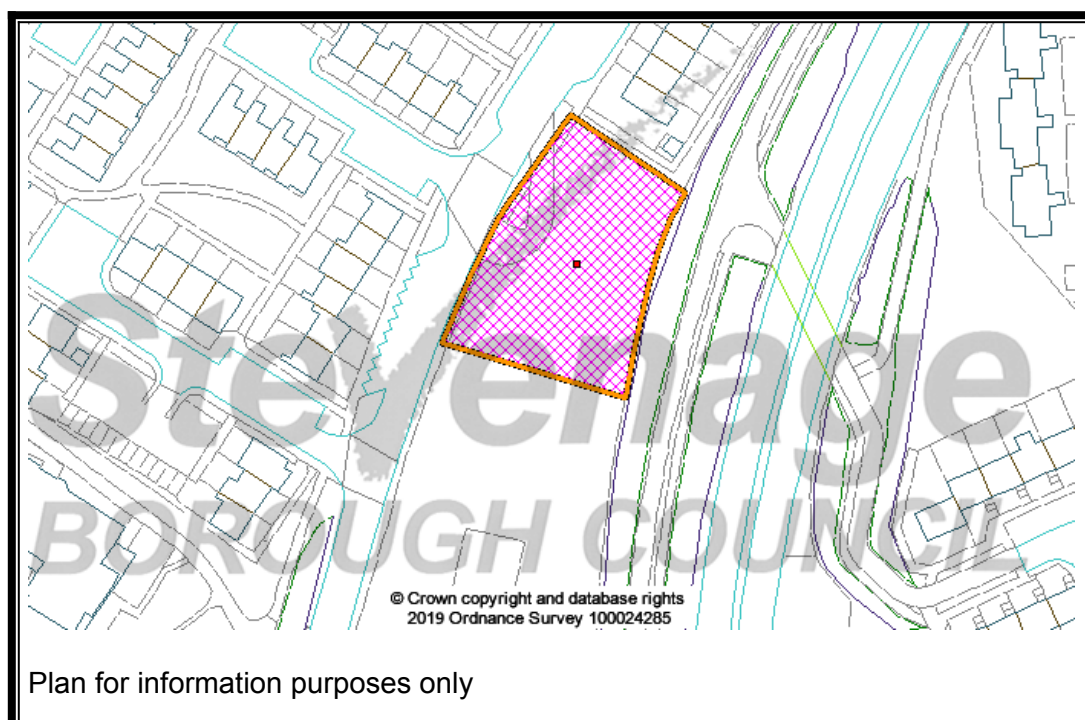


Meeting: Planning and Development Committee
Agenda Item:
Date: 30 May 2019
Author: Rebecca Elliott 01438 242836
Lead Officer: Chris Berry 01438 242257
Contact Officer: Rebecca Elliott 01438 242836

Application No:	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 Gunnel's 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.