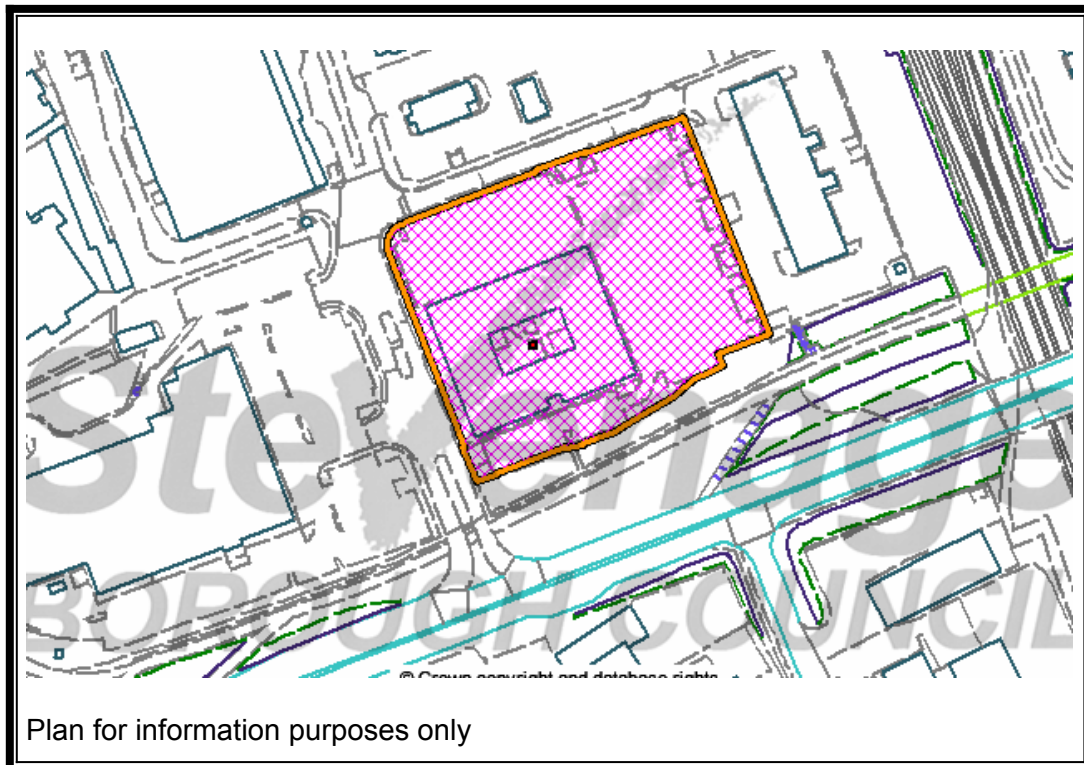


Meeting: Planning and Development Committee
Agenda Item:
Date: 4 November 2020
Author: Rebecca Elliott 01438 242836
Lead Officer: Zayd Al-Jawad 01438 242257
Contact Officer: Rebecca Elliott 01438 242836

Application No:	20/00403/FPM
Location:	The IET, Michael Faraday House, Six Hills Way, Stevenage
Proposal:	Variation of conditions 1 (Approved Plans), 6 (Drainage Strategy) and 12 (Cycle Storage) attached to planning permission reference 18/00328/FPM.
Drawing Nos.:	711_UK_SG1_14D_02; 711_UK_SG1_14D_03; 711_UK_SG1_14D_07; CA3462_SK005 F; TTC/MFH/P1/2020/PA Plan 1; TTC/MFH/P1/2020/PA Plan 2
Applicant:	The Institution of Engineering and Technology
Date Valid:	22 July 2020
Recommendation:	APPROVE PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 Michael Faraday House is a three storey red brick building, housing the offices of the Institution of Engineering and Technology, off Six Hills Way. Occupying a large corner plot, the building is visible from Six Hills Way, Gunnels Wood Road to the west, and the entrance to and from Stevenage Leisure Park to the north of the site. Solar House is a three storey office building located to the east of the site, and accessed via the access road to the north, which also serves Michael Faraday House. The area is on the edge of the Gunnels Wood Road Employment Area to the south and west and Town Centre to the north and north east. Six Hills Way runs west to east along the southern edge of the site, and there are cycle and pedestrian footways similarly along the southern edge of the site. Michael Faraday House sits to the west of the site with car parking predominantly to the north and east of the building.

2. RELEVANT PLANNING HISTORY

- 2.1 18/00328/FPM Major application for the construction of a split-level car park with an attached plant room and cycle store and alterations to the existing parking arrangement that will create an additional 82 car parking spaces across the site; alterations to the existing northern vehicular access point, and; associated works. Application was approved at committee following a member overturn.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to vary conditions 1 (Approved Plans), 6 (Drainage Strategy) and 12 (Cycle Storage) attached to the approval reference 18/00328/FPM. The variations include amendments to the multi-storey car park design including its footprint, height and layout; alterations to the cycle storage layout; and associated changes to the drainage strategy as a result of the MSCP design changes.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by neighbour letters, and the posting of site notices.
- 4.2 Two letters of support received and one representation received from Solar House confirming no objection is being raised as long as IET agree as previously that –
- A green wall is used along the western elevation of the MSCP;
 - Noisy works are carried out outside of business hours;
 - Maintain a permanent secure fence along the eastern boundary with Solar House for security purposes.

5. CONSULTATIONS

5.1 Police Crime Prevention Officer (PCPO)

- 5.1.1 No objections raised, but the PCPO has suggested the applicant use a third party certified cycle store entry to LPS 1175 issue 8 B3 rated or equivalent standard to protect against cycle theft which is an issue within Hertfordshire.

5.2 Hertfordshire County Council Highways

- 5.2.1 Hertfordshire County Council (HCC) as Highway Authority has confirmed the variation of conditions is acceptable from a highway perspective. The original submission to which the Highway Authority raised an objection has been amended and new plans submitted. The removal of the eastern footway and reduction in the size of cycle parking store have been

compensated by widening of the western footway along the building elevation, provision of new raised table pedestrian crossing, widening of the pedestrian pinch point in the car park and provision of an additional cycle store for non-standard cycles. The details of the design of the cycle stores should be secured by condition.

5.3 Local Lead Flood Authority

- 5.3.1 The LLFA have reviewed the SuDS Drainage Strategy prepared by Alan Baxter dated July 2020 submitted in support of this application. It is still proposed to restrict surface water runoff to the approved rate of 5 l/s. It is understood that it is no longer proposed to implement a tank in the south west corner of the site, and that it is now proposed to locate a longer, thinner attenuation tank under the car park. It is understood the tank will provide the same volume of attenuation storage as previously approved at 121 cubic metres. As the design has changed it is suggested that the applicant should submit updated post-development drainage calculations demonstrating that the drainage network is designed for all storm events up to and including the 1 in 100 year+ 40% climate change rainfall, including half drain down times for the attenuation tank. The applicant should also clarify further details regarding the redesigned tank such as invert and cover levels etc.

6. RELEVANT PLANNING POLICIES

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the decision on the planning application should be in accordance with the development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:

- The Stevenage Borough Council Local Plan 2011-2031
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014); and
- Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007).

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. This largely reordered the policy substance of the earlier 2012 version of the NPPF albeit with some revisions to policy. The Council are content that the policies in the Local Plan are in conformity with the revised NPPF and that the Local Plan should be considered up to date for the purpose of determining planning applications. The NPPF provides that proposals which accord with an up to date development plan should be approved without delay (para.11) and that where a planning application conflicts with an up to date development plan, permission should not usually be granted (para.12). This indicates the weight which should be given to an up to date development plan, reflecting the requirements of section 38(6) of the 2004 Act. The NPPF and the PPG, with which Members are fully familiar, are both material considerations to be taken into account in determining this application.

6.3 Planning Practice Guidance

- 6.3.1 National Design Guide (2019).

6.3 Local Plan 2011-2031 (2019)

- SP1 Presumption in Favour of Sustainable Development
- SP2 Sustainable Development in Stevenage
- SP3 A Strong, Competitive Economy
- SP6 Sustainable Transport

- SP8 Good Design
- SP11 Climate Change, Flooding and Pollution
- EC2 Gunnels Wood Employment Area and Edge-of-Centre Zone
- IT4 Transport Assessments and Travel Plans
- IT5 Parking and Access
- IT6 Sustainable Transport
- GD1 High Quality Design
- FP1 Climate Change

6.5 Supplementary Planning Documents

Parking Provision Supplementary Planning Document January 2020.
 Stevenage Design Guide Supplementary Planning Document January 2009.

6.6 Community Infrastructure Levy Charging Schedule

- 6.6.1 Stevenage Borough Council adopted a Community Infrastructure Levy Charging Schedule in 2020. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floorspace of a development.

7 APPRAISAL

- 7.1 Due to the application seeking permission to vary the existing approval for the MSCP, the only issues for consideration in the determination of this application relate to the proposed changes which are the acceptability of the proposed design changes of the MSCP, impact on neighbour amenity, changes to the drainage strategy and highways and parking implications.

7.2 Acceptability of the Proposed Design Changes

- 7.2.1 The proposed MSCP would be located on the eastern side of the site, within the existing car park, designated Carpark zone B. The design includes two floors of parking as opposed to the previously approved split level design which consisted of five floors across two and a half levels. A stairwell is located on the western side of the building centrally and in the south western corner of the building, with a two and a half storey rendered building attached on the southern elevation providing cycle storage and plant. The design is contemporary with simple rectangular panels of a metal mesh system to enclose the MSCP but also allow ventilation. Vertical landscaping is proposed on the western elevation using a variety of climbing plants.
- 7.2.2 The two floor design would reduce the overall height of the MSCP and removes the need for the previous lift access, and replacing the former brick tower previously approved as part of the design with a rendered finish small building to the south containing the cycle storage at ground floor and plant room at first floor. The MSCP would continue to provide a total of 219 car parking spaces (an addition of 82 spaces across the site), with what is considered a better internal layout of spaces, entrance/exit waiting, ramps and pedestrian access. The building would measure 77.3m in length as opposed to the approved 76m and 36m in width as opposed to the approved 32.6m in width. The overall height of the structure would be 4.6m, with the plant and cycle area being 5.8m in height. Overall this is considerably lower than the approved maximum height of 8.7m.
- 7.2.3 As with the approved scheme, given the function of the building and its placement within the site, between two large office buildings, the scale and design are considered acceptable. Views of the MSCP would be largely obscured by Michael Faraday House, Solar House and the Six Hills Way bridge over the railway line. Views from Six Hills Way itself are most prevalent when alongside the eastern side of the site. The biggest vantage point is from the Stevenage Leisure Park to the north which is on raised ground levels and is largely open. Notwithstanding this, the use of the leisure park for largely parking related to the leisure uses

available is such that the character and visual amenity of the area is similar, and would not be harmed by the addition of the proposed MSCP building.

7.3 Impact on Neighbour Amenity

- 7.3.1 In assessing the impact of the proposal on the amenity of neighbouring buildings, the affected properties are Michael Faraday House itself and Solar House to the east. Given the overall reduction in height of the MSCP, this will further alleviate the impact of the development on the two office buildings. The scheme previously was found not to detrimentally impact the amenity of the users of these buildings, and even with the MSCP coming slightly closer to Michael Faraday House the impact is negligible and would not cause sufficient harm to warrant a refusal.
- 7.3.2 The owners of Solar House to the east have not raised objections on this occasion but seek that those issues agreed previously to lessen the impact of the development be retained, e.g. green wall to the eastern elevation of the MSCP, retention of a secure fence line throughout and restrictions on noisy construction works during business hours.

7.4 Highways and Parking

- 7.4.1 The local highways authority have been consulted on the application and through dialogue with the applicant and Highways Consultant amended plans have been negotiated to ensure a satisfactory standard of development is proposed, including amendments to the pedestrian footpaths and access, delivery bay arrangement and cycle parking.
- 7.4.2 The proposals have seen the removal of the eastern footpath that ran alongside the MSCP as previously approved. To compensate for this loss and to ensure satisfactory pedestrian routes are maintained, the existing western footpath which runs alongside Michael Faraday House is to be widened, including the provision of raised table pedestrian crossings.
- 7.4.3 The revised footpath has implications for the proposed delivery bay on the western side of the access road which runs north to south within the site. However, the proposals have now been accompanied with a swept path analysis to ensure movement within the site and along this access road is not encumbered by the footpath widening.
- 7.4.4 The revised layout of the MSCP has seen a change in the cycle storage area, making the floor area smaller. Details of the type of cycle parking to be utilised is to be secured by imposition of a condition, but the proposal now also includes a separate free-standing cycle store for non-standard cycles. The proposal would retain the provision of 60 cycle parking spaces as necessary. The highways authority therefore raises no objection to the amended proposals.

7.5 Other Matters

7.5.1 Drainage

- 7.5.1.1 The Lead Local Flood Authority has assessed the application and the revised SuDS Drainage Strategy dated July 2020. They have confirmed that the SuDS Drainage Strategy shows the site can be adequately drained and mitigate any potential existing surface water flood risk.

7.5.2 Crime Prevention

- 7.5.2.1 The Police Crime Prevention Service has assessed the scheme and has no objections to the proposals on crime and safety grounds. The officer advised that the applicant should consider using a secure form of access control to the cycle store as previously stated on the approved scheme.

8 CONCLUSIONS

- 8.1 In conclusion the variations to the approved scheme to slightly enlarge the footprint of the MSCP but reduce the overall height and propose a new internal layout are considered acceptable. The proposed changes would not significantly impact the character and amenity of the area, nor the overall impact of the MSCP above and beyond the approved scheme. The proposal is considered to lessen the impact on the amenity of the adjacent office buildings. Changes to the scheme on highways issues have been amended to the satisfaction of the local highway authority and the amended Suds Drainage Strategy ensures the scheme can appropriately drain and mitigate against flood risk.

9 RECOMMENDATION

- 9.1 Planning permission be APPROVED for the following reasons:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
711_UK_SG1_14D_02; 711_UK_SG1_14D_03; 711_UK_SG1_14D_07; CA3462_SK005 F;
TTC/MFH/P1/2020/PA Plan 1; TTC/MFH/P1/2020/PA Plan 2.
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 until a schedule and samples of the materials to be used in the construction of the external surfaces of the Multi-storey Car Park hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
REASON:- To ensure the development has an acceptable appearance.
4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard landscaping and green wall landscaping to the eastern elevation of the Multi-storey Car Park. The scheme shall include details of all new hard surfacing on site and details of the green wall species, size and management of to ensure its continued screening.
REASON:- To ensure a satisfactory appearance for the development.
5. The development shall be carried out in accordance with the soft landscaping details as identified on Drawing numbers TTC/MFH/P1/2020/PA Plan 1; TTC/MFH/P1/2020/PA Plan 2 and the associated Soft Landscaping Specification document, excluding the details relating to the eastern elevation of the approved Multi-storey Car Park.
REASON:- To ensure a satisfactory appearance for the development.
6. All hard landscaping and 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 use of the Multi-storey car park or completion of the development whichever is the sooner. 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.
7. The development hereby permitted shall be carried out in accordance with the approved SuDS Drainage Strategy, Ref. 1653/200/PS, prepared by Alan Baxter Ltd, dated 15/07/2020, and the following mitigation measures detailed within the drainage strategy:

1. Implementing the appropriate drainage strategy based on attenuation and discharge into surface water sewer system, as indicated on the Drawing No. 1653/200/110 - proposed Surface Water Drainage, dated 11/09/2018, prepared by Alan Baxter Ltd.
2. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm to a maximum rate of 5 l/s.
3. Providing a minimum attenuation of 121 m³ 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.

REASON:- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, and to reduce the risk of flooding to the proposed development and future users.

8. No development approved by this planning permission shall take place until the final surface water drainage scheme is completed and submitted to, and approved in writing by, the Local planning Authority. The surface water drainage scheme should include;
 1. Identification of opportunities in terms of attenuation considering the SuDS hierarchy.
 2. Detailed surface water calculations and modelling for all rainfall events up to and including the 1 in 100 year + 40% climate change event.
 3. Final detailed design of the drainage scheme including the discharge point, pipe diameters, pipe runs, outlet points and location of SuDS features and supporting calculations. The plan should show any pipe 'node numbers' that have been referred to in a network calculations and it should also show invert and cover levels of manholes.
 4. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all final corresponding discharge and volume calculations/modelling.
 5. Overland flow paths and post-development exceedance routes.
 6. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON:- To prevent the increased risk of flooding, both on and off site, and to ensure that the natural flow path will remain the same.

9. The multi storey car park hereby approved shall not be brought into use until the Travel Plan dated January 2019 Ref R02-AS-TRAVEL PLAN (190129) has been implemented. The Travel Plan shall be monitored and reviewed on an annual basis and a copy of that annual review and action plan arising shall be submitted to the Local Planning Authority. The measures described in the action plan shall be implemented in the time period identified.

REASON:- To ensure the development is carried out in accordance with the agreed travel Plan and to offset the impact of the additional parking provided in the interests of sustainability and sustainable travel promotion.

10. No development shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The statement should include:
 - a) map showing the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
 - b) access arrangements to the site;
 - c) the date of start and finish of works on site;
 - d) siting, methodology and facilities for wheel cleaning;
 - e) site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities;
 - f) cleaning of site entrances, site access roads and the adjacent public highway and;
 - g) details of provisions for temporary car parking, loading/unloading and vehicle turning areas;
 - h) hours of construction operations including times of deliveries and removal of waste;
 - i) the estimated number and type of vehicles per day/week;
 - j) details of any vehicle holding area;
 - k) details of the vehicle call up procedure;

- l) details of any changes to on-street waiting and loading restrictions that will be required;
- m) access and protection arrangements around the site for pedestrians, cyclists and other customers;
- n) coordination with other development projects in the vicinity;
- o) details of measures and training to reduce the danger posed to cyclists by HGVs, including membership of the Freight Operators Recognition Scheme or an approved equivalent;
- p) details of a construction phasing programme;
- q) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

The development shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan.

REASON:- To minimise the impact of construction works upon highway safety, congestion and parking availability.

11. Prior to the first use of the Multi-storey Car Park hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the northern access on to Kings Way where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

REASON:- In the interests of highway safety.

12. Before the modified northern access is first brought into use, a triangular vision splay shall be provided on each side of this access and shall measure 0.65 metres along the fence, wall, hedge or other means of definition of the front boundary of the site, and 0.65 metres measured into the site at right angles to the same line along the side of the access drive. The vision splays so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

REASON:- To provide adequate visibility for and of drivers entering or leaving the site in the interests of pedestrian safety.

13. The Multi-storey Car Park hereby approved shall not be brought into use until the details of the secure and illuminated cycle store containing a minimum of 60 racks and the secondary freestanding store containing three non-standard cycle racks as shown on the approved plan Drawing No. CA3462_SK005 1 of 2 F have been submitted to and approved in writing by the Local planning Authority. The stores shall thereafter be made available for use and adequately signposted, and thereafter retained for the purposes of secure cycle parking.

Reason:- To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

INFORMATIVE

1 Community Infrastructure Levy

Stevenage Borough Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 27 January 2020 and started implementing CIL on 01 April 2020.

This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that CIL Form 6 (Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted CIL Charging Schedule and further details of CIL can be found on the Council's webpages at www.stevenage.gov.uk/CIL or by contacting the Council's CIL Team at CIL@Stevenage.gov.uk .

- 2 Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.
- 3 Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.
- 4 Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.
- 5 Construction standards for works within the highway. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

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 Local Plan 2011-2031.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
4. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
5. Central Government advice contained in the National Planning Policy Framework February 2019 and the National Planning Policy Guidance 2014, as amended.
6. Responses to consultations with statutory undertakers and other interested parties referred to in this report.