actually follows the route of an existing desire line and forms part of semi-official amenity that has been used by the local residents for walking their dogs since the late 1970s when the estate was built. The actual desire line does show some attempts by someone to make it more formal however on checking with HCC there is no trace of any application to formalise the path.

- 5.2.2 The condition requires the path to be tarmacked. There are substantive concerns regarding this as it is totally out of keeping with the existing route. As stated above someone has tried to formalise the path by spreading bark chip and marking the edges with branches. Rather than lay tarmac it would be better to extend the use of bark chippings onto this path.
- 5.2.3 On initial inspection of the plans, there were concerns regarding the boundary treatment for plot one as this path would give easy access to the rear of the property. The concern was that anecdotal evidence shows that >60% of our dwelling burglaries occur at the rear of the property and the path could have allowed offenders access to the garden. However I am pleased to say that, on visiting the site, this will not be the case as the garden is bounded by a 1.8 m wooden fence.
- 5.2.4 In light of the comments the Police Crime Prevention Design Service, we are not in a position to fully support this application in its current form. There is a need for the footpath but not in the manner stated in condition 9 of the planning permission.

5.3 Council's Parks and Amenities Section

- 5.3.1 The proposed path will to some degree provide access (to the countryside and local parks and amenities) for residents of both Blenheim Way and the development site, which is somewhat isolated.
- 5.3.2 When visiting the site, there was evidence of a trod route to the pathway that runs adjacent to the railway embankment, but it runs close to the fencing rather than the route proposed – It is suspected this is due to the rather steep gradient.
- 5.3.3 Providing a more formalised tarmacadam pathway could improve accessibility, however, one could significantly question the current proposed footpath.

Our concerns and questions with this are:

- Steep gradient – does current proposed footpath route meet accessibility standards when traversing the hill / gradient to the rear of the development? Would a levelling of the gradient be required to meet standards?
 - The proposed path stops short in Blenheim Way (at the knee rail fence) and does not link up with exiting path network. This would be an accessibility concern and contradicts the purpose of the path.
 - Tarmacadam is the preferred material for maintenance purposes - however due to the length of the path, this would likely have an impact on the visual appeal of the site.
- 5.3.4 In terms of un-authorised access, it is agreed that installing a 'K-barrier' at the Bragbury Lane end would help deter this.
- 5.3.5 Given the above, it is preferred to not have the path across the amenity land in its current design. However, it is important to continue having a path along the railway fencing side, provided the barrier can be installed to prevent unauthorised access.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

- 6.1.1 In the determination of planning applications development must be in accordance with the statutory development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014);

- Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007); and
- The Stevenage District Plan Second Review 2004.

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

Policy TW1: Sustainable Development;
 Policy TW2: Structural Open Space;
 Policy TW8: Environmental Safeguards;
 Policy TW9: Quality in Design;
 Policy TW10: Crime Prevention;
 Policy T13: Cycleways;
 Policy T14: Pedestrians;

Policy EN12: Loss of woodland.

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

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable Development in Stevenage;
Policy SP5: Infrastructure;
Policy SP6: Sustainable Transport;
Policy SP8: Good Design;
Policy IT7: New and improved links for pedestrians and cyclists;
Policy GD1: High Quality Design;
Policy NH5: Trees and woodland;
Policy NH6: General protection for open space.

7. APPRAISAL

- 7.1. The main issue for consideration in the determination of this application is whether the proposed variation of condition 9 attached to planning permission 16/00444/RM to amend the delivery of the footpath to 3 months after the first occupation of the dwellings hereby permitted is acceptable to the Local Planning Authority.

7.2. Planning Policy Considerations

- 7.2.1 Stevenage Borough Council as both the applicant and landowner obtained outline permission (outline application 13/00595/REG3) in 2014 for the erection of 5 detached houses on land bounded by Bragbury Lane, Pembridge Gardens and Blenheim Way. As part of this application, the scheme comprises the laying out of a shared cycleway and footpath between Blenheim Way and the development site. This was to provide access to the cycleway on land to the northwest. In addition, there was, prior to the commencement of development, an established informal route between Blenheim Way and Bragbury Lane which was used by the local community in order to gain access to the wider countryside.
- 7.2.2 Following the sale of the land to the applicant, a subsequent reserved matters application (application reference: 16/00444/RM) was received by the Council. This application sought the detailed approval of the layout, scale, design and appearance of the residential development. As part of this application, the applicant sought to re-configure the location of the approved shared cycleway/footpath to ensure the development site was more secure for future occupiers of the houses. In addition, there were concerns from a safety perspective for cyclists and pedestrians as there were no defined footpaths/cycleways within proposed development site. However, the scheme would still ensure there would be formalised pedestrian and cycle access for local residents to the wider countryside from Blenheim Way.
- 7.2.3 This application before the Council seeks to delay the delivery of the footpath by 3 months following the occupation of the dwellinghouses. The main reason for the delay in constructing the footpath is because, as advised by the applicant, local residents have experienced misuse of the open space which has affected their amenity. In addition, they consider the provision of the footpath would exacerbate the potential for anti-social behaviour. This is generally reflected in the objections which have been raised by local residents to this application.
- 7.2.4 However, the applicant notes the Council's requirements for the footpath and as the development is substantially complete and about to be occupied imminently, they are seeking a delay to the delivery of the footpath. This is to allow sufficient time to agree a

finalised specification for the footpath/cycleway with the Council as landowner as it is to be constructed on Council land and maintained at public expense.

- 7.2.5 In terms of the concerns raised regarding anti-social behaviour by local residents, following consultation with Hertfordshire Constabulary Police Crime Prevention Design Advisor, they did not raise concerns that the shared service footpath and cycle-track would exacerbate or generate issues with regards to crime. However, there are certain measures which can be used to mitigate against the unauthorised use of the shared cycle track/footpath by for example motor-cycles. This can be through the installation of a K-barrier and/or a staggered barrier at either end of the footpath. This would help to restrict the ability of motorcycles to access the area of public open space via the proposed shared footpath/cycleway.
- 7.2.6 Turning to the proposed construction of the shared cycle track/footpath, it is recommended by the Police Crime Prevention Design Advisor that tarmac should not be used in the construction of the proposed cycle track/footpath. This is due to the concerns that the construction of the shared surface out of tarmac would harm the visual amenities of the area. However, the proposal is for a shared cycle track/footpath which has already been agreed in principle under planning application 13/00595/REG3. As such, this shared surface needs to be constructed from a durable material which would be able to accommodate both cyclists and pedestrians.
- 7.2.7 Further to the above, despite the concerns raised, the shared surface would not be out of character as there are a number of tarmac and/or hardsurfaced footpaths and cycleways in the area, including a pedestrian footpath connection between Blenheim Way and Pembridge Gardens. Furthermore, the proposed shared surface has been designed to ensure that only a limited area of open space would be affected by the proposed route of the footpath/cycleway. It is appreciated the Council's Parks and Amenities Section has raised some concerns regarding the overall suggested route in terms of accessibility, its construction etc. As such, if planning permission were to be granted, condition 9 can be amended to set out that if an alternative route is to be required, this can be agreed in writing by the Council as the Local Planning Authority in conjunction with the Council's Parks and Amenities Section.
- 7.2.8 In regards to the requirements for the shared cycleway and public footpath, the National Planning Policy Framework (2019), paragraph 102 sets out that transport issues should be considered for development proposals so that, as set out under criterion c, opportunities to promote walking, cycle and public transport use are identified and pursued. Policy SP1 of the Emerging Local Plan (2016) states that when considering development proposals, a positive approach will be taken that reflects a presumption in favour of sustainable development. Policy SP2 of the same document stipulates that planning permission will be granted where proposals demonstrate how they will promote journeys by bus, train, bike and foot and reduce the need to travel. It is also set out in the Emerging Local Plan that the Government encourages us to plan positively for cycling and walking (paragraph 5.56). In addition, paragraph 8.22 of the Emerging Local Plan emphasises that Stevenage is a sustainable travel town and the Mobility Strategy focuses on reducing the need to travel overall and increasing the proportion of journeys made by sustainable modes such as by foot or by bicycle. Policy IT5 of the same document stipulates that there is a requirement to provide links to existing cycleways and pedestrian networks as well as looking towards improving cycleways and pedestrian routes. Furthermore, paragraph 8.34 emphasises that it is important to ensure developments are easily accessible, especially, for example, walkers and cyclists.

- 7.2.9 Taking into consideration the above, without a footpath/cycle link the only way the development site can be accessed is by motor-vehicle. Therefore, by providing a shared cycleway/footpath, it ensures that the development site is easily accessible by bicycle and by foot. In addition, due to the siting and position of the proposed footpath, it would also allow residents to safely access the wider countryside from Blenheim Way which helps to improve the health and welfare of local residents. Furthermore, there is no defined footpath or cycleway along Bragbury Lane in which the development site can be connected to. In addition, it would allow safe access from the development site to the neighbourhood centre at Kenilworth Close. As such, this is a key objective in the National Planning Policy Framework with regards to planning development. Furthermore, there was a desire line prior to the commencement of the development which demonstrated that local residents traversed the open space in order to access widely countryside.
- 7.2.10 Consequently, by providing the shared cycleway/footpath as required under application 16/00444/REM, the development on Bragbury Lane would have a clearly defined and accessible cycleway and footpath which would help to encourage a modal shift away from the motor-vehicle as is required under the Emerging Local Plan and the NPPF. In addition, it will provide a clearly defined and safe pedestrian and cycle route from Blenheim Way to Bragbury Lane which is considered beneficial to the health and wellbeing of residents in the area. Consequently, the overall benefits of the proposed shared pedestrian and cycle route would outweigh the concerns which have been raised by local residents and the limited impact it would have on the open space.

8. CONCLUSION

- 8.1. In summary, the proposed variation of condition 9 attached to planning permission 16/00444/RM to amend the delivery of the footpath to 3 months would be acceptable in planning terms. This is because whilst the delivery of the shared cycle path/footpath would be delayed, there would still be a clearly defined pedestrian and cycle path connection being provided between Blenheim Way and Bragbury Way which encourages a modal shift from the car by improving accessibility to the countryside. In addition, the amended condition can be worded positively to allow some flexibility in regards to the detailed design stage of the shared footpath/cycleway and its overall route. This would help to address the concerns raised by the Parks and Amenities Section. As such, the footpath/cycle path once constructed would help to improve the health and wellbeing of the local community which is one of the key objectives defined in the adopted Local Plan (2004), Emerging Local Plan (2016) and the NPPF (2019).

9. RECOMMENDATION

- 9.1. That planning permission be GRANTED subject to the following conditions:-

- 1 The development hereby permitted shall be completed in accordance with the following approved plans:

DRAINAGE PLAN; SITE LOCATION PLAN; TOPOGRAPHICAL SURVEY; W802Received 15.08.2016; W803; W804; W805; W806; W807Received 15.08.2016; W808Received 15.08.2016; W809; W810; W811; W812; W801Received 15.08.2016;

REASON:- For the avoidance of doubt and in the interests of proper planning.

- 2 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.

- 3 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.

- 4 The approved garages and driveways/parking arrangements as constructed in accordance with the details identified on drawings W801 Received 15th August 2016, W802 Received 15th August 2016, W804, W806, W808 Received 15th August 2016, W810, W812 shall be permanently retained in that form for the parking of motor-vehicles only and shall not be used for any other purpose.

REASON:- To ensure sufficient parking provision in accordance with the Council's adopted standards is maintained for all dwellings on site in perpetuity.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking, and re-enacting that Order with or without modification) no windows, doors or other openings at first floor level on the north-eastern elevation of House 2, northern elevation of House 3 and the northern and western elevations of House 5 other than those expressly authorised by this permission shall be constructed.

REASON:- In order to protect the amenities of residential properties in Pembridge Gardens and to reduce any overlooking or loss of privacy to the private amenity areas of House numbers 3 and 4.

- 6 The window to be created in the bathroom at first floor level on the northern elevation of House 5 shall be glazed in obscure glass (level 3 or above) and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON:- In order to protect the privacy and amenities of House number 3.

- 7 Within 3 months from the occupation of any of the dwellings hereby permitted, the footpath link between Bragbury Lane and Blenheim Way as detailed on drawing number W801 received 15th August 2016 shall be constructed in accordance with the approved drawings and brought into use and retained thereafter, unless any alternative route has been agreed in writing by the Local Planning Authority.

REASON:- To ensure that there is an adequate footpath connection between Blenheim Way and Bragbury Lane.

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 February 2019 and Planning Policy Guidance March 2014.

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

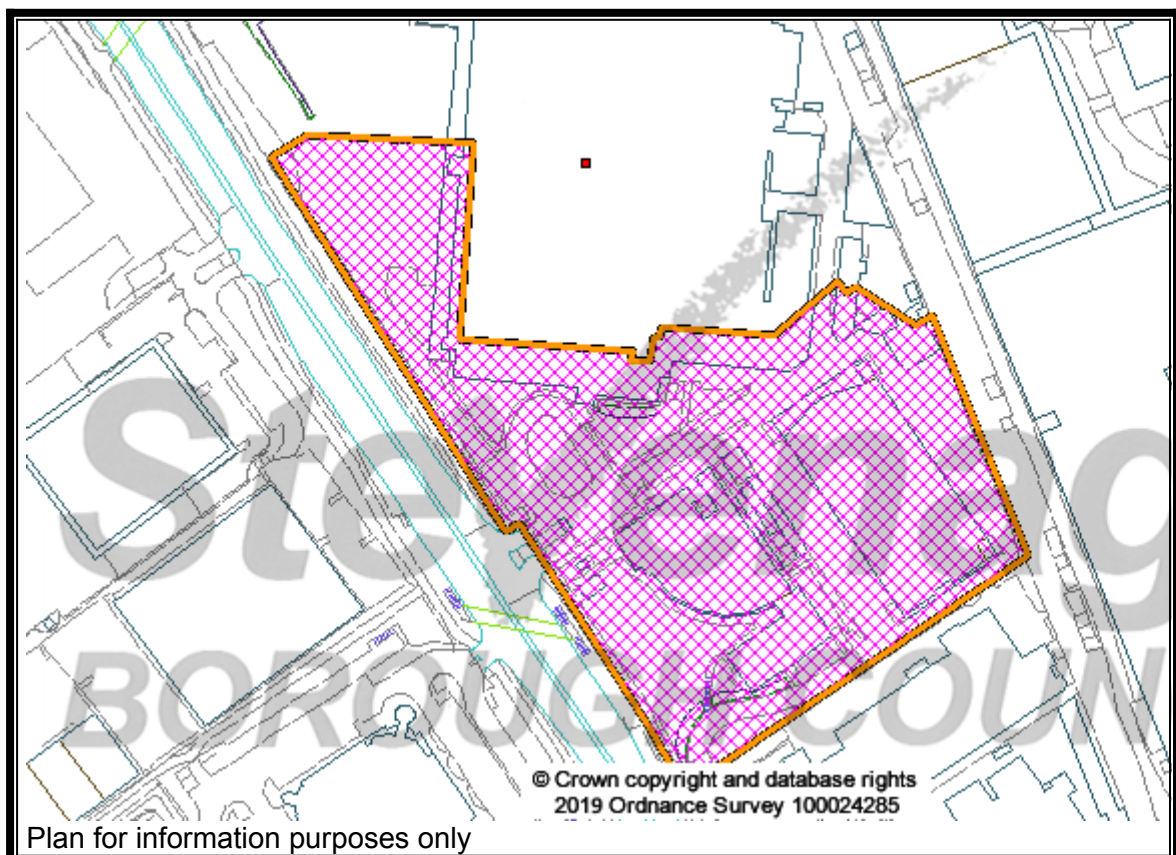
Date: 30 May 2019

Author: Dave Rusling 01438 242270

Lead Officer: Chris Berry 01438 242257

Contact Officer: Dave Rusling 01438 242270

Application Nos:	19/00167/FPM
Location:	Airbus Defence and Space, Gunnels Wood Road, Stevenage
Proposal:	Demolition of existing office building and associated works and erection of new office building including the recladding of the existing factory building facade and associated works including landscaping, car parking and cycle parking.
Drawing Nos.	AIR001/007, AIR-BDP-XX-XX-DR-L-99-1003 P4, AIR-BDP-XX-XX-DR-L-99-1001 P06, AIR-BDP-XX-00-DR-A-99-1001 P05, AIR-BDP-XX-01-DR-A-99-1001 P05, AIR-BDP-XX-02-DR-A-99-1001 P05, AIR-BDP-XX-03-DR-A-99-1001 P05, AIR-BDP-XX-XX-DR-A-99-3001 P05, AIR-BDP-XX-XX-DR-A-99-3002 P05, AIR-BDP-XX-XX-DR-A-99-2001 P05, AIR-BDP-XX-XX-DR-L-99-1002 P07, AIR-BDP-XX-XX-DR-L-99-1004 P01.
Applicant:	Mr Stephen Fowles
Date Valid:	15 March 209
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site is the Airbus site located off Gunnels Wood Road, which in total measures 5.96 hectares in area. The site is adjoined by the Stevenage Leisure Park to the east, Able Smith House, Aspect One and the Mercedes dealership to the west on the opposite side of Gunnels Wood Road. There are commercial buildings to the north on Argyle Way and other commercial premises to the south. There are 4 accesses to the site which are in operational use with the main access taken from Gunnels Wood Road. There are also secondary access points from Gunnels Wood Road, Argyle Way and Fulton Close. The area of the site forming part of this application comprises a smaller part of the overall Airbus site and measures 2.19 ha in area. Adjacent to the site is a footpath and cycleway and there is a bus stop located to the front of the site on Gunnels Wood Road.
- 1.2 The surrounding area is characterised by a mixture of office, light industrial and warehouse developments.

2. RELEVANT PLANNING HISTORY

- 2.1 Most of the original buildings on the Airbus site were built in the 1950's and 1960's, with the central office building constructed in the 1980's.
- 2.2 Permission granted under ref 09/00154/FPM in July 2009 for two storey temporary building for B1 (a) (Office) use.
- 2.3 Permission granted under ref 10/00538/FP in January 2011 for partial re-clad of west wing of main office building.
- 2.4 Permission granted under ref 13/00020/FP in March 2013 for demolition of existing offices (Use Class B1 (a)) to facilitate extension of existing research and development, laboratory and manufacturing facility (Use Class B1(b)).
- 2.5 Permission granted under ref 13/00456/FP in January 2014 for construction of a new building to provide a research and development laboratory and manufacturing facility.
- 2.6 Consent granted under ref 16/00757/AD in April 2014 for a graphic to be installed on to Airbus perimeter fencing external to site, to advertise their apprenticeship advertising banner. Granted
- 2.7 Permission granted under ref 18/00519/FP in September 2018 for demolition, temporary buildings and enabling works to include; demolition of existing club house and restaurant building at Gunnels Wood Road. The erection of a temporary restaurant and reception buildings and enabling works to include minor modifications to the access onto Gunnels Wood Road, associated ground works and infrastructure.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the demolition of the existing central office building (known as COB1.0) and for the erection of a new replacement central office building located further forward, toward Gunnels Wood Road. It is also proposed to re-clad the building façade of the exiting factory building which is sited to the north. The new building will have a total floor space of 11,268 sqm across 3 storeys. This would result in a net increase in floor area of 1, 268 sqm with the current building measuring 10,000sqm.

- 3.2 As set out above, planning permission was granted in 2018 for the demolition of the existing club house and restaurant building and for the erection of a temporary restaurant and reception buildings and enabling works. This permission has been implemented and the demolition works are occurring at the site. These buildings were located to the front of the COB 1.0 building which is the subject of this application. The temporary buildings have also been introduced at the site.
- 3.3 The proposed Central Office Building (which will be known as COB 2.0) is to be located in the south west corner of the site, providing a statement frontage to Gunnels Wood Road and enhancing the cluster of high-quality business within the Gunnels Wood Road employment area. Existing uses which were previously spread between the existing COB 1.0 office building and the restaurant and reception building are to be accommodated within the COB 2.0 Central Office Building. This will include an open plan reception area and business lounge, a restaurant, open plan office spaces, meeting rooms, collaborative and informal work or meeting areas and other supporting facilities. The first and second floors are predominantly open plan office space. The development will provide a physical connection between the new Central Office Building and the existing factory building. The emphasis is on functionality and high quality with the new building being designed to create a new gateway to the Gunnels Wood Road Employment Area for the Airbus campus.
- 3.4 As referred to previously, the submitted plans indicate the building being located further toward the front of the site than the existing building. There would be visitor parking to the front of the building set within landscaping. It is also proposed to create a garden area to the northern side of the building, with a further seating and dining area immediately to the rear of the building. Beyond this would be the staff car park which would provide 171 spaces, which is a like for like provision for that to be lost. The proposed development will be phased in order to maintain site functionality during the construction process. The intended sequence is as follows:
- Construction of new Central Office Building and adjacent external works;
 - Recladding of existing factory building;
 - Following completion of the new Central Office Building, the existing office building COB 1.0 will be demolished; and
 - Construction of car parking in the south east corner of the Airbus site, to the rear of the new Central Office Building
- 3.5 In terms of design and appearance, the building would be 3 storeys as opposed to the existing 4 storey building. It is proposed to construct the office out of a mixture of materials. On the front elevation, this incorporates the main entrance which would be fully glazed on two storeys. It is proposed to introduce a projecting feature flash detail, with glazing at the ground floor recessed back from the main façade. Glazing is introduced at first and second floors. The remainder of the elevation would comprise dark cladding. It is also proposed to introduce 2 solar shading fins as a design feature. These materials would give an attractive modern structure.
- 3.6 The application comes before the planning committee for consideration as it is a major application.

4. PUBLIC REPRESENTATIONS

- 4.1 As a major planning application, the proposal has been publicised by way of letters to adjoining premises, posting of a site notice and a press notice. At the time of drafting this report no responses have been received.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

5.1.1 Have commented on the application and are raising no objection on highway safety grounds, however, have requested additional information identifying the location of the parking spaces. They have also sought additional clarification on the trip assessment, on the location of the pedestrian accesses and vehicular access points. They have also sought further clarification on the parking levels. Additionally, they are seeking the provision of electrical charging points as part of the development, and are requesting details of the cycle parking design, surfacing of the car park and pedestrian area and a construction management plan. All of these they recommend should be conditions of any grant of permission.

5.1.2 In terms of s106 requirements, HCC have advised that the nearest bus stop is located outside of the site along Gunnels Wood Road; the stop is located approximately 100m from the site entrance. They consider that the buses serving the site have a good links to Stevenage bus station, Broadwater and poplars. However, they consider that the bus stop located to the south of the site on Gunnels Wood Road is in need of some enhancements where possible, for example:

Kessel kerbs approx. (£8000)

Bench approx. (£8000)

Shelter approx. (£8000).

Additionally they have requested a £6,000 evaluation and support fee for the submitted travel plan.

Finally, they are seeking £33,860 towards sustainable transport measures based on the trip generation they believe will be generated from the proposed development.

5.2 Highways England

5.2.1 Raise no objection.

5.3 Environmental Health Department

5.3.1 It is recommended that if planning permission was to be granted, conditions should be imposed to any permission issued. These conditions relate to contamination and hours of construction.

5.4 Environment Agency

5.4.1 The previous use of the proposed development site as part of a factory presents a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located:

- within source protection zone 1;
- within 130 meters of a known borehole used for the supply of water for human consumption; and,
- upon a Secondary A aquifer (Glaciofluvial deposits) and a Principal aquifer (Holywell Nodular Chalk Formation and New Pit Chalk Formation).

5.4.2 We designate Source Protection Zone 1 as significant groundwater source used for potable water supplies usable for human consumption and may be at particular risk from polluting activities on or below the land surface arising from the proposed development.

- 5.4.3 Recommend the imposition of a condition to deal with the aforementioned drainage issues.

5.5 Lead Local Flood Authority

- 5.5.1 Originally objected to the application. However, following the receipt of additional information advise that they are now in a position to remove their objection on flood risk grounds.
- 5.5.2 Comment that they are pleased with the overall drainage strategy for Phase 1, in accordance with the advice between the applicant and the LLFA. However, advise it is important that a number of aspects need to be confirmed through conditions. The outline drainage strategy within the FRA only takes account of the COB 2.0 project within the blue boundary shown in figure 4-1. The proposed demolition of the COB 1.0 building and the construction of the proposed car park is not included within the FRA. A proposed surface water drainage assessment is needed for this area. With conditions imposed to deal with these aspects raise no objection to the grant of planning permission.

5.6 Thames Water

- 5.6.1 The developer will need to follow the sequential approach to the disposal of surface water. In regards to the waste water network and waste water process infrastructure capacity, there are no concerns with the proposed development.

5.7 Police Crime Prevention Officer (PCPO)

- 5.7.1 I have no concerns with this application. Should they wish to go for SBD commercial then please sign post them to me.

5.8 Council's Arboriculturist

- 5.8.1 I have looked into this application and can confirm that I have no objection from an Arboriculture view point.

5.9 Council's Parks and Amenities Section

- 5.9.1 In reference to the above planning application, there are insufficient details at this stage to be able to comment on any proposed soft or hard landscaping proposals. If permission is granted, we would be happy to comment/review the landscaping details at a later stage via a condition. To enable us to comment, the applicant must provide us with full plans, specifications and schedules of proposed the planting.

5.10 Herts and Middlesex Wildlife Trust

- 5.10.1 No comments received.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

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

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

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

TW1: Sustainable Development;
 TW8: Environmental Safeguards (Stevenage Design Guide);
 TW9: Quality in Design;
 TW10: Crime Prevention;
 E2: Employment Areas;

E3: Employment Sites;
 E4: Acceptable Uses in Employment Areas;
 T12: Bus Provision;
 T13: Cycleways;
 T14: Pedestrians;
 T15: Car parking strategy;
 EN13: Trees in New Developments;
 EN18: Natural Habitats in Adjoining Local Authorities;
 EN27: Noise Pollution;
 EN36: Water Conservation;
 EN38: Energy Conservation and Supply.

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

SP1: Presumption in favour of sustainable development;
 SP2: Sustainable Development in Stevenage;
 Policy SP3: A strong, competitive economy;
 Policy SP5: Infrastructure;
 Policy SP6: Sustainable Transport;
 Policy SP8: Good Design;
 Policy SP11: Climate Change, Flooding and Pollution;
 Policy EC2a: Gunnels Wood Employment Area;
 Policy EC5: Active frontages and gateways;
 Policy IT4: Transport Assessments and Travel Plans;
 Policy IT5: Parking and Access;
 Policy IT6: Sustainable transport;
 Policy IT7: New and improved links for pedestrians and cyclists;
 Policy GD1: High Quality Design;
 Policy FP1: Climate Change;
 Policy FP5: Contaminated land;
 Policy FP7: Pollution;
 Policy NH5: Trees and woodland.

6.5 Supplementary Planning Advice

Parking Provision Supplementary Planning Document 2009
 Stevenage Design Guide 2012

7. APPRAISAL

- 7.1. The main issues for consideration are the acceptability in land use policy terms, impact on the character and appearance of the area, impact on neighbouring amenity, highway safety and parking provision.

7.2 Land use policy considerations

- 7.2.1 The application site is designated within the Gunnels Wood Employment Area where policies E2 and E4 of the Stevenage District Plan Second Review 1991-2011 adopted 2004 apply. Policy E2 seeks to protect the Gunnels Wood area for employment uses and Policy E4 sets out acceptable uses in employment areas and specifically states “in the employment areas already designated a range of employment uses within the B1, B2 and B8 use classes will be encouraged”. Policies EC1 and EC4 of the Stevenage Borough Local Plan 2011 – 2031 Publication Draft – January 2016 generally reflects the above policies as it sets the acceptable uses within the employment area.

7.2.2 The National Planning Policy Framework 2019 (NPPF) states that significant weight should be placed on both the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development. The application site is located within land under the ownership of Airbus which is an established employment based operator. The proposed development seeks to provide a replacement central office building at the site including the main reception area restaurant and staff facilities.

7.2.3 Given the above, it can be seen from this assessment that the proposal fully accords with the land use policies in the adopted Local Plan, Emerging Local Plan and is also supported by the NPPF.

7.3 Impact on visual amenity

7.3.1 Paragraph 127 of the NPPF 2019 stipulates that planning decisions should ensure development functions well and adds to the overall quality of the area, not just in the short term but over the lifetime of the development. It also sets out that development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping is sympathetic to local character and history, including the surrounding built environment and landscape setting. In addition, the NPPF sets out that development should establish or maintain a strong sense of place, using arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It also stipulates that development should optimise the potential of the site to accommodate and sustain an appropriate mix of development and finally, create places that are safe, inclusive and accessible.

7.3.2 Paragraph 130 of the NPPF states that “permission should be refused for development of poor design that fail to make available opportunities for improving the character and quality of an area and the way it functions”.

7.3.3 Policy TW9 of the District Plan (2004) requires all forms of development to meet a high standard of design which includes form of built development, elevational treatment and materials along with how the development would integrate with the urban fabric, its relationship between buildings, landscape design and relevant aspects of sustainable design. Policy GD1 of the emerging Local Plan (2016) generally reflects the above policy. Turning to Gunnels Wood Road specifically, emerging Policy EC5: Active frontages and gateways states that planning permission for the (re-) development of sites with a frontage along, in this case Gunnels Wood Road, will be granted where:-

a. Proposals face directly onto the identified road and provide active frontages and natural surveillance;

b. Buildings are not set back significantly from the identified road;

c. Car parking and service areas are located away from the street frontage of the identified road;

d. On corner plots, where the roads intersect, schemes incorporate landmark architecture and gateway features wherever this would be compatible with the proposed use(s).

7.3.4 In assessing the details of the proposed new building, it is clear that what is being proposed is a high quality 3 storey building which would be of a high quality design, using glazing and aluminium curtain walling to the external walls. The building would be set close to the frontage of the site with Gunnels Wood Road and the main entrance would comprise double height framed glazing at the north western corner of

the building. It is noted that the layout is such that the main parking area would be located to the rear of the building and given this position and the proposed design and appearance, it is clear that this would create an attractive building along the frontage of the site. Furthermore, the elevations to all of the building, including the rear, represent an appropriate design solution. Whilst it is noted and understood why it is necessary to provide visitor parking to the front of the building, this would be augmented by grassed areas, replacement planting and a garden area to the north west of the building. It is also noted that seating and landscaped areas are to be provided to the rear of the building.

7.3.5 Internally, the building would create a reception area, restaurant and meeting rooms at the ground floor augmented by toilet and staff facilities. At first and second floor, the floor space would be mostly open plan offices with a few meeting rooms and additional staff facilities. Cycle parking facilities and bin storage areas would be located to the rear of the building.

7.3.6 Based on the above, it is considered that the replacement building would represent a high quality development at this prominent location along Gunnels Wood Road, providing upgraded replacement floorspace.

7.4 Impact on residential amenity

7.4.1 The application site is located within the established employment area of Gunnels Wood Road. In relation to the impact on neighbouring properties, the site is bounded by buildings on the leisure park to the east, existing buildings on the Airbus site to the north, Gunnels Wood Road to the west and commercial buildings to the south. As such, it is not considered that the development would have any adverse impacts on the existing operating conditions of these businesses. In terms of residential amenity, the site is not adjoining any residential premises and given that the new building would provide office and other ancillary facilities, it is not envisaged that this will adversely affect the nearest residential properties. Notwithstanding the above, it likely that a condition will be added to any grant of planning permission restricting the hours of construction in order to safeguard the amenities/working conditions of any adjoining premises whilst works are ongoing.

7.5 Parking Provision

7.5.1 The Council's Parking Standards SPD (2012) sets out the maximum level of parking requirements for Class B1a (office) developments. The car parking standards which are required for such development is 1 space per 30m² of gross floor area. In this regard, a maximum of 42 spaces would be required to serve the proposed development based on the net increase in floor area created by the new building. However, given the application site is located within a non-residential accessibility zone (zone 1), the requirement can be reduced to between 0% and 25% of the maximum giving a requirement of between 0 spaces to 10.5 (rounded up to 11) spaces. The applicant is not intending to provide any additional parking to serve the site given the highly sustainable location of the premises. This approach is considered to be acceptable.

7.5.2 In terms of cycle parking, the parking standards SPD requires 1 short-term space per 500m² of gross floor area plus 1 long-term space per 10 full time staff. The Transport Assessment (TA) submitted with the application clarifies that there are a total of 193 cycle spaces to serve the Airbus site, 90 of which are located beneath the building to be demolished. During construction these 90 spaces would be relocated to another part of the site and following the completion of the new office building, 96 spaces will be provided to the rear of the new building. Taking this into consideration, the proposed development accords with the standards. In addition, the applicant will also

be providing shower facilities within the new offices. Furthermore, parking for 16 Motor cycles will be provided at the site which meets with the Council's standards. Given this provision, whilst the applicant is not providing any additional off-street parking, they are seeking to encourage staff to cycle to the offices in order to encourage a modal shift from the private car in order to become more sustainable. However, to ensure that this cycle and motor cycle parking is made available prior to the first use of the development; it is recommended that a condition be imposed to ensure that these are constructed in accordance with details to be submitted.

7.6 Means of access and highway safety

- 7.6.1 The application site would be served by the existing main access road off the A1072 Gunnels Wood Road, which is a designated distributor Road. The existing access and egress arrangement off Gunnels Wood Road is of an industrial standard so it is currently of sufficient width to accommodate the traffic generated from the site. The proposed development does not seek to amend or alter this existing arrangement. Furthermore, no changes are proposed to the other 3 access which serve the site. Similarly, the existing pedestrian access points into the site from Argyle Way and Gunnels Wood Road would remain.
- 7.6.2 The application has been accompanied by a Transport Statement (TA). The TA states that the erection of the new building, (COB 2.0), will be a replacement of the existing offices, reception area, restaurant and clubhouse buildings in terms of their function and capacity. The TA suggests that the development is a like for like replacement, however, this is erroneous as the new building will comprise of 11,268sqm Gross Floor Area (GFA) of B1 office space, which is an increase of 1,268 sqm over the existing building. The TA goes on to state that the new building will have the capacity to house 726 staff in total; this allows for a 10% growth in staff from the current 660 who are located within the existing building. However, the growth in employee numbers will be organic over a period of time to suit workload.
- 7.6.3 The Airbus site is located on Gunnels Wood Road to the west of Stevenage town centre in a pedestrian friendly urban environment. The site is integrated into a network of wide footways and a number of local pedestrian crossings via Stevenage's underpass system. The site is also accessible via Stevenage's extensive cycle network, which is largely segregated from roads and footways. The reasonably gentle topography of the local area also contributes to the attractiveness of the local cycle network.
- 7.6.4 The site is within walking and cycling distance of a large number of facilities and public transport services and has a significant residential catchment. The site is well connected to existing bus services. To the west, bus services are provided on Gunnels Wood Road outside the main site entrance; and to the east, services are provided outside Stevenage railway station, and at the central bus station within the pedestrianised town centre.
- 7.6.5 Stevenage railway station is located to the east of the site and is approximately 500m on foot from the site; this is less than the mean walking distance of 800m to rail stations in the UK. The station can be easily accessed from the site via local walking and cycling infrastructure. Stevenage railway station provides a wide range of frequent services. Thameslink and Great Northern operate services from Stevenage which call at London Kings Cross, Moorgate, Peterborough, Cambridge, Hatfield and destinations across the South East of England. Stevenage is also a stop on longer distance intercity services via the East Coast Mainline. Given the proximity of high-quality public transport (HQPT) services and the excellent provision of pedestrian and cycle facilities, the site is considered to be in a location where a high proportion of journeys can be undertaken by foot, cycle or public transport.

- 7.6.6 The development proposals do not include for any additional on-site car parking. New surface level car parking spaces will be created that match, but will not exceed the existing number.
- 7.6.7 Due to the erection of the temporary reception building associated with the planned COB 1.0 demolition works, there will be a temporary loss of 168 car parking spaces within the site west wing car parking area, and a temporary loss of 47 spaces under and alongside COB 1.0 due to the erection of the temporary restaurant and relocation of cycle racks. This reduction will be strictly for a temporary period. An additional 100 off-site parking spaces will remain available to Airbus staff at MBDA on Gunnels Wood Road, which is an ongoing agreement. Additionally, season ticket passes have been purchased at Stevenage Borough Council's (SBC) St. Georges Way Car Park, to be used by Airbus employees throughout the duration of the works.
- 7.6.8 With regard to cycle spaces, the proposed development will provide 96 spaces on full occupancy in accordance with the cycle parking standards set out with the Stevenage Borough Council Parking Provision SPD (2012). In addition, cyclist changing facilities will be provided, which will include showers, lockers, a drying room and WCs.
- 7.6.9 A Travel Plan is provided alongside this application to support access for existing and future employees. To encourage employees to travel by sustainable modes, it is proposed that Travel Plan measures will be implemented by a Travel Plan Coordinator.
- 7.6.10 With Travel Plan measures in place and an absenteeism factor applied; upon full occupation the proposed development is predicted to attract no additional vehicle trips, 13 additional cycle trips, 9 additional pedestrian trips, 33 additional public transport trips and 2 additional motorcycle trips between 0700-1000. Between 1600-1900 the proposed development is predicted to generate no additional vehicle trips, 13 additional cycle trips, 9 additional pedestrian trips, 34 additional public transport trips and 2 additional motorcycle trips.
- 7.6.11 Based on the additional predicted development-generated movements by mode, as set out in the TA, it is considered that the additional demand can be readily accommodated on the local highway, cycle and pedestrian networks.

Assessment

- 7.6.12 In considering the trip generation as set out in the TA, as no additional parking is proposed and with the introduction of a Travel Plan to encourage use of other modes of travel than the car, it is not anticipated that the number of trips proposed in the am and pm peak times will change. Even taking into account the increase in floor space, it is not anticipated that this would generate any significant additional traffic to the site. The applicant has also indicated that whilst the number of employees will increase over time, this would be incremental to suit workload.
- 7.6.13 HCC as highway authority has assessed the application and reviewed the TA. From this, whilst they are raising no objection in highway safety terms, they have estimated that as the number of staff and office space will increase, then the number of journeys undertaken by a private vehicle will increase. Consequently, they estimate that the development will generate an additional 23 new car trips in the am peak, based on a proposed increase in staff numbers from 660 to 726. In view of this and in accordance with the HCC toolkit, they are requesting a financial contribution of £33,860 toward improvements to sustainable transport in the area (upgrading bus stops or cycle path improvements). This figure is based on £1000 per additional trip with interest added.
- 7.6.14 Whilst the request for a financial contribution is noted, for this to be acceptable it must accord with certain tests as set out in the NPPF. These are:-

- a) it is necessary to make the development acceptable in planning terms;
- b) it is directly related to the development; and
- c) it is fairly and reasonably related in scale and kind to the development.

7.6.15 Having regard to the information in the TA, it is not envisaged that the car trips generated from the new building will be increased, particularly as no additional car parking is proposed and a Travel Plan is to be introduced as part of the development to encourage the use of public transport and better use of cycle and pedestrian routes. Additionally, it is proposed to introduce electric vehicle charging points as part of the development. Furthermore, any additional staffing is anticipated to be incremental. In view of this, the request for the financial contribution is considered to fail tests a) and c) above. Even if the increase in trips estimated by HCC were to be correct, an extra 23 am peak hour trips would have minimal impact on the highway network and, therefore, as HCC are raising no objection on highway safety grounds, the contribution is not considered necessary to make the development acceptable. Consequently, the request is unreasonable.

7.6.16 Notwithstanding the above, HCC have also requested further contributions toward the monitoring of the submitted Travel Plan (£6,000) and toward upgrading the bus stop to the front of the site (Kerb improvements, new shelter and bench - £24,000). The applicant has confirmed a willingness to pay these monies. The contribution toward the monitoring and evaluation of the travel by HCC is industry norm. With regard to the bus stop improvements, the applicant has accepted that the bus stop to the front of the site is substandard and the improvements requested would be beneficial to employees as well as the wider public. These monies can be secured by a Unilateral Undertaking (UU) under S106 of the Town and Country Planning Act 1990.

7.6.17 Taking into consideration of the above, the proposed development as confirmed by HCC as the Highways Authority would not have a detrimental impact on the safety and the operation of the highway network. Whilst the request for a financial contribution based on trip generation is considered to be unreasonable, contributions toward the monitoring and evaluation of the Travel Plan and upgrade of the nearby bus stop are proposed. On this basis and subject to conditions relating to a Construction Management Plan, further Travel Plan details, the provision of cycle facilities and the need for electric charging points, the development is considered to be acceptable in highway safety terms.

7.7 Impact on the environment

7.7.1 The application site is located on previously developed land so there is the potential presence of contamination. Taking this into consideration, the Council's Environmental Health Officer has recommended that a condition be imposed to deal with the aspect. This has also been recommended by the Environment Agency.

7.8 Development and flood risk

7.8.1 The application site is located in Flood Zone 1 within the Environment Agency's flood risk map. Flood Zone 1 is defined as land having less than 1 in 100 annual probability of flooding. Therefore, all developments are generally directed to Flood Zone 1. Notwithstanding this, the application which has been submitted to the Council is classified as a Major, therefore, in line with the Town and Country Planning (General Development) (Procedure) (England) Order 2015, the applicant has provided a Sustainable Urban Drainage Strategy.

7.8.2 Following consultation with the Lead Local Flood Authority (LLFA), they have advised that the applicant has provided an appropriate sustainable drainage scheme and

subject to the imposition of conditions to deal with the drainage aspect are raising no objection to the application.

7.9 Trees and Landscaping and Ecology

7.9.1 As part of the earlier grant of planning permission to demolish buildings at the site, a number of trees have been removed, however, none were considered to be of a high amenity value. To offset this loss, the development proposes replacement planting. Therefore, it is recommended that a condition be imposed requiring details of the proposed replacement landscaping scheme to be submitted to the Council. This will ensure that the finished appearance of the development would be enhanced through the use of appropriate soft landscaping.

7.9.2 With regard to ecology, a preliminary ecology report has been submitted with the application. This has assessed the site for the impact on any protected species but has concluded that there are no major ecological constraints on the site. It does identify that there are risks associated with the regard to the removal of habitats suitable for breeding birds; however, any impact can be avoided if the works are undertaken outside of the nesting season. This can be dealt with by the imposition of a condition. Given the existing low value of site there is an opportunity through replacement landscaping at the site to deliver net gains for biodiversity. Herts and Middlesex Wildlife Trust were consulted on the application and have raised no objection.

7.10 Sustainable Construction and Climate Change

7.10.1 Policy EN36 of the District Plan states that development proposals will be encouraged to reduce water consumption and run-off by using suitable water conservation and storage measures such as the use of rainwater, water efficient devices and by recycling water. Policy EN38 of the same document states that development proposals will be expected to demonstrate that methods of maximising energy efficiency and supplying of energy in the development need to be considered. Policy FP1 of the Emerging Local Plan (2016) stipulates that development that planning permission will be granted for development that can incorporate measures to address adaptation to climate change. New developments will be encouraged to include measures such as:

- Ways to ensure development is resilient to likely variations in temperature;
- Reducing water consumption to no more than 110 litres per person per day, including external water use;
- Improving energy performance of buildings;
- Reducing energy consumption through efficiency measures;
- Using or producing renewable or low carbon energy from a local source; and
- Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.

7.10.2 The applicant has provided a building performance report with the application which indicates that the building would be designed to achieve low energy carbon emissions and would be designed to maximise daylight and solar shading. The building will be appropriately insulated and glazed to maximise energy efficiency and use thermal bridging to maximise air tightness. It will use a series of design features including hybrid heating and cooling system, high efficiency LED lighting, intelligent lighting and options to install PV panels. These measures are considered to be appropriate and accord with the Council's sustainability requirements.

8. CONCLUSIONS

- 8.1 In principle, it is considered that the proposed development would be acceptable within the established employment area of Gunnels Wood Road.
- 8.2 In terms of impact on residential amenity, due to the development's siting and position and separation distance to the nearest residents, the proposal would not harm the amenities of residential properties. Additionally it would not harm the operating conditions of adjoining and nearby businesses. Furthermore, the proposed development, subject to conditions, would not prejudice the safety and operation of the highway network and would provide adequate car parking and cycle facilities. Added to this the development would ensure that land contamination, if found, can be adequately controlled by the Council. In relation to SuDS, the proposed development would have adequate SuDS scheme which would ensure that surface water run-off is managed on the site and does not overload the existing mains sewer or cause flooding related issues. Finally, the proposal has an acceptable impact in terms of ecology and landscaping at the site.
- 8.3 Given the above, the proposed development accords with the Policies contained within the adopted Local Plan (2004), the Council's Emerging Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2019) and PPG (2014).

9. RECOMMENDATIONS

- 9.1 That planning permission be GRANTED subject to the applicant having first entered into and completed a unilateral undertaking under S106 of The Town and Country Planning Act 1990 to secure financial contributions towards:-

- Improvements to the bus stop to the front of the site;
- Monitoring and evaluation of the Travel Plan;

The detail of which is to be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed Solicitor and subject to the following conditions:-

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

AIR001/007, AIR-BDP-XX-XX-DR-L-99-1003 P4, AIR-BDP-XX-XX-DR-L-99-1001 P06, AIR-BDP-XX-00-DR-A-99-1001 P05, AIR-BDP-XX-01-DR-A-99-1001 P05, AIR-BDP-XX-02-DR-A-99-1001 P05, AIR-BDP-XX-03-DR-A-99-1001 P05, AIR-BDP-XX-XX-DR-A-99-3001 P05, AIR-BDP-XX-XX-DR-A-99-3002 P05, AIR-BDP-XX-XX-DR-A-99-2001 P05, AIR-BDP-XX-XX-DR-L-99-1002 P07, AIR-BDP-XX-XX-DR-L-99-1004 P01.

REASON:- For the avoidance of doubt and in the interests of proper planning

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. No development shall take place above slab level until a schedule and samples of the materials to be used in the construction of the external surfaces of the approved COB 2.0 office building (Phase 1), hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. No work shall commence on the Factory Building recladding (Phase 2) until details of materials have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

5. Prior to occupation of the COB 2.0 office building (Phase 1), hard and soft landscaping details and surfacing details of the car park and pedestrian areas within that Phase are to be submitted to and approved by the Local Planning Authority. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting. Development shall be carried out in accordance with the approved details.

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

6. Prior to commencement of the rear car park (Phase 3), hard and soft landscaping details and surfacing details of the car park and pedestrian areas within that Phase are to be submitted to and approved by the Local Planning Authority. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting. Development shall be carried out in accordance with the approved details.

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

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

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

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

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

9. 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.

10. 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.

11. 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).

12. 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 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.

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.

13. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

REASON:-To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework and your draft local plan Policy FP5: Contaminated land.

14. Piling, deep foundations and other intrusive groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems etc.) using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. None of these penetrative methods shall be carried out other than with the written consent of the LPA. The development shall be carried out in accordance with the approved details.

REASON:- To ensure that the proposed deep intrusive ground works does not harm groundwater resources, this is in line with paragraph 170 of the National Planning Policy Framework and your draft local plan Policy FP5: Contaminated land.

15. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority prior to construction above slab level. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

REASON:- To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework and your draft local plan Policy FP5: Contaminated land.

16. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment & Drainage Strategy, Doc No: AIR-BDP-XX-XX-RP-C-980001, Job No: P2008334, Rev: P01, dated January 2019 and the following mitigation measures for Phase 1 (COB 2.0 project):

1. Provide attenuation 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 based on oversized pipes, restricted discharge with a 50% betterment to current discharge rates and a petrol interceptor for treatment.

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

17. No development shall take place above slab level until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk Assessment & Drainage Strategy, Doc No: AIR-BDP-XX-XX-RP-C-980001, Job No: P2008334, Rev: P01, dated January 2019. 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 + climate change event.

2. Demonstration of appropriate SuDS management and treatment.

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

18. Prior to any works on site for Phase 3 (including demolition of the existing COB 1.0 building) a full detailed surface water drainage strategy is to be completed and sent to the LPA for approval. The scheme shall also include:

1. A drainage strategy which includes a commitment to providing appropriate SuDS in line with the non-statutory national standards, industry best practice and HCC Guidance for SuDS.

2. Detailed calculations of existing/proposed surface water storage volumes and flows with initial post development calculations/ modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change.

3. Evidence that if the applicant is proposing to discharge to the local sewer network, they have confirmation from the relevant Water and Sewerage Company that they have the capacity to take the proposed volumes and run-off rates.

4. If surface water is to be discharge via a surface water sewer. The applicant will need to propose an appropriate surface water discharge rate, the discharge rate should be at the greenfield runoff rate for the site, or no worse than 50% betterment.

5. 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 + climate change event.

6. Demonstration of appropriate SuDS management and treatment.

The scheme shall subsequently be implemented in accordance with the approved Phase 2 detailed surface water drainage strategy.

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

19. Upon completion of the drainage works for the site and in accordance with the timing/phasing arrangement, 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 a 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.

20. Within one month of the grant of this permission, a Construction Management Plan/Method Statement shall be 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/Statement.

The Construction Management Plan/Method statement shall address the following matters

- (i) Details of a construction phasing programme (including any pre-construction or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- (iv) Access and protection arrangements around the site for pedestrians, cyclists and other customers;
- (v) Details of provisions for temporary car parking during construction;
- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details
- (viii) End of day tidying procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;
- (xi) Cleaning of site entrances, site access roads and the adjacent public highway and;
- (xii) Disposal of surplus materials.

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

21. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.

REASON: - To safeguard the amenities of the occupiers of neighbouring properties.

22. Prior to the removal of the current on-site cycle parking (commencement of Phase 3) hereby approved, details of the proposed on site cycle and Motor cycle parking shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: - To ensure the suitable provision and location of cycle and motor cycle facilities to serve the development.

23. Prior to occupation of the COB 2.0 office building (Phase 1), additional details to support the approved Travel Plan or an updated Travel Plan should be submitted to and approved by the Local Planning Authority. These additional details will include the following:

- Measures to promote sustainable travel;
- The Travel Plan co-ordinator; and
- Appropriate monitoring programme.

REASON:- To promote sustainable transport measures to the development in accordance with the advice contained in the NPPF.

24. Prior to the use of the parking facilities provided as Phase 3 of this development, the Electric Vehicle Charge Points as identified on drawing AIR-BDP-XX-XX-DR-L-99-1004 P01 shall be provided at the site and made available for use and permanently retained thereafter.

REASON:- In order to provide facilities to charge electric vehicles and to help reduce the impact of vehicle emissions on the local environment.

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) Order 2015.

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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

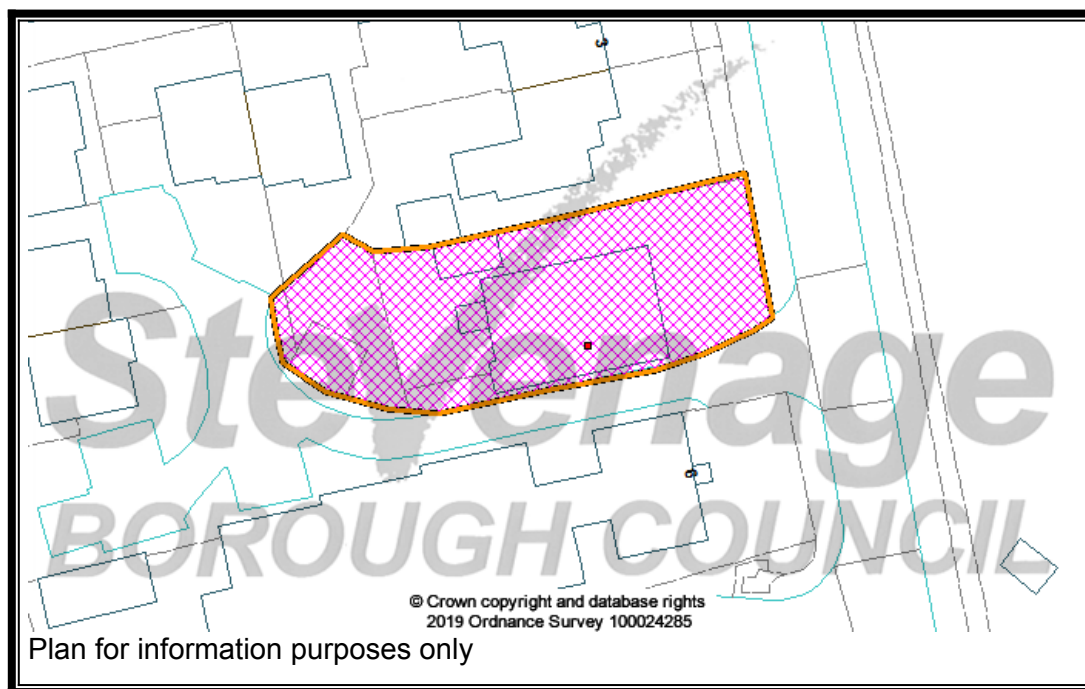
Date: 30 May 2019

Author: Dave Rusling 01438 242270

Lead Officer: Chris Berry 01438 242257

Contact Officer: Dave Rusling 01438 242270

Application No:	19/00194/FP
Location:	5 Ditchmore Lane, Stevenage
Proposal:	Variation of condition 1 (Site Plan) attached to planning permission 18/00107/FP to amend access, parking and amenity area.
Drawing Nos.:	17047wd02 01RevJ
Applicant:	Stevenage Borough Council
Date Valid:	26 March 2019
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises No.5 Ditchmore Lane, which is an attractive unlisted, but nevertheless historic, building located within the southern end of the Old Town Conservation Area. This property is constructed of red brickwork under a slate roof and is currently vacant, having previously been occupied by Stevenage Haven. To the north, the site is adjoined by Nos. 3 and 4 which are a pair of semi-detached properties constructed of red facing brickwork

under a brown plain tiled roof. Although currently vacant, these properties were previously used as a residential property (No.3) and as a community mental health premises operated by Hertfordshire NHS foundation trust (No.4). These properties have planning permission to be converted into flats. Number 6 is the Stevenage Haven, which comprises a detached historic building at the front and a three storey flat roof modern extension to the rear which provides accommodation for the homeless. Finally, to the rear of the application site are 5 bungalows which are accessed via an access from Ditchmore Lane between Nos 5 and 6. This is now known as Fairlight Close and provides a landscaped area and parking facilities for these properties and The Haven.

- 1.2 Opposite the property, located on the western side of Ditchmore Lane is Stevenage Cricket Club, whilst to the south of the site is the four-storey office block (Saffron Ground).

2. RELEVANT PLANNING HISTORY

- 2.1 Permission granted under ref 02/00094/FP in July 2002 for change of use of No.5 Ditchmore Lane from dwelling house to night shelter for the homeless and ground floor rear extension.
- 2.2 Permission granted under ref 04/00472/FP in November 2004 for retention of a rear conservatory at 5 Ditchmore Lane.
- 2.3 Planning permission granted under ref 12/00577/FPM in August 2013 for refurbishment of Nos. 3, 4 and 5 to provide 2no. five bed dwellings and 1no. one bed flat; erection of 4no. two bed and 1no. three bed bungalows; extension to No. 6 to provide homeless hostel for The Haven; change of use of No. 4 from office to residential; associated access, car parking and landscaping.
- 2.4 Conservation Area Consent granted under ref 12/00608/CA in August 2015 for demolition of existing outbuildings and extensions to the rear of 4, 5 and 6 Ditchmore Lane 15.08.2013
- 2.5 Permission granted under ref 13/00417/COND in November 2013 for discharge of conditions 4 (landscaping); 8 (Tree Protection) and 18 (noise protection) attached to planning permission 12/00577/FPM.
- 2.6 Permission granted under ref 13/00431/COND in November 2013 for discharge of Condition 14 (Wheel Washing) attached to planning permission reference number 12/00577/FPM.
- 2.7 Permission granted under ref 13/00554/COND in March 2015 for discharge of Conditions 16 (Travel Plan) and 22 (External Lighting) attached to planning permission reference number 12/00577/FPM.
- 2.8 Consent granted under ref 13/00570/NMA in March 2013 for non-material amendment to planning permission reference number 12/00577/FPM to alter the position of the vehicular access and amendments to specified trees.
- 2.9 Consent granted under ref 14/00575/NMA in November 2014 for non-material amendment to previously approved planning permission reference number 12/00577/FPM to amend bin store roof construction.
- 2.10 Consent granted under ref 15/00003/NMA in February 2015 for non-material amendment to previously approved planning permission reference number 12/00577/FPM to amend proposed road surface from block paving to tarmac.
- 2.11 Permission granted under ref 13/00391/COND in November 2013 for discharge of condition 5 (bat survey) and partial discharge of condition 3 (archaeological investigation) attached to planning permission 12/00608/CA.

- 2.12 Permission granted under ref 13/00392/COND in November 2013 for discharge of conditions 3 (materials); 10 (means of enclosure); 21 (bat survey report) and partial discharge of condition 9 (archaeological investigation) attached to planning permission 12/00577/FPM.
- 2.13 Consent granted under ref 13/00400/NMA in October 2013 for non-material amendment to previously approved planning permission reference number 12/00577/FPM for amended parking bays to No.5, vehicular access bellmouth northern kerbline repositioned, and brick wall to rear of Nos. 3 & 4 amended to close boarded fence.
- 2.14 Consent granted under ref 16/00230/NMA June 2016 in for Non-material amendment to previously approved planning permission 12/00577/FPM to amend landscaping proposals to create 2no. new parking spaces; widening of driveways; amendments to approved fenestrations and materials; and amendments to wall finishes.
- 2.15 Permission granted under ref 18/00107/FP in May 2018 at No.5 for demolition of existing rear extension and erection of a two storey rear extension to facilitate creation of 4no one bed flats.
- 2.16 Consent granted under ref 18/00759/COND in February 2019 for discharge of conditions 3 (external materials) and 6 (boundary treatments) attached to planning permission reference 18/00107/FP.
- 2.17 Non Material Amendment to planning permission 18/00107/FP agreed under reference 19/00160/NMA in April 2019 to relocate the steps and remove the wall between the lounge and kitchen in flat no.4 and replace the external kitchen doors with a window in flats no.1 and no.2 and omit a kitchen window in flat.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to vary condition 1 (drawing numbers) attached to planning permission 18/00107/FP in order to amend the access, location of the parking spaces and alterations to the amenity space. The reasons for the amendments as stated by the applicant are:-
 - Accessing the parking provision through the site rather than via Fairlight Close reduces conflict with vulnerable residents of the bungalows to the rear. There is no footpath along Fairlight Close, so residents of the both the bungalows and those accessing parking for 5 Ditchmore Lane would be vulnerable to other road users when using Fairlight Close on foot. Accessing the parking through the site reduces the number of vehicular and pedestrian movements along Fairlight Close.
 - Locating the bin store to the side of the property rather than front opens up the frontage, improving the street scene whilst enabling bins to be serviced easily from Ditchmore Lane.
 - Replacement of tandem parking to front with two demarked bays improves the usefulness of the parking provision to the front.
 - Parking bays to the rear of the property provide level access into the property. The current scheme with access via Fairlight Close does not. Parking space 3 (closest to the building) is to have an adjacent hardstanding to facilitate disabled parking if required.
 - Southern boundary treatment to be set in from the site boundary to allow a verge along Fairlight Close, opening up the access to properties to the rear and improving visibility for residents using this access.

- Removal of the dilapidated wall and serrated railings between the two properties opens up the site, improving general amenity.
 - Co-locating the Electrical Intakes at the rear of the site allows for easier installation and ongoing maintenance access.
- 3.2 The application comes before the planning committee for determination as the applicant and land owner is Stevenage Borough Council.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises, press notice and a site notice was displayed to the front of the property. At the time of drafting this report no response had been received.

5. CONSULTATIONS

5.1 Hertfordshire County Council – Highways

- 5.1.1 There are no highway issues associated with this proposal and therefore the Highway Authority does not wish to restrict the grant of planning permission. However, as Parking Authority responsible for parking provision, no doubt you will satisfy yourselves that the parking provision for the site meets your requirements.

5.2 BEAMS (Council's Conservation Advisor)

- 5.2.1 The amended plans show the front boundary treatment and central access footpath to be retained but a proposed parking area for 2 cars in the front garden area has been put forward. Whilst it is unfortunate that parking is now being proposed to the frontage it is limited to only a part of the front garden area and will be part concealed by the retained front boundary/hedge. As such the proposal is considered to preserve the character and appearance of the Stevenage Old Town Conservation Area. Recommend approval.

5.3 Council's Arboriculturist

- 5.3.1 I have looked into this application and can confirm that I have no objection to the proposed variation.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

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

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

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications

proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

TW1 - Sustainable Development;
TW8 - Environmental Safeguards;
TW9 - Quality in Design;
EN13 - Trees in New Developments;
T15 Car Parking Strategy;

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

SP1 - Presumption for Sustainable Development;
SP2 - Sustainable Development in Stevenage;
SP7 - High Quality Homes;
SP8 - Good Design;
GD1 High Quality Design;
IT5 Parking and Access
NH5 Trees and Woodlands
NH10 - Conservation Areas

6.5 Supplementary Planning Documents

Parking Provision Supplementary Planning Document January 2012.
Stevenage Design Guide 2009.
Old Town Conservation Area Management Plan – July 2012.

7 APPRAISAL

7.1 When considering applications of this type, local planning authorities are entitled to consider only the question of the conditions to which planning permission should be granted and must leave the original permission intact. In this instance, the other conditions imposed on the originally granted planning permission for this development remain relevant, so that the only issue for consideration in the determination of this application is how the variation of the condition referred to above would impact on the approved scheme and whether any additional conditions are warranted.

7.2 The main issues for consideration in the determination of this application are the acceptability of the changes to the scheme in respect of the visual amenities of the area, highway safety and car parking provision, as permitted under the original grant of planning permission.

7.3 Impact upon the Character and Appearance of the Area

7.3.1 In terms of the character and appearance of the area, the site lies at the southern end of the Old Town Conservation Area. The Conservation Area Management Plan (CAMP) for this part of the Old Town conservation Area identifies one of the strengths being No's 1 to 6 Ditchmore Lane which are considered as being structures of importance and which have retained a number of their original features. The CAMP also makes reference to the application site and states that development on the site could make more efficient use of these low density plots given their highly sustainable location. However, it also states that the need to retain the original buildings in an appropriate setting should form an essential part of any future scheme.

7.3.2 As set out in section 2 above, this site has been developed out in part under the planning permission granted in 2013, with the Haven being relocated to No.6 Ditchmore Lane which has been significantly extended to the rear to provide new accommodation. Similarly, 5 bungalows have been erected to the rear of Nos 3-6, along with a new access road and associated landscaping and car parking. No.5 was originally intended to be retained as part of the Haven, however, the permission to extend and alter this was never implemented and the property remained vacant until the permission to convert to dwellings was granted in 2018 and works have subsequently commenced.

7.3.3 In terms of the current proposals for No.5, the main changes are to the access and parking to enable the rear of the site to be accessed solely from Ditchmore Lane. The present arrangement allows access to the parking at the front of the site from Ditchmore Lane, whilst the rear parking is accessed from Fairlight Close. This alteration to the access would result in a shared access to serve both 4 and 5. The changes would result in the parking to be re-arranged with 2 spaces now provided to the front of No.5 and two to the rear. It is also proposed to reconfigure the amenity area serving the flats. However, the changes would result in the loss of the remaining Sycamore trees to the rear of the site.

7.3.4 A parking space is still identified to the rear of the development which would be accessed from Fairlight Close for the use of the occupants/staff of The Haven. The alterations would also involve the relocation of the bin and cycle stores and allow additional soft landscaping either side of the new access road, between Nos 4 and 5. A new retaining wall would be located to the front of the site and replacement tree planting and landscaping would be added.

- 7.3.5 The aforementioned changes are not considered to harm the character and appearance of the area generally and would preserve the character and appearance of the Stevenage Old Town Conservation Area. With regard to the loss of the Sycamore trees, this is unfortunate as they represent some of the remaining trees which formed the original part of the rear of 3-6 Ditchmore Lane. The loss of the trees has been assessed by the Council's Arboriculturist who has commented that in recent years, these trees have suffered from a root system view point and, in order to maintain future stability, a further, substantial crown reduction will be needed to the whole group. However, it is considered that the crown reduction would diminish the group's amenity value, making it visible to just a very few nearby properties. With this in mind and the fact that the fast growing Sycamore trees are likely to cause increasing inconvenience to surrounding development in the future, he, therefore, considers that the removal of the Sycamore trees now and replacement with appropriate new planting would be acceptable. The proposals for both this site and the adjoining site (No's 3 and 4) identify the introduction of additional landscaping and new trees to the front of these properties. The precise details of these can be covered by a condition.
- 7.3.6 Having assessed the proposed alterations, the changes are considered to be acceptable and would not harm the character and appearance of the area.

7.4 Highway Safety Implications

- 7.4.1 With regard to access and highway safety, the proposal involves alterations to the access to the site from Ditchmore Lane which would be used to access car parking to the front of no's 4 and 5 and would extend the driveway to the rear of the property between no's 4 and 5. The access is a private access road which has a junction with Ditchmore Lane which is classified as a local access road. The highway authority has assessed the changes and is raising no objection in terms of proposed traffic generation created from the new development or highway safety.

7.5 Car Parking

- 7.5.1 With regard to car parking provision, when the original scheme to re-develop the whole of 3-6 Ditchmore Lane was granted, parking provision for vehicles was provided within the site. In total 26 spaces were approved, 16 for the residential units and 10 for the Haven. These were considered to be acceptable in this highly sustainable location (zone 1).
- 7.5.2 With regard to number 5, as part of a subsequent application to convert the property to flats, this identified a total of 7 parking spaces, 2 tandem spaces accessed from the front and a further 5 spaces to the rear, 3 of which were to serve the flats with 2 to be available for The Haven. The rear spaces were to be accessed via the newly created access leading to the rear of The Haven, known as Fairlight Close. The current scheme has re-arranged the parking to provide 4 spaces wholly within the site to serve the flats and a further space to the rear for use by The Haven or occupiers in Fairlight Close.
- 7.5.3 Based on the Council's adopted car parking standards for 1 bed flats, each unit would require 1 space and, therefore, 4 spaces would be required. However, given the sustainable location, location (zone 1) the requirement can be reduced to between 25% and 50% below the minimum. Consequently, between 1 and 2 spaces would be required. In view of this, whilst 4 spaces could be deemed an overprovision, it is accepted that realistically each property would require at least 1 space for the occupants. In view of this, the re-arranged parking to serve No.5 is considered to be acceptable. Furthermore, the reduction of the communal spaces to the rear from 2 to 1 would accord with the Council's policies in respect of encouraging sustainable development.
- 7.5.4 In terms of cycling provision, a cycle store for 4 cycles is provided within the site which also meets with the Council's adopted standards. Similarly, bin storage facilities are provided within

the application site to serve the flats. The revised location of both of these is considered to be acceptable.

- 7.5.5 Taking into account the above assessment, the proposed parking is considered to be acceptable.

8 CONCLUSIONS

- 8.1 It is considered that the proposal would have an acceptable impact on the character and appearance of the area and the Old Town Conservation Area within which the site lies. Additionally, the proposed scheme would not adversely affect the operation or safety of the local highway network and would provide a sufficient level of car parking. Furthermore, it is proposed to introduce replacement planting to offset the loss of the Sycamore trees at the site. Accordingly, it is 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: 17047wd2.01J, 17047wd2.02B, 17047wd2.03C, 17047wd2.05, 17047su1.01A, 17047su1.02, 17047su1.03, 17047su1.04A.
REASON: - For the avoidance of doubt and in the interest of proper planning.
2. The materials to be used in the construction of the development hereby permitted shall be as previously agreed under ref 18/00759/COND.
REASON:- To ensure the development has an acceptable appearance and to safeguard the appearance of the Old Town Conservation Area.
3. Prior to the first occupation of the dwellings hereby permitted the parking spaces and turning facilities identified on drawing 17047wd2.01J shall be constructed, hardsurfaced and made ready for use to serve the occupants of those properties unless otherwise agreed in writing by the Local Planning Authority. The spaces shall be permanently retained in that form thereafter.
REASON:- To ensure that adequate parking facilities are available within the site and that there is no detriment to the safety of adjoining highways
4. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0900 and 1330 on Saturdays.
REASON: - To safeguard the amenities of the occupiers of neighbouring properties.
5. Notwithstanding the details shown in this application, prior to the occupation of the dwellings hereby permitted, 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. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the buildings are first occupied and thereafter permanently retained.
REASON:- To ensure a satisfactory standard of development in the interests of amenity.
6. All areas for parking, delivery and storage areas associated with the construction of the development must be provided on land which is not public highway and the use of such areas must not interfere with the use of the public highway.
REASON:- In the interests of highway safety, amenity and free and safe flow of traffic in accordance with the advice contained in the National Planning policy Framework.

7. The development hereby permitted shall not be occupied until details of the bin and cycle stores as identified on drawing 17047wd2.01J have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and these facilities shall be provided prior to the first occupation of the dwellings.

REASON:- To ensure the development has an acceptable appearance and to promote the use of sustainable transport modes and reduce reliance on the private car in accordance with Government advice contained in the National Planning Policy Framework.

8. The first floor window proposed in the north elevation of flat 4 serving the kitchen/dining area (nearest to the lounge) shall be fitted with obscure glazing and shall be fixed so as to be incapable of being opened below a height of 1.7 metres above finished floor level and shall be retained in that form thereafter.

REASON:- To safeguard the privacy of the occupiers of flat 3.

9. On completion, the dwellings shall meet the following criteria, either:

- i. with windows open for ventilation or
- ii. with windows closed and with mechanical purge and background ventilation, sufficient to comply with the current Building Regulations.

		Noise Level (dB)
Daytime Noise (07:00 - 23:00)	Inside living areas	< 35 LAeq (16 hours)
Night-time Noise (23:00 - 07:00)	Inside bedrooms	< 30 LAeq (8 hours) < 45 L _{Amax} ,Fast

Where mechanical purge ventilation is required to achieve the above standards with windows closed, this shall be designed so as to ensure that the ventilation system itself does not produce unacceptable levels of noise within each dwelling. All schemes for ventilation shall comply with the current edition of Approved Document F to the Building Regulations.

10. The development hereby permitted shall not be occupied until there has been submitted to and approved by the Local Planning Authority a scheme of soft and hard landscaping and details of the treatment of all hard surfaces. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting.

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

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

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

12. All hard surfacing comprised in the approved details of landscaping shall be carried out prior to the first occupation of the building or the completion of the development, whichever is the sooner.
REASON:- To ensure a satisfactory appearance for the development.
13. 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.
14. 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.
15. 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).

Pro-active Statement

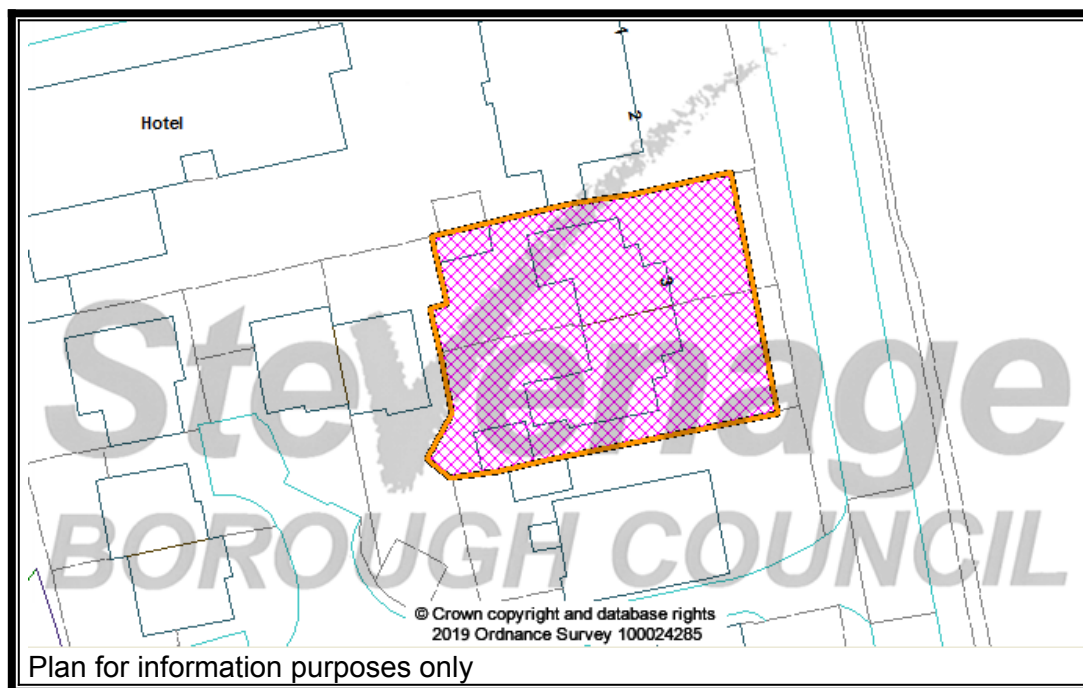
Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

Meeting:	Planning and Development Committee	Agenda Item:
Date:	30 May 2019	
Author:	Dave Rusling	01438 242270
Lead Officer:	Chris Berry	01438 242257
Contact Officer:	Dave Rusling	01438 242270

Application No:	19/00195/FP
Location:	3 and 4 Ditchmore Lane, Stevenage
Proposal:	Variation to condition 1 (site plan) attached to planning permission reference number 15/00080/FP to amend access and parking layout.
Drawing Nos.:	12005wd3.10 Rev L
Applicant:	Stevenage Borough Council
Date Valid:	28 March 2019
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises Nos. 3 and 4 Ditchmore Lane including their rear curtilages which are a pair of semi-detached properties constructed of red facing brickwork under a brown plain tiled roof. Although currently vacant, these properties were previously used as a residential property (No.3) and as a community mental health premises operated by

Hertfordshire NHS foundation trust (No.4). The properties are attractive, unlisted, but nevertheless historic buildings located within the southern end of the Old Town Conservation Area. The properties are located on the western side of Ditchmore Lane, which at its southern end becomes a dead end, having been truncated by Fairlands Way, but providing access to offices, Stevenage Cricket Club and the service area of Majestic Wine, located beyond the application site. Each of the properties has their own vehicular and pedestrian access which is taken via Ditchmore Lane.

- 1.2 The land is adjoined by Nos. 5 (currently being converted to flats) and 6 (The Haven) to the south and by the Gate Hotel to the north, a two storey property facing onto Ditchmore Lane, with a modern three storey red brick element to the rear which has frontages onto Gates Way and Lytton Way. To the west the site backs onto recently constructed bungalows beyond which is Lytton Way, which is located at a lower level than the application site, separated by grassed bank.

2. RELEVANT PLANNING HISTORY

- 2.1 Permission granted under ref 2/0107/98 in May 1998 for change of use of 4 Ditchmore Lane from hostel for the homeless to community resource centre for mental wellbeing.
- 2.2 Planning permission granted under ref 12/00577/FPM in August 2013 for refurbishment of Nos. 3, 4 and 5 to provide 2no. five bed dwellings and 1no. one bed flat; erection of 4no. two bed and 1no. three bed bungalows; extension to No. 6 to provide homeless hostel for The Haven; change of use of No. 4 from office to residential; associated access, car parking and landscaping.
- 2.3 Conservation Area Consent granted under ref 12/00608/CA in August 2015 for demolition of existing outbuildings and extensions to the rear of 4, 5 and 6 Ditchmore Lane 15.08.2013
- 2.4 Permission granted under ref 13/00417/COND in November 2013 for discharge of conditions 4 (landscaping); 8 (Tree Protection) and 18 (noise protection) attached to planning permission 12/00577/FPM.
- 2.5 Permission granted under ref 13/00431/COND in November 2013 for discharge of Condition 14 (Wheel Washing) attached to planning permission reference number 12/00577/FPM.
- 2.6 Permission granted under ref 13/00554/COND in March 2015 for discharge of Conditions 16 (Travel Plan) and 22 (External Lighting) attached to planning permission reference number 12/00577/FPM.
- 2.7 Consent granted under ref 13/00570/NMA in March 2013 for non-material amendment to planning permission reference number 12/00577/FPM to alter the position of the vehicular access and amendments to specified trees.
- 2.8 Consent granted under ref 14/00575/NMA in November 2014 for non-material amendment to previously approved planning permission reference number 12/00577/FPM to amend bin store roof construction.
- 2.9 Consent granted under ref 15/00003/NMA in February 2015 for non-material amendment to previously approved planning permission reference number 12/00577/FPM to amend proposed road surface from block paving to tarmac.
- 2.10 Permission granted under ref 13/00391/COND in November 2013 for discharge of condition 5 (bat survey) and partial discharge of condition 3 (archaeological investigation) attached to planning permission 12/00608/CA.

- 2.11 Permission granted under ref 13/00392/COND in November 2013 for discharge of conditions 3 (materials); 10 (means of enclosure); 21 (bat survey report) and partial discharge of condition 9 (archaeological investigation) attached to planning permission 12/00577/FPM.
- 2.12 Consent granted under ref 13/00400/NMA in October 2013 for non-material amendment to previously approved planning permission reference number 12/00577/FPM for amended parking bays to No.5, vehicular access bellmouth northern kerbline repositioned, and brick wall to rear of Nos. 3 & 4 amended to close boarded fence.
- 2.13 Permission granted under ref 15/00080/FP at no's 3 and 4 in April 2015 for demolition of existing rear extensions, single garage and outbuilding; erection of two storey and single storey rear extensions and conversion of existing properties into 3no. one bed and 3no. two bed flats
- 2.14 Consent granted under ref 16/00230/NMA June 2016 in for Non-material amendment to previously approved planning permission 12/00577/FPM to amend landscaping proposals to create 2no. new parking spaces; widening of driveways; amendments to approved fenestrations and materials; and amendments to wall finishes.
- 2.15 Consent granted under ref 18/00460/NMA at no's 3 and 4 in June 2016 for non-material amendment to previously approved planning application ref 15/00080/FP to provide an additional parking space.
- 2.16 Consent granted under ref 19/00159/NMA in April 2019 for non-material amendment to planning permission 15/00080/FP to increase the width of the rear extensions and change the kitchen and en-suite layouts of flat no.4 and No.6. Removal of the chimney serving flat No.3.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to vary condition 1 (drawing numbers) attached to planning permission 15/00080/FP in order to amend the access and parking spaces. The reasons for the amendments as stated by the applicant are:-
 - Relocating the entrance for spaces 4, 5 & 6 allows for more amenity space to the frontage of 3&4 Ditchmore Lane, improving the street scene.
 - Bringing the bin stores to the side of the property allows them to be serviced from the front of the property.
 - Removal of the dilapidated wall and serrated railings between the two properties opens up the site improving general amenity.
 - Co-locating the Electrical Intakes at the rear of the site allows for easier installation and ongoing maintenance access.
- 3.2 The application comes before the planning committee for determination as the applicant and land owner is Stevenage Borough Council.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises, press notice and a site notice was displayed to the front of the property. At the time of drafting this report no response had been received.

5. CONSULTATIONS

5.1 Hertfordshire County Council – Highways

- 5.1.1 There are no highway issues associated with this proposal and, therefore, the Highway Authority does not wish to restrict the grant of planning permission. However, as Parking Authority responsible for parking provision, no doubt you will satisfy yourselves that the parking provision for the site meets your requirements.

5.2 BEAMS (Council's Conservation Advisor)

- 5.2.1 No comment received.

5.3 Council's Arboriculturist

- 5.3.1 I have looked into this application and can confirm that I have no objection to the proposed variation.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

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

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

The Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan was previously subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevented its adoption. The holding direction on the Stevenage Borough Local Plan was lifted by MHCLG on 25 March 2019 and is now subject to formal adoption by Stevenage Borough Council.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 6.1.3 In considering the policy implications of any development proposal, the Local Planning Authority will assess each case on its individual merits, however, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 213 of

the NPPF applies which states that due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.

- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3 Adopted Local Plan

TW1 - Sustainable Development;
TW8 - Environmental Safeguards;
TW9 - Quality in Design;
EN13 - Trees in New Developments;
T15 Car Parking Strategy;

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

SP1 - Presumption for Sustainable Development;
SP2 - Sustainable Development in Stevenage;
SP7 - High Quality Homes;
SP8 - Good Design;
GD1 High Quality Design;
IT5 Parking and Access
NH5 Trees and Woodlands
NH10 - Conservation Areas

6.5 Supplementary Planning Documents

Parking Provision Supplementary Planning Document January 2012.
Stevenage Design Guide 2009.
Old Town Conservation Area Management Plan – July 2012.

7 APPRAISAL

- 7.1 When considering applications of this type, local planning authorities are entitled to consider only the question of the conditions to which planning permission should be granted and must leave the original permission intact. In this instance, the other conditions imposed on the originally granted planning permission for this development remain relevant, so that the only issue for consideration in the determination of this application is how the variation of the condition referred to above would impact on the approved scheme and whether any additional conditions are warranted.
- 7.2 The main issues for consideration in the determination of this application are, therefore, the acceptability of the changes to the scheme in respect of the visual amenities of the area,

highway safety and car parking provision, as permitted under the original grant of planning permission.

7.3 Impact upon the Character and Appearance of the Area

- 7.3.1 In terms of the character and appearance of the area, the site lies at the southern end of the Old Town Conservation Area. The Conservation Area Management Plan (CAMP) for this part of the Old Town conservation Area identifies one of the strengths being No's 1 to 6 Ditchmore Lane which are considered as being structures of importance and which have retained a number of their original features. The CAMP also makes reference to the application site and states that development on the site could make more efficient use of these low density plots given their highly sustainable location. However, it also states that the need to retain the original buildings in an appropriate setting should form an essential part of any future scheme.
- 7.3.2 As set out in section 2 above, this site has been developed out in part under the planning permission granted in 2013, with the Haven being relocated to No.6 Ditchmore Lane which has been significantly extended to the rear to provide new accommodation. Similarly, 5 bungalows have been erected to the rear of Nos 3-6, along with a new access road and associated landscaping and car parking. Planning permission was granted in April 2015 at no's 3 and 4 for the demolition of existing rear extensions, single garage and outbuilding and the erection of two storey and single storey rear extensions and conversion of existing properties into 3no one bed and 3no two bed flats. A further amendment to this was granted in June 2016 to provide an additional parking space.
- 7.3.3 In terms of the current proposals for Nos. 3 and 4, the main changes are to the access to three of the spaces proposed to the front of No.4. This would now be amended to become a shared access serving No's 4 and 5. This has enabled the parking spaces to be moved further south, thus allowing for a greater separation between the parking spaces proposed for No.3, thereby allowing for a larger landscaped area to the front of these properties separating the parking spaces. This has also enabled there to be room to plant a tree which would help to offset the proposed loss of Sycamore trees to the rear of No.5. It is also proposed to relocate the bin store from the rear of No.3 to the side of the property bringing these nearer to Ditchmore Lane.
- 7.3.4 The aforementioned changes are considered relatively minor in nature and are not considered to harm the character and appearance of the area generally and would preserve the character and appearance of the Stevenage Old Town Conservation Area. Additionally, the introduction of a larger landscaped area to the front of the properties is welcomed.
- 7.3.5 In view of this, the changes are considered to be acceptable and would not harm the character and appearance of the area. The introduction of replacement planting can be controlled by an appropriately worded condition.

7.4 Highway Safety Implications

- 7.4.1 With regard to access and highway safety, the proposal involves changes to the proposed access to the parking spaces for No.4, enlarging this in order that it can become a shared access for both No's 4 and 5 Ditchmore Lane. The highway authority has assessed the changes and is raising no objection in terms of proposed traffic generation created from the new development or highway safety.

7.5 Car Parking

- 7.5.1 With regard to car parking provision, when the original scheme to re-develop the whole of 3-6 Ditchmore Lane was granted, parking provision for vehicles was provided within the site. In total 26 spaces were approved, 16 for the residential units and 10 for the Haven. These were considered to be acceptable in this highly sustainable location (zone 1).

- 7.5.2 With regard specifically to numbers 3 and 4, when planning permission was granted to convert these properties to flats, following amendments to the scheme, 6 spaces were to be provided, 3 to the front of No.3 and a further 3 to the front of No.4. The current application retains the same number of spaces but allows for the reconfiguration of the hardstand serving both of these parking areas.
- 7.5.3 Based on the Council's adopted car parking standards for 1 and 2 bed flats, a total of eight spaces would be required for the 3 one bed and 3 two bed flats, (1 space per 1 bed flat and 1.5 spaces per 2 bed flat. This would result in a total of 7.5 spaces rounded up to 8. However, given the sustainable location, (zone 1) the requirement can be reduced to between 25% and 50% below the minimum. Consequently, between 2 and 4 spaces would be required. In view of this, whilst 6 spaces could be deemed an overprovision, it is accepted that realistically each property would require at least 1 space. In view of this, the re-arranged parking to serve these units is considered to be acceptable.
- 7.5.4 In terms of cycling provision, a cycle store for 6 cycles is provided within the site to the rear of the flats which meets with the Council's adopted standards. Similarly, bin storage facilities are provided within the application site to serve the flats, the revised location of which are considered to be acceptable.
- 7.6.5 Taking into account the above assessment, the proposed parking is considered to be acceptable.

8 CONCLUSIONS

- 8.1 It is considered that the proposal is minor in nature and would have an acceptable impact on the character and appearance of the area and the Old Town Conservation Area within which the site lies. Additionally, the proposed scheme would not adversely affect the operation or safety of the local highway network and would provide a sufficient level of car parking. Accordingly, it is 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: 12005wd3. 10 Rev L, 12005 wd2.02P1, 12005 wd12005 wd2.02P12.01P1, 12005 wd2.20P1, 12005 wd2.21P1, 12005 wd2.22P1, 12005 wd2.23P2
REASON: - For the avoidance of doubt and in the interest of proper planning.
 2. The materials to be used in the construction of the external surfaces of the extensions and external alterations to facilitate the conversion of the properties to flats hereby permitted shall match the materials used in the construction of the original properties to the satisfaction of the Local Planning Authority.
REASON:- To ensure the development has an acceptable appearance and to safeguard the appearance of the Old Town Conservation Area.
 3. Prior to the first occupation of the dwellings hereby permitted the parking spaces and turning facilities identified on drawing 12005wd3. 10 Rev L shall be constructed, hardsurfaced and made ready for use to serve the occupants of those properties unless otherwise agreed in writing by the Local Planning Authority. The spaces shall be permanently retained in that form thereafter.
REASON:- To ensure that adequate parking facilities are available within the site and that there is no detriment to the safety of adjoining highways

4. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0900 and 1330 on Saturdays.
REASON: - To safeguard the amenities of the occupiers of neighbouring properties.
5. Notwithstanding the details shown in this application, prior to the occupation of the dwellings hereby permitted, 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. The approved boundary treatments shall be completed before the use hereby permitted is first occupied and thereafter permanently retained.
REASON:- To ensure a satisfactory standard of development in the interests of amenity.
6. All areas for parking, delivery and storage areas associated with the construction of the development must be provided on land which is not public highway and the use of such areas must not interfere with the use of the public highway.
REASON:-In the interests of highway safety, amenity and free and safe flow of traffic in accordance with the advice contained in the National Planning policy Framework.
7. The development hereby permitted shall not be occupied until details of the bin and cycle stores as identified on drawing 12005wd3. 10 Rev L have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and these facilities shall be provided prior to the first occupation of the dwellings.
REASON:- To ensure the development has an acceptable appearance and to promote the use of sustainable transport modes and reduce reliance on the private car in accordance with Government advice contained in the National Planning Policy Framework.
8. On completion, the dwellings shall meet the following criteria, either:
 - i. with windows open for ventilation or
 - ii. with windows closed and with mechanical purge and background ventilation, sufficient to comply with the current Building Regulations.

		Noise Level (dB)
Daytime Noise (07:00 - 23:00)	Inside living areas	< 35 LAeq (16 hours)
Night-time Noise (23:00 - 07:00)	Inside bedrooms	< 30 LAeq (8 hours) < 45 LAmax, Fast

Where mechanical purge ventilation is required to achieve the above standards with windows closed, this shall be designed so as to ensure that the ventilation system itself does not produce unacceptable levels of noise within each dwelling. All schemes for ventilation shall comply with the current edition of Approved Document F to the Building Regulations.

9. The development hereby permitted shall not be occupied until there has been submitted to and approved by the Local Planning Authority a scheme of soft and hard landscaping and details of the treatment of all hard surfaces. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained,

together with details of all new planting to take place including species, size and method of planting.

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

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

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

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

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

12. 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.

13. 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.

14. 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).

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) Order 2015.

10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Emerging Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.

7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

Meeting: Planning and Development
Committee

Agenda Item:

Date:

IMPORTANT INFORMATION - DELEGATED DECISIONS

Author – Technical Support 01438 242838

Lead Officer – Chris Berry 01438 242257

Contact Officer – Dave Rusling 01438 242270

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

1. Application No : 18/00023/LB
Date Received : 12.01.18
Location : 72A High Street Stevenage Herts SG1 3EA
Proposal : Listed building consent for the installation of proposed sink drain into existing foul
Date of Decision : 29.03.19
Decision : **Listed Building Consent is REFUSED**
For the following reason(s);
The application has not been accompanied by sufficient information to assess the impact of the proposed sink drain on the historic fabric of the heritage asset, a Grade II Listed Building. The proposal would therefore be contrary to saved policy TW8 of the Stevenage District Plan Second Review (2004), emerging policies SP8 and NH10 of the Stevenage Borough Local Plan 2011-2031 (Draft 2016) and the National Planning Policy Framework (2019) and the Planning practice Guidance (2014).
2. Application No : 18/00710/FPH
Date Received : 17.11.18
Location : 25 Green Close Stevenage Herts SG2 8BP
Proposal : Single storey rear extension with part two and part single storey front extension
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**

3. Application No : 18/00715/COND
Date Received : 20.11.18
Location : 2 Whitney Drive Stevenage Herts SG1 4BG
Proposal : Discharge of conditions 3 (materials): 4 (tree works) and 5 (tree protection works) attached to planning permission reference number 15/00370/FP
Date of Decision : 04.04.19
Decision : **The Condition(s)/Obligation(s) cannot be discharged but are deemed Acceptable**

Please note that the condition(s) cannot be discharged given that a breach of planning control has occurred in this instance. However, the Local Planning Authority would not seek any enforcement action against the breach at this time. Notwithstanding this, the Local Planning Authority still reserves the right to undertake enforcement action if a further breach of the condition(s) occurs at a later date.
4. Application No : 18/00724/AD
Date Received : 23.11.18
Location : Perfect Pizza 115 - 117 High Street Stevenage Herts
Proposal : Retention of 2no. internally illuminated fascia signs and 1no. internally illuminated projecting sign
Date of Decision : 02.04.19
Decision : **GRANT AND REFUSAL OF CONSENT**
With regard to the internally illuminated projecting sign and uppermost internally illuminated fascia sign, REFUSE ADVERTISEMENT CONSENT for the following reason:-

The uppermost fascia sign and projecting sign, by virtue of their design, location and means of illumination are out of keeping with the existing signage in the historic High Street of which the application property forms part, creating an obtrusive appearance which is harmful to the street scene to the detriment of the visual amenities of the Old Town Conservation Area. The signage, therefore, fails to preserve or enhance the appearance of the Old Town Conservation Area contrary to saved Policy OT9 of the Stevenage District Plan Second Review 2004 and the advice contained in the National Planning Policy Framework (2019) and the National Planning Practice Guidance (2014).

Advertisement consent has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.

With regard to the internally illuminated lower fascia sign GRANT ADVERTISEMENT CONSENT subject to the following conditions:-

This consent shall be for a limited period only, expiring five years after the date of this notice and on or before that date the advertisement shall be removed and the building/land be restored to its former condition.

REASON To accord with Regulation 14 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

A. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

B. No advertisement shall be sited or displayed so as to:-

- i) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- ii) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
- iii) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

C. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

D. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

E. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASON In accordance with Regulation 14 of The Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

5. Application No : 18/00736/FPH
Date Received : 30.11.18
Location : 4 Oakdell Stevenage Herts SG2 8BZ
Proposal : Single storey side extension and conversion of garage to annexe incorporating rear dormer
Date of Decision : 09.04.19
Decision : **Planning Permission is GRANTED**
6. Application No : 19/00025/FP
Date Received : 18.01.19
Location : Martins Wood Primary School Mildmay Road Stevenage Herts
Proposal : Addition of two modular units to existing 5-bay modular unit.
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**
7. Application No : 19/00030/FPH
Date Received : 21.01.19
Location : 3 Nicholas Place Rectory Lane Stevenage Herts
Proposal : Single storey front extension with canopy
Date of Decision : 29.03.19
Decision : **Planning Permission is GRANTED**
8. Application No : 19/00033/FPH
Date Received : 21.01.19
Location : 50 Jupiter Gate Stevenage Herts SG2 7ST
Proposal : Two Storey Side Extension
Date of Decision : 04.04.19
Decision : **Planning Permission is GRANTED**

9. Application No : 19/00044/FPH
Date Received : 23.01.19
Location : 101 Mobbsbury Way Stevenage Herts SG2 0HZ
Proposal : Replacement of existing conservatory roof with tiled roof
Date of Decision : 21.03.19
Decision : **Planning Permission is GRANTED**
10. Application No : 19/00045/FP
Date Received : 23.01.19
Location : 4 Popple Way Stevenage Herts SG1 3TG
Proposal : Change of Use from Office B1 (Business) to Tuition Centre D1 (Non-residential institution)
Date of Decision : 05.04.19
Decision : **Planning Permission is GRANTED**
11. Application No : 19/00046/FPH
Date Received : 24.01.19
Location : 39 Bedwell Crescent Stevenage Herts SG1 1LU
Proposal : Proposed first floor rear extension
Date of Decision : 18.04.19
Decision : **Planning Permission is GRANTED**
12. Application No : 19/00047/FPH
Date Received : 24.01.19
Location : 41 Bedwell Crescent Stevenage Herts SG1 1LU
Proposal : Two storey rear extension
Date of Decision : 02.05.19
Decision : **Planning Permission is GRANTED**

13. Application No : 19/00048/COND
Date Received : 24.01.19
Location : Former DuPont Site Wedgwood Way Stevenage Herts
Proposal : Discharge of condition 4 (informal play area details) attached to planning permission reference 16/00782/RMM
Date of Decision : 21.03.19
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
14. Application No : 19/00055/FPH
Date Received : 29.01.19
Location : 24 Woodland Way Stevenage Herts SG2 8BT
Proposal : Single storey rear extension following demolition of existing conservatory and store.
Date of Decision : 26.03.19
Decision : **Planning Permission is GRANTED**
15. Application No : 19/00059/LB
Date Received : 30.01.19
Location : The Olde Cottage High Street Stevenage Herts
Proposal : Replacement and upgrade existing windows and casements
Date of Decision : 21.03.19
Decision : **Listed Building Consent is REFUSED**
For the following reason(s);
Insufficient information has been submitted to fully assess the impact that the proposed replacement windows would have on the character, appearance and architectural interest of this grade II listed building, contrary to the provisions of sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework (2019) and Policy SP13 of the emerging Local Plan, Stevenage Borough Local Plan 2011-2031 Publication Draft January 2016.

Listed Building Consent has been refused for this proposal for the clear reasons set out in this decision notice. The Council acted pro-actively through positive engagement with the applicant in an attempt to narrow down the reasons for refusal but fundamental objections could not be overcome. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

16. Application No : 19/00064/FPH
Date Received : 01.02.19
Location : 471 Archer Road Stevenage Herts SG1 5QR
Proposal : Single storey front extension
Date of Decision : 28.03.19
Decision : **Planning Permission is GRANTED**
17. Application No : 19/00068/TPTPO
Date Received : 03.02.19
Location : 5 Fir Close Stevenage Herts SG2 8DA
Proposal : Removal of 1no. Wellingtonia (T5) protected by Tree Preservation Order 17
Date of Decision : 01.04.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
18. Application No : 19/00070/FP
Date Received : 04.02.19
Location : MBDA UK Six Hills Way Stevenage Herts
Proposal : 2no. extensions to existing building 1900
Date of Decision : 01.04.19
Decision : **Planning Permission is GRANTED**
19. Application No : 19/00072/CLPD
Date Received : 04.02.19
Location : 2A Brook Drive Stevenage Herts SG2 8TT
Proposal : Certificate of Lawfulness for a single storey rear extension
Date of Decision : 21.03.19
Decision : **Certificate of Lawfulness is APPROVED**

20. Application No : 19/00074/FPH
Date Received : 05.02.19
Location : 81 Brook Drive Stevenage Herts SG2 8TP
Proposal : Single storey side extension
Date of Decision : 02.04.19
Decision : **Planning Permission is GRANTED**
21. Application No : 19/00075/FPH
Date Received : 05.02.19
Location : 92 Fairview Road Stevenage Herts SG1 2NS
Proposal : Part single part two storey rear extension and part single part two storey side extension
Date of Decision : 21.03.19
Decision : **Planning Permission is GRANTED**
22. Application No : 19/00077/FPH
Date Received : 06.02.19
Location : 10 Cameron Close Stevenage Herts SG2 0HG
Proposal : Single storey rear extension
Date of Decision : 27.03.19
Decision : **Planning Permission is GRANTED**
23. Application No : 19/00078/TPTPO
Date Received : 07.02.19
Location : The Firs Fairlands Way Stevenage Herts
Proposal : Reduction of branches on 1no. Fir tree (T2) protected by TPO 26
Date of Decision : 27.03.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**

24. Application No : 19/00080/FPH
Date Received : 07.02.19
Location : 14 Bronte Paths Stevenage Herts SG2 0PQ
Proposal : Single storey front extension
Date of Decision : 27.03.19
Decision : **Planning Permission is GRANTED**
25. Application No : 19/00081/FPH
Date Received : 07.02.19
Location : 60 Brunel Road Stevenage Herts SG2 0AD
Proposal : Single storey front extension
Date of Decision : 27.03.19
Decision : **Planning Permission is GRANTED**
26. Application No : 19/00083/FPH
Date Received : 08.02.19
Location : 26 Faraday Road Stevenage Herts SG2 0BJ
Proposal : Single storey front extension
Date of Decision : 01.04.19
Decision : **Planning Permission is GRANTED**
27. Application No : 19/00084/TPCA
Date Received : 08.02.19
Location : 1 The Priory Rectory Lane Stevenage Herts
Proposal : Reduce longer limbs and lift and balance crown to 3no. Yew trees and 1no. Walnut tree
Date of Decision : 21.03.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**

28. Application No : 19/00085/TPTPO
Date Received : 08.02.19
Location : 21 Foster Close Stevenage Herts SG1 4SA
Proposal : Removal of 1no. Sycamore tree (T18) covered by Tree Preservation Order 10
Date of Decision : 27.03.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
29. Application No : 19/00089/FPH
Date Received : 09.02.19
Location : 107 Mildmay Road Stevenage Herts SG1 5RS
Proposal : First floor front extension
Date of Decision : 04.04.19
Decision : **Planning Permission is GRANTED**
30. Application No : 19/00090/FPH
Date Received : 11.02.19
Location : 180 York Road Stevenage Herts SG1 4HQ
Proposal : Single storey rear extension
Date of Decision : 04.04.19
Decision : **Planning Permission is GRANTED**
31. Application No : 19/00092/TPTPO
Date Received : 11.02.19
Location : 1 The Priory Rectory Lane Stevenage Herts
Proposal : Crown lift and 15% crown reduction to 1no. Sycamore tree (T1) protected by TPO 87
Date of Decision : 21.03.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**

32. Application No : 19/00093/COND
Date Received : 12.02.19
Location : 4A Haycroft Road Stevenage Herts SG1 3JJ
Proposal : Discharge of conditons 3 (Materials), 6 (Boundary Treatment) and 8 (Climate Change) attached to planning permission reference 18/00677/FP
Date of Decision : 27.03.19
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
33. Application No : 19/00094/FP
Date Received : 13.02.19
Location : 135 Shephall View Stevenage Herts SG1 1RR
Proposal : Change of use from public amenity land to residential
Date of Decision : 09.04.19
Decision : **Planning Permission is GRANTED**
34. Application No : 19/00096/FP
Date Received : 15.02.19
Location : 24 Ellis Avenue Stevenage Herts SG1 3SA
Proposal : Construction of 3no. bed end of terrace house
Date of Decision : 17.04.19
Decision : **Planning Permission is GRANTED**
35. Application No : 19/00098/FPH
Date Received : 16.02.19
Location : 29 Jupiter Gate Stevenage Herts
Proposal : Loft conversion with front dormer windows and single storey rear extension
Date of Decision : 09.04.19
Decision : **Planning Permission is GRANTED**

36. Application No : 19/00099/FP
Date Received : 16.02.19
Location : 17 Kennett Way Stevenage Herts SG1 3XU
Proposal : Erection of 1no. 4 bed dwelling and front porch extension
Date of Decision : 09.04.19

Decision : **Planning Permission is REFUSED**

For the following reason(s);

The proposed new access serving the new dwelling would, due to the lack of visibility, result in vehicles leaving the site coming into conflict with all users of Calder Way, thereby causing interference to the safe and free flow of traffic and pedestrians using this highway. The development, if permitted, would therefore be prejudicial to general provisions of highway safety and convenience, contrary to Policy T6 of the Stevenage District Plan Second Review 1991 - 2011 (adopted 2004), Policy IT5 of the Stevenage Borough Local Plan 2011 - 2031; Publication Draft - January 2016, Hertfordshire County Council's Roads in Hertfordshire: Highways Design Guide (2011), the Department for Transport (DfT) Manual for Streets (2007), the National Planning Policy Framework (2019) and Planning Practice Guidance (2014).

Planning Permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.

The proposed development would result in the loss of trees and part of the established hedgerow along the boundary with Calder Way which make a significant contribution to the visual amenity of the locality. The proposal would, therefore, be harmful to the character and appearance of the area, contrary to Policies H7 and EN13 of the Stevenage District Plan Second Review 1991-2011, Policies H05, GD1 and NH5 of the Stevenage Borough Local Plan 2011 - 2031; Publication Draft - January 2016, and advice contained within the National Planning Policy Framework (2019) and Planning Practice Guidance (2014).

37. Application No : 19/00102/FPH
 Date Received : 18.02.19
 Location : 102 St. Margarets Stevenage Herts SG2 8RE
 Proposal : Single storey front extension with ramp
 Date of Decision : 15.04.19
 Decision : **Planning Permission is GRANTED**
38. Application No : 19/00103/FPH
 Date Received : 18.02.19
 Location : 10 Lodge Way Stevenage Herts SG2 8DB
 Proposal : Demolition of existing garage and erection of replacement garage.
 Date of Decision : 12.04.19
 Decision : **Planning Permission is GRANTED**
39. Application No : 19/00104/FPH
 Date Received : 19.02.19
 Location : 81 Gordian Way Stevenage Herts SG2 7QH
 Proposal : Replacement of rear boundary fence
 Date of Decision : 05.04.19
 Decision : **Planning Permission is GRANTED**
40. Application No : 19/00105/FPH
 Date Received : 19.02.19
 Location : 40 Franklins Road Stevenage Herts SG1 3BW
 Proposal : Proposed single storey rear extension.
 Date of Decision : 09.04.19
 Decision : **Planning Permission is GRANTED**

41. Application No : 19/00106/FPH
Date Received : 19.02.19
Location : 71 Skipton Close Stevenage Herts SG2 8TW
Proposal : Single storey front extension.
Date of Decision : 16.04.19
Decision : **Planning Permission is GRANTED**
42. Application No : 19/00109/TPTPO
Date Received : 20.02.19
Location : 73 Sparrow Drive Stevenage Herts SG2 9FB
Proposal : Fell 2no. Ash trees (T23) and (T24) protected by TPO 38
Date of Decision : 05.04.19
Decision : **REFUSE WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
For the following reason(s):
Insufficient reason or evidence has been provided to support the proposed removal of the two Ash trees which are considered to be in good condition and vigour. Furthermore, the trees are considered to be high amenity value trees which are beneficial to the visual character of Sparrow Drive. Their removal would have a detrimental impact on the visual amenities of the area and, as such, the proposal does not accord with the advice in the National Planning Practice Guidance - Tree Preservation Orders and Trees in Conservation areas 2014, as well as the Town and Country Planning (Trees) (Amendment) (England) Regulations 2008.
43. Application No : 19/00111/FP
Date Received : 20.02.19
Location : 132 Shephall View Stevenage Herts SG1 1RR
Proposal : Conversion of existing 3 bed house into 2 no. 1 bed flats including associated parking, amenity space, cycle and bin storage.
Date of Decision : 12.04.19
Decision : **Planning Permission is GRANTED**

44. Application No : 19/00112/FPH
Date Received : 21.02.19
Location : 50 Colwyn Close Stevenage Herts SG1 2AW
Proposal : Single storey rear extension
Date of Decision : 12.04.19
Decision : **Planning Permission is GRANTED**
45. Application No : 19/00114/FP
Date Received : 21.02.19
Location : 215 Ripon Road Stevenage Herts SG1 4LR
Proposal : Change of use from public amenity land to residential.
Date of Decision : 18.04.19
Decision : **Planning Permission is GRANTED**
46. Application No : 19/00116/FP
Date Received : 21.02.19
Location : Meggitt Horizon Technology Park Six Hills Way Stevenage
Proposal : Proposed part demolition of existing business building (B1) and replace with new extension.
Date of Decision : 16.04.19
Decision : **Planning Permission is GRANTED**
47. Application No : 19/00117/TPCA
Date Received : 22.02.19
Location : Brixham Rectory Lane Stevenage Herts
Proposal : Reduction of 6no. Conifer trees
Date of Decision : 27.03.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**

48. Application No : 19/00118/TPCA
Date Received : 22.02.19
Location : Bicknor House 9A High Street Stevenage Herts
Proposal : Up-root and transplant an existing Magnolia Tree and replant in a new location.
Date of Decision : 02.04.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
49. Application No : 19/00119/FPH
Date Received : 23.02.19
Location : 93 Ascot Crescent Stevenage Herts SG1 5SU
Proposal : Part two storey, part single storey front extension
Date of Decision : 12.04.19
Decision : **Planning Permission is GRANTED**
50. Application No : 19/00120/FPH
Date Received : 25.02.19
Location : 141 Hertford Road Stevenage Herts SG2 8ST
Proposal : Two storey side and single storey rear extension
Date of Decision : 29.04.19
Decision : **Planning Permission is GRANTED**
51. Application No : 19/00121/FPH
Date Received : 25.02.19
Location : 10 Rooks Nest Cottages Weston Road Stevenage Herts
Proposal : Single storey side extension
Date of Decision : 18.04.19
Decision : **Planning Permission is GRANTED**

52. Application No : 19/00122/FP
Date Received : 25.02.19
Location : 90 High Street Stevenage Herts SG1 3DW
Proposal : Change of use of first floor from Use Class A2 (Financial and Professional Services) to either Class A1, A2 or B1(a) (Retail/Office use), installation of new shop front at ground floor and new first floor window.
Date of Decision : 17.04.19
Decision : **Planning Permission is GRANTED**
53. Application No : 19/00126/LB
Date Received : 26.02.19
Location : 7 Middle Row Stevenage Herts SG1 3AW
Proposal : Retrospective listed building consent for internal alterations including reinstating doorway between 7 and 5A, internal lining of existing walls, replacement ceilings and re- building of existing rear lean-to.
Date of Decision : 24.04.19
Decision : **Planning Permission is GRANTED**
54. Application No : 19/00128/FP
Date Received : 27.02.19
Location : Belvue House Bell Lane Stevenage Herts
Proposal : Proposed enclosure of existing ground floor space on south elevation
Date of Decision : 24.04.19
Decision : **Planning Permission is GRANTED**
55. Application No : 19/00129/FPH
Date Received : 27.02.19
Location : 30 Eliot Road Stevenage Herts SG2 0LJ
Proposal : Single storey front extension
Date of Decision : 12.04.19
Decision : **Planning Permission is GRANTED**

56. Application No : 19/00130/FPH
 Date Received : 27.02.19
 Location : 15 Fawcett Road Stevenage Herts SG2 0EJ
 Proposal : Two storey rear extension
 Date of Decision : 16.04.19
 Decision : **Planning Permission is GRANTED**
57. Application No : 19/00134/TPCA
 Date Received : 28.02.19
 Location : 135 Chancellors Road Stevenage Herts SG1 4TZ
 Proposal : Reduction of crown by up to 3m on 1no. Oak tree (T1)
 Date of Decision : 15.04.19
 Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
58. Application No : 19/00135/FP
 Date Received : 01.03.19
 Location : 36 Fellowes Way Stevenage Herts SG2 8BW
 Proposal : Erection of 1no. one bedroom bungalow
 Date of Decision : 29.04.19
 Decision : **Planning Permission is REFUSED**
 For the following reason(s);
 Planning Permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.
- The proposed dwelling, by virtue of its siting, design, height and forward projection would be unduly prominent when viewed in the street scene and erode the space and openness to the side of the existing dwelling. The development is, therefore, contrary to Policies H7, TW8 and TW9 of the Stevenage Borough District Plan Second Review 1991 - 2011 (adopted 2004), Policies GD1 and HO5 of Stevenage Borough Local Plan 2011 - 2031 publication draft January 2016, the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and the National Planning Policy Guidance (2014).

59. Application No : 19/00137/LB
Date Received : 02.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Listed building consent for the decoration of hyperbolic paraboloids (board marked poured concrete structures)
Date of Decision : 12.04.19
Decision : **Listed Building Consent is GRANTED**
60. Application No : 19/00138/CLPD
Date Received : 03.03.19
Location : 5 Downlands Stevenage Herts SG2 7BH
Proposal : Certificate of Lawfulness for a single storey rear extension with pitched roof and velux windows
Date of Decision : 05.04.19
Decision : **Certificate of Lawfulness is APPROVED**
61. Application No : 19/00139/NMA
Date Received : 04.03.19
Location : 81 Trajan Gate Stevenage Herts SG2 7QQ
Proposal : Non Material Amendment to planning application 18/00690/FPH to change first floor extension roof design.
Date of Decision : 27.03.19
Decision : **Non Material Amendment AGREED**
62. Application No : 19/00143/AD
Date Received : 04.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : 1no. Illuminated Fascia Sign
Date of Decision : 12.04.19
Decision : **Advertisement Consent is GRANTED**

63. Application No : 19/00144/FPH
Date Received : 04.03.19
Location : 36 Rectory Lane Stevenage Herts SG1 4BX
Proposal : Single storey front extension
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**
64. Application No : 19/00145/LB
Date Received : 05.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Listed building consent for 1no. externally illuminated fascia sign.
Date of Decision : 12.04.19
Decision : **Listed Building Consent is GRANTED**
65. Application No : 19/00146/FPH
Date Received : 06.03.19
Location : 21 Angle Ways Stevenage Herts SG2 9AP
Proposal : Proposed single storey front and rear extensions
Date of Decision : 23.04.19
Decision : **Planning Permission is GRANTED**
66. Application No : 19/00148/FPH
Date Received : 06.03.19
Location : 2 Tye End Stevenage Herts SG2 8TU
Proposal : Single storey front extension
Date of Decision : 23.04.19
Decision : **Planning Permission is GRANTED**

67. Application No : 19/00149/FP
Date Received : 07.03.19
Location : 2 Ashbottom Close Stevenage Hertfordshire SG2 8GA
Proposal : Retrospective planning application for existing fencing
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**
68. Application No : 19/00150/FPH
Date Received : 07.03.19
Location : 21 Franklins Road Stevenage Herts SG1 3BN
Proposal : Two storey side extension
Date of Decision : 02.05.19
Decision : **Planning Permission is REFUSED**
For the following reason(s);
Planning Permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.
- The proposed two storey extension, by virtue of its size, height and projection to the side of the property, would be unduly prominent when viewed in the street scene and erode the space and openness to the side of the existing dwelling, to the detriment of the character and appearance of the area. The development is therefore contrary to Policies TW8 and TW9 of the Stevenage Borough District Plan Second Review 1991 - 2011 (adopted 2004), Policies SP8 and GD1 of Stevenage Borough Local Plan 2011 - 2031 publication draft January 2016, the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and the National Planning Policy Guidance (2014).

69. Application No : 19/00151/FP
Date Received : 07.03.19
Location : Gladstone Court Spring Drive Stevenage Herts
Proposal : Replacement balconies
Date of Decision : 23.04.19
Decision : **Planning Permission is GRANTED**
70. Application No : 19/00153/LB
Date Received : 08.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Removal of boundary wall section, removal and replacement of vehicular gates, removal of pedestrian brick piers and gates and installation of protective plate around internal columns.
Date of Decision : 12.04.19
Decision : **Listed Building Consent is GRANTED**
71. Application No : 19/00178/NMA
Date Received : 08.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Non material amendment to planning permission reference number 15/00702/FPM to amend car parking, plant, loading bay and access arrangements, internal paint finishes, boundary treatments, landscaping, roof access and removal of feature band on eastern elevation.
Date of Decision : 05.04.19
Decision : **Non Material Amendment AGREED**

72. Application No : 19/00154/LB
Date Received : 09.03.19
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Variation of condition 1 (plans) attached to listed building consent reference number 15/00703/LB
Date of Decision : 12.04.19
Decision : **Listed Building Consent is GRANTED**
73. Application No : 19/00155/FP
Date Received : 11.03.19
Location : 50 Abbots Grove Stevenage Herts SG1 1NR
Proposal : Single storey front and rear extension; erection of one bedroom annexe in rear garden.
Date of Decision : 07.05.19
Decision : **Planning Permission is GRANTED**
74. Application No : 19/00156/FPH
Date Received : 11.03.19
Location : 46 Gordian Way Stevenage Herts SG2 7QF
Proposal : Single storey front and side extension including alterations to existing garage roof
Date of Decision : 02.05.19
Decision : **Planning Permission is GRANTED**
75. Application No : 19/00159/NMA
Date Received : 11.03.19
Location : 3 And 4 Ditchmore Lane Stevenage Herts SG1 3LJ
Proposal : Non Material Amendment to planning application 15/00080/FP to increase the width of the rear extensions and change the kitchen and en-suite layouts of flat no.4 and no.6. Removal of the chimney serving flat no.3
Date of Decision : 08.04.19
Decision : **Non Material Amendment AGREED**

76. Application No : 19/00160/NMA
 Date Received : 11.03.19
 Location : Chris Foster House 5 Ditchmore Lane Stevenage Herts
 Proposal : Non Material Amendment to planning permission 18/00107/FP
 to relocate the steps and remove the wall between the lounge
 and kitchen in flat no.4 and replace the external kitchen doors
 with a window in flats no.1 and no.2 and omit a kitchen window
 in flat 2.
 Date of Decision : 08.04.19
 Decision : **Non Material Amendment AGREED**
77. Application No : 19/00161/FPH
 Date Received : 12.03.19
 Location : 2 Old Bourne Way Stevenage Herts SG1 6AD
 Proposal : First floor side extension
 Date of Decision : 16.04.19
 Decision : **Planning Permission is GRANTED**

78. Application No : 19/00162/FPH
Date Received : 12.03.19
Location : 122 Valley Way Stevenage Herts SG2 9DD
Proposal : Part two storey and part single storey rear extension
Date of Decision : 08.05.19

Decision : **Planning Permission is REFUSED**

For the following reason(s);

Planning Permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.

The proposed extension by virtue of the flat roof design of the two storey element would result in a poor form of development which would be detrimental to the visual amenities of the area and the character and appearance of the locality generally. The development is therefore contrary to Policies TW8 and TW9 of the Stevenage Borough District Plan Second Review 1991 - 2011 (adopted 2004), Policies SP8 and GD1 of Stevenage Borough Local Plan 2011 - 2031 publication draft January 2016, the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and the National Planning Policy Guidance (2014).

The proposed development, if approved, would result in inadequate car parking provision to serve the property in line with the Council's adopted parking standards. This is likely to result in on-street parking which would give rise to conditions prejudicial to the free flow of traffic and conditions of highway safety in the vicinity of the application site. The proposal is therefore contrary to Policy T15 of the Stevenage District Plan Second Review 1991 - 2011 (adopted 2004), Policy IT5 of the Stevenage Borough Local Plan 2011 - 2031; Publication draft January 2016, the Council's Car Parking Standards SPD (2009), the National Planning Policy Framework (2019) and the National Planning Practice Guidance (2014).

79. Application No : 19/00165/FP
Date Received : 12.03.19
Location : Land At 68 Wildwood Lane Stevenage Herts SG1 1TB
Proposal : Demolition of existing double garage. Erection of detached three-bedroom house and integral garage. Erection of replacement single garage to no. 68.
Date of Decision : 01.05.19
Decision : **Planning Permission is REFUSED**

For the following reason(s);

Planning Permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted pro-actively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied 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.

The proposed two-storey, three bedroom dwelling in this location would fail to reflect the existing established form and pattern of development in this part of Wildwood Lane. It would therefore represent an incongruous form of development that would look out of place in this location and would be detrimental both the street scene of Wildwood Lane and the character and appearance of the area. The proposal is therefore, contrary to Policies TW8, TW9 and H7 of the Stevenage District Plan Second Review 1991 - 2011 (adopted 2004), Policies GD1 and HO5 of the Stevenage Borough Local Plan 2011 - 2031 publication draft January 2016, the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and the Governments Planning Practice Guidance 2014.

The application site is located adjacent to a mature woodland which adjoins the eastern boundary of the proposed dwellinghouse. Given this, it is considered that this mature woodland area, in conjunction with the proposed dwellinghouse and detached garage, would create a constant area of overshadowing to the private amenity area associated with the proposed dwellinghouse. This would result in a poor living environment for future occupiers of the development. Therefore, the proposed development fails to accord with Policies TW8 and TW9 of the Stevenage District Plan Second Review 1991 to 2011 (adopted 2004), Policy GD1 of the Stevenage Borough Local Plan 2011-2031 Publication Draft - January 2016, the Council's Design Guide SPD (2009), the National Planning Policy Framework (2019) and the Planning Practice Guidance (2014).

The proposal would fail to provide the necessary off street parking facilities to serve a three bedroom dwelling in this location. The proposal would, therefore, be likely to result in an increase in on-street parking that would be prejudicial to highway safety and the free flow of traffic. The proposal is therefore contrary to Policy T15 of the Stevenage District Plan Second Review 1991 to 2011 (adopted 2004), Policy IT5 of the Stevenage Borough Local Plan 2011-2031 Publication Draft - January 2016, the Council's Parking Standards SPD (2012), the National Planning Policy Framework (2019) and the Planning Practice Guidance (2014).

80. Application No : 19/00163/HPA
 Date Received : 13.03.19
 Location : 281 Bedwell Crescent Stevenage Herts SG1 1NJ
 Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 3.7m, for which the maximum height will be 3.7m and the height of the eaves will be 2.6m
 Date of Decision : 15.04.19
 Decision : **Prior Approval is NOT REQUIRED**
81. Application No : 19/00168/COND
 Date Received : 14.03.19
 Location : 85 - 103 Queensway Town Centre Stevenage Herts
 Proposal : Discharge of condition 18 (Site Waste Management Plan) attached to planning permission reference 18/00268/FPM
 Date of Decision : 12.04.19
 Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
82. Application No : 19/00169/FPH
 Date Received : 14.03.19
 Location : 36 Essex Road Stevenage Herts SG1 3EX
 Proposal : Extension to existing outbuilding in rear garden
 Date of Decision : 30.04.19
 Decision : **Planning Permission is GRANTED**

83. Application No : 19/00171/CLPD
Date Received : 15.03.19
Location : 1 Flinders Close Stevenage Herts SG2 0NE
Proposal : Proposed garage conversion
Date of Decision : 08.04.19
Decision : **Certificate of Lawfulness is APPROVED**
84. Application No : 19/00172/FPH
Date Received : 15.03.19
Location : 16 Birdwing Walk Stevenage Herts SG1 4FT
Proposal : Proposed garage conversion.
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**
85. Application No : 19/00173/TPCA
Date Received : 18.03.19
Location : 1 The Priory Rectory Lane Stevenage Herts
Proposal : Reduce small row of conifer trees by 1/3 and reduce 1no. eucalyptus tree by 25%
Date of Decision : 12.04.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
86. Application No : 19/00174/FPH
Date Received : 19.03.19
Location : 408 York Road Stevenage Herts SG1 4EN
Proposal : Single storey rear extension
Date of Decision : 13.05.19
Decision : **Planning Permission is GRANTED**

87. Application No : 19/00175/TPTPO
Date Received : 19.03.19
Location : 8 Chestnut Walk Stevenage Herts SG1 4DD
Proposal : Reduction by 25% of 1no. Oak tree (T1) protected by TPO85
Date of Decision : 30.04.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
88. Application No : 19/00176/TPCA
Date Received : 19.03.19
Location : 5 Chestnut Walk Stevenage Herts SG1 4DD
Proposal : Removal of 1no. Ash Tree and 1no. Sycamore tree, reshaping of a lateral branch on 1no. Ash Tree, and reduction of 1no. Fruit Tree by 25%
Date of Decision : 30.04.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
89. Application No : 19/00177/FPH
Date Received : 19.03.19
Location : 6 Elder Way Stevenage Herts SG1 1SD
Proposal : Erection of Summer House in rear garden
Date of Decision : 01.05.19
Decision : **Planning Permission is GRANTED**
90. Application No : 19/00180/FPH
Date Received : 20.03.19
Location : 8 Barclay Gardens Stevenage Herts SG1 3BF
Proposal : Garage Conversion
Date of Decision : 30.04.19
Decision : **Planning Permission is GRANTED**
91. Application No : 19/00181/FPH

- Date Received : 20.03.19
- Location : 43 Vinters Avenue Stevenage Herts SG1 1QU
- Proposal : Two storey rear extension.
- Date of Decision : 08.05.19
- Decision : **Planning Permission is GRANTED**
92. Application No : 19/00182/AD
- Date Received : 20.03.19
- Location : Longacres House Six Hills Way Stevenage Herts
- Proposal : Retrospective consent for replacement lettering to existing fascia signs
- Date of Decision : 15.05.19
- Decision : **Advertisement Consent is GRANTED**
93. Application No : 19/00183/TPCA
- Date Received : 21.03.19
- Location : 8 Chestnut Walk Stevenage Herts SG1 4DD
- Proposal : Removal of conifer tree
- Date of Decision : 23.04.19
- Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
94. Application No : 19/00185/TPCA
- Date Received : 22.03.19
- Location : Theydon Rectory Lane Stevenage Herts
- Proposal : Removal of 1 no Cherry Plum tree to ground level (T1), Removal of 6 No Conifers to ground level (T2, T3, T4, T5, T6 and T8) Reduce by approx 20-25% 1 no Cherry Plum tree (T7) and pollard to basal growth on stem 1 no Apple Tree (T9).
- Date of Decision : 23.04.19
- Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**

95. Application No : 19/00190/FPH
Date Received : 22.03.19
Location : 23 Walsham Close Stevenage Herts SG2 8SS
Proposal : Single storey front and side extension
Date of Decision : 01.05.19
Decision : **Planning Permission is GRANTED**
96. Application No : 19/00202/LB
Date Received : 29.03.19
Location : Old Cottage High Street Stevenage Herts
Proposal : Listed building consent to replace windows and casements
Date of Decision : 29.04.19
Decision : **Listed Building Consent is GRANTED**
97. Application No : 19/00206/CLPD
Date Received : 02.04.19
Location : 146 Chertsey Rise Stevenage Herts SG2 9JH
Proposal : Certificate of Lawfulness for a single storey rear extension
Date of Decision : 02.05.19
Decision : **Certificate of Lawfulness is APPROVED**
98. Application No : 19/00220/TPCA
Date Received : 10.04.19
Location : Old Red Lion PH Hydean Way Stevenage Herts
Proposal : Reduce back branches of 1no. Maple Tree (T1) and 1no. Ash tree (T2) overhanging 126 Hydean way
Date of Decision : 16.05.19
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**

99. Application No : 19/00238/COND
Date Received : 17.04.19
Location : 13 Valley Way Stevenage Herts SG2 9AB
Proposal : Discharge of Condition 3 (sample of materials) and 6 (Boundary Treatments) attached to planning permission 17/00023/FP.
Date of Decision : 02.05.19
Decision : **The Condition(s)/Obligation(s) cannot be discharged but are deemed Acceptable**
- Please note that the condition(s) cannot be discharged given that a breach of planning control has occurred in this instance. However, the Local Planning Authority would not seek any enforcement action against the breach at this time. Notwithstanding this, the Local Planning Authority still reserves the right to undertake enforcement action if a further breach of the condition(s) occurs at a later date.
100. Application No : 19/00239/NMA
Date Received : 17.04.19
Location : 5 Thurlow Close Stevenage Herts SG1 4SD
Proposal : Non Material Amendment to planning application 16/00249/FPH to replace the window with a garage door and insert 1no. roof light
Date of Decision : 30.04.19
Decision : **Non Material Amendment AGREED**

BACKGROUND PAPERS

1. The application files, forms, plans and supporting documents having the reference number relating to these items.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and the Stevenage Design Guide adopted October 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties.
6. Central Government advice contained in the National Planning Policy Framework July 2018 and National Planning Policy Guidance March 2014 (as amended).
7. Letters received containing representations.

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Meeting: Planning and Development
Committee

Agenda Item:

Date: Thursday 30 May 2019

INFORMATION REPORT - APPEALS / CALLED IN APPLICATIONS

Author – Linda Sparrow 01438 242837

Lead Officer – Chris Berry 01438 242257

Contact Officer – David Rusling, 01438 242270

1. APPEALS RECEIVED

- 1.1 18/00461/ENF, 4 Oakdell. Appeal against enforcement notice relating to the construction of a timber bridge over brook.

2. DECISIONS AWAITED

- 2.1 None.

3. DECISIONS RECEIVED

- 3.1 None.

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