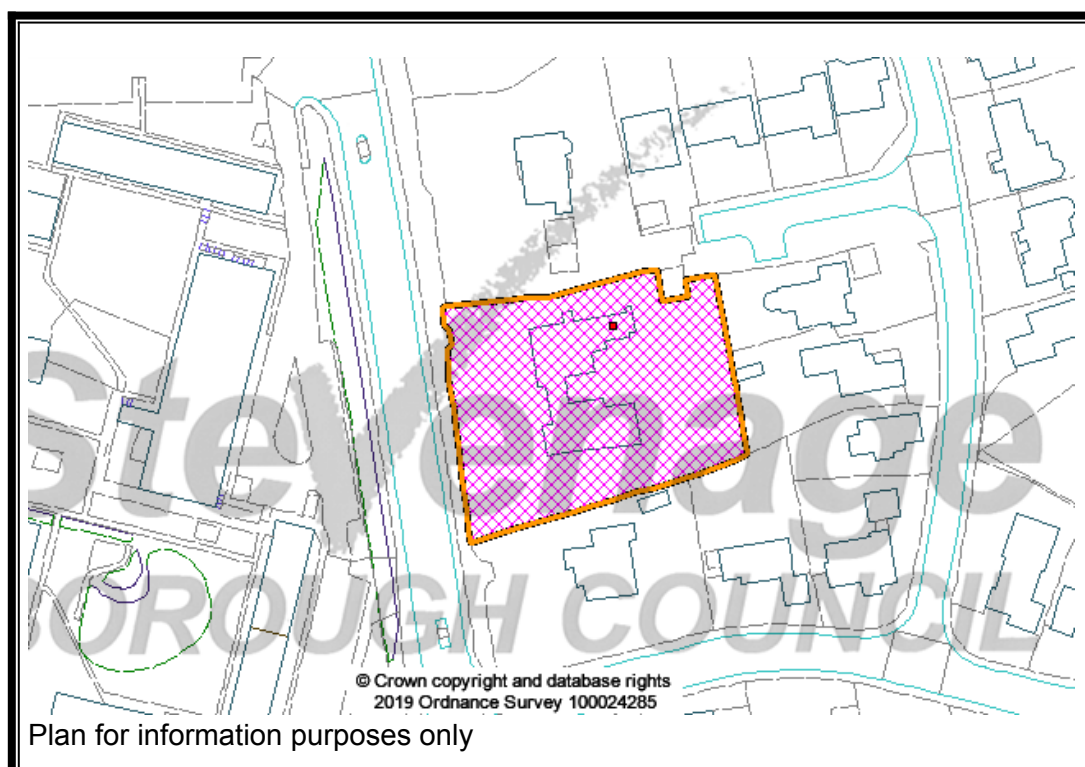


**Meeting:** Planning and Development Committee  
**Agenda Item:**  
**Date:** 30 May 2019  
**Author:** Rebecca Elliott 01438 242836  
**Lead Officer:** Chris Berry 01438 242257  
**Contact Officer:** Rebecca Elliott 01438 242836

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 m<sup>3</sup> surface water attenuation needs to be provided. The applicant proposes an 8m x 8.8m x 1.32m deep cellular attenuation tank, providing 88m<sup>3</sup> 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

Government document 'Technical housing standards - nationally described space standards' 2015.

- 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 1<sup>st</sup> March and 31<sup>st</sup> 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 88m<sup>3</sup> 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](mailto: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.