

Meeting: Planning and Development Agenda Item:
Committee

Date: 7 April 2026

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Application No : 26/00093/FP

Location : Garage Site Between 29-31 Broadview, Stevenage

Proposal : Demolition of the existing garages and development of 7no. three-bedroom dwellinghouses

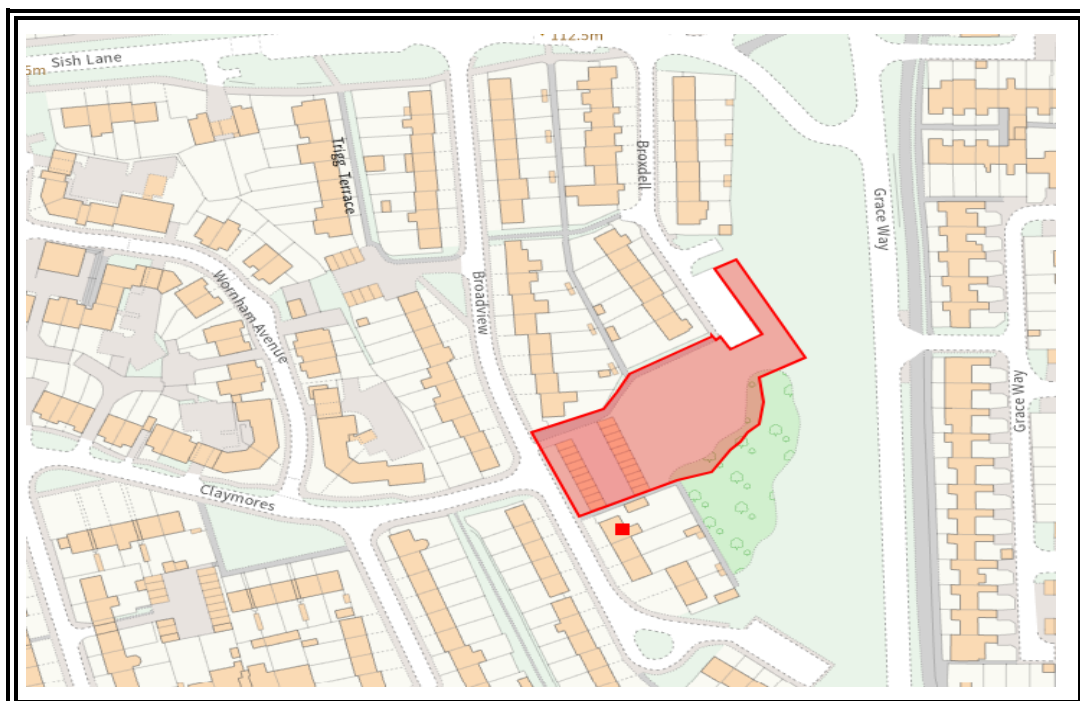
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Applicant : Housing Development

Agent: Mr Christopher Weir

Date Valid: 23 January 2026

Recommendation: GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises a vacant council owned garage block on Broadview and an area of public open space located between the garage block and the southern end of the Broxdell cul-de-sac.
- 1.2 To the south of the site and outside the red line site location plan is a small woodland area. To the east of the site is an expansive area of public open space that comprises grassland only with the highway of Grace Way beyond. To the west of the site are the highways of Broadview and Claymores. The site has two-storey residential dwellings around it.
- 1.3 The public open space is not Green Belt but is designated in the Local Plan as forming part of a Green Corridor (structurally important route) and a Green Link.

2. RELEVANT PLANNING HISORY

- 2.1 None.

3. THE CURRENT APPLICATION

- 3.1 This application seeks planning permission for the demolition of the existing vacant garage block and the erection of 7no. three-bedroom dwellings.
- 3.2 The layout of the proposal sees 3no. 2.5 storey detached dwellings fronting Broadview in an east-west orientation and 4no. 2.5 storey dwellings arranged as two pairs of semi-detached dwellings fronting the end of the Broxdell cul-de-sac in a north-south orientation (See Figure 1).
- 3.3 The application comes before the Planning Committee as the land is owned by Stevenage Borough Council and the Council's Housing Development team are the applicant. It should also be noted that there have been more than 5 objections received.



Figure 1: Extract of proposed layout plan.

4. PUBLIC REPRESENTATIONS

4.1 Following notification of the application via letters and the erection of site notices, public representations have been received from 6 addresses with an additional e-petition from 55 properties that contains no names or address for verification.

4.2 A summary of the comments received are set out below:

- Suitable for swift bricks, please secure 7 integrated bricks
- CCTV should be considered in the area due to antisocial behaviour
- Destruction of green space and wildlife
- Cycle storage at rear is unattractive, needs to be in front gardens
- Footpath links between Broxdell and Broadview unsuitable for cyclists – make it shared surface
- No direct link to cycle network on Fairlands Way
- Should provide a safe crossing over Grace Way
- Loss of playing area for children and dog walkers
- Exacerbate existing terrible congestion
- Broxdell far too narrow for access route
- Green belt land for 53 years, its loss is unacceptable
- Will these be for Stevenage residents?

Neutral/Support comments

- Garages full of antisocial behaviour, redevelopment will improve the area
- No objection but Broxdell very narrow, access should be from Broadview for all plots

4.3 The aforementioned is not a verbatim copy of the objections which have been raised.

5. CONSULTATIONS

5.1 Herts County Council as Highways Authority

Following receipt of amended plans and additional information from the applicant, the Highway Authority considers that the proposal would not materially affect the safety and operation of the wider public highway network and therefore does not wish to restrict the grant of permission subject to conditions for a construction management plan, and new access arrangements.

5.2 Affinity Water

No comments to make.

5.3 Thames Water

No comments to make.

5.4 SBC Environmental Health

No objection in principle. Will require a preliminary risk assessment due to potential for contamination. Recommend a condition for a construction management plan and control of construction hours.

5.5 SBC Arboricultural Manager

I have now had the chance to study this application and revisit the site and can confirm that I have no objection to this development. However, I have great concerns regarding the impact of the retained trees T2-T5 onto the proposed properties due to overhanging crowns and shade. Please see drawing below. To my calculations/observation, the trees' canopies extend further than represented on the AIA. It is apparent therefore, that not only

two of the front gardens would be located almost in their entirety under the tree' canopies, but also a part of the proposed buildings too.

With this in mind, I propose a condition that substantial (but sympathetically carried out) overall reductions (25% or so) are completed before the commencement of any construction/demolition work. This work, carried out by the developer, should reduce inconvenience to the new properties as well as mitigate the impact of any root disturbance during the building/demolition process.

5.6 SBC Green Spaces Manager

5th February 2026: do not object to minor loss of green space but should consider providing funding to mitigate loss. Rear gardens overshadowed by trees which could pose landscaping difficulties – choose shade tolerant planting. Limited info on landscaping plans. Extensive amount of block paving which is acknowledged for permeability but could pose issues with weed control – permeable asphalt is better. Concerned about planting adjacent to parking bays – easily damaged. Advocate installation of swift bricks.

Amended plan forwarded on 12th March 2026; comments will be provided when received.

5.7 SBC Engineering Services/Traffic Enforcement Manager

To ensure safety around the access points, it is recommended that “no waiting” restrictions are implemented at a cost of £4000 to the applicant. There is opportunity for the applicant to investigate redesigning the existing parking bays.

5.8 SBC Ecology

Near an area noted for bats so a survey should be undertaken. Any trees must be protected during construction works. Landscaping to be checked for nesting birds or bats. The BNG metric needs to be updated to reflect the loss of the tree on site and post determination, the BNG Condition applies and relevant documentation to be submitted prior to commencement.

6. RELEVANT PLANNING POLICIES

6.1 The Development Plan

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. For Stevenage, the statutory development plan comprises the following documents:

- The Stevenage Borough Council Local Plan 2011-2031 (adopted 2019)
- The Hertfordshire Waste Core Strategy & Development Management Policies Development Plan Document 2011-2026 (adopted 2012)
- The Hertfordshire Waste Site Allocations Development Plan Document 2011-2026 (adopted 2014)
- The Hertfordshire Minerals Local Plan Review 2002-2016 (adopted 2007)

6.2 National Planning Policy Framework

6.2.1 The latest revision of the NPPF was published in December 2024. The policies it contains are material considerations which will be taken into account in dealing with applications. Due weight will be given to development plan policies according to their degree of consistency with the NPPF.

6.3 Housing Delivery Test and 5-Year Land Supply

- 6.3.1 Since November 2018, housing delivery has been measured against the Housing Delivery Test (HDT) as set out by the Government planning policy and guidance. The results of the HDT dictate whether a local planning authority should be subject to consequences to help increase their housing delivery. Where an authority's HDT score is less than 95%, the authority should prepare an action plan to assess the causes of under delivery and identify actions to increase delivery in future years. Where an authority's HDT score is less than 85% of its housing requirement, the Council must incorporate a 20% buffer into its housing supply calculations in line with paragraph 79 of the NPPF. This will be in addition to the preparation of an Action Plan. Where an authority's score is below 75%, the Council will be subject to the HDT's most severe penalty and must apply the presumption in favour of sustainable development under paragraph 11d) of the NPPF. The latest HDT results published by the Ministry of Housing, Communities, and Local Government (MHCLG) in December 2024 identifies that Stevenage delivered 38% of its housing requirement.
- 6.3.2 The Council, based on its HDT score is currently subject to the most severe penalty under paragraph 11(d) of the NPPF (2024). For reference, as this policy is now engaged, it means Local Plan policies would be classed as out-of-date. Consequently, Stevenage Borough Council must apply the presumption in favour of sustainable development in its decision making and give great weight towards the need to deliver housing. The Council must also apply a 20% buffer in its 5-year housing supply calculations, and it also has to produce an Action Plan in order to boost housing delivery.
- 6.3.3 On the 21st May 2024, the Council published its 5 Year Land Supply Update May 2024. This identifies that the Council can demonstrate a Housing Supply of **5.59 years** for the period 01 April 2024 to 31 March 2029, using the *Liverpool* methodology (spreads the delivery of historic undersupply of housing equally across the remainder of the Local Plan period) and guidance from the NPPF and Planning Practice Guidance. The 5-year land supply includes a 20% buffer.
- 6.3.4 However, the Revised Housing Technical Paper (June 2025) identifies that the Council's Housing Supply is at **5.49 years**, but this has yet to be confirmed through an Examination in Public (EiP) and is therefore not formally adopted at this time.

6.4 Planning Practice Guidance

- 6.4.1 The Planning Practice Guidance ("PPG"), with which Members are fully familiar, is an online resource containing guidance supplementing the NPPF. The PPG is a material consideration which should be taken into account in determining planning applications.

6.5 National Design Guide

- 6.5.1 The National Design Guide 2021 is Government guidance on the characteristics of well-designed places and demonstrates what good design means in practice. It has the same status as the PPG and should similarly be taken into account when determining planning applications.

6.6 Stevenage Borough Local Plan 2011-2031 (Adopted 2019)

- 6.6.1 The Stevenage Borough Local Plan 2011-2031 was adopted in 2019. Weight must be given to the policies it contains according to their degree of consistency with the NPPF

(the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

- 6.6.2 In addition, the council is required to regard the local plan policies most relevant to determining the application as out-of-date because the application involves the provision of housing and the delivery of housing in the borough was substantially below the housing requirement over the last three years. Those policies are:

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable development in Stevenage;
Policy SP5: Infrastructure;
Policy SP6: Sustainable transport;
Policy SP7: High quality homes;
Policy SP8: Good design;
Policy SP11: Climate change, flooding, and pollution;
Policy SP12: Green infrastructure and the natural environment;
Policy IT5: Parking and access;
Policy HO5: Windfall sites;
Policy HO9: House types and sizes;
Policy GD1: High quality design;
Policy FP1: Climate change;
Policy FP2: Flood risk in Flood Zone 1;
Policy FP5: Contaminated land;
Policy FP7: Pollution;
Policy FP8: Pollution sensitive uses;
Policy NH5: Trees and woodland.

- 6.6.3 According to the NPPF, the fact that these policies are regarded as out-of-date means that permission should be granted for the proposed development unless: i. the application of policies in the NPPF that protect areas or assets of particular importance provide a strong reason for refusing the development; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

6.7 Local Plan Review and Update (2024)

- 6.7.1 The council concluded a full review of the plan in 2024, as required by regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 6.7.2 In response to the review, the council has proposed a partial update of the local plan. Weight must be given to the emerging policies in the partial update according to: a) the stage of preparation of the emerging plan; b) the extent to which there are unresolved objections to the policies; and c) the degree of consistency between the policies and the most recent revision of the NPPF.
- 6.7.3 At the time of writing, the partial update is undergoing examination by the Secretary of State. Given that the examination has yet to conclude, there remain unresolved objections to a number of emerging policies. The partial update is nonetheless at an advanced stage of preparation, and the council considers the emerging policies within it to have a high degree of consistency with the NPPF. Where relevant, the weight to be given to emerging policies will be set out in the assessment section of this report.

6.8 Supplementary Planning Documents

- 6.8.1 The following supplementary planning documents are relevant to determining the application:
- Parking Provision Supplementary Planning Document (February 2025);
 - Stevenage Design Guide Supplementary Planning Document (February 2025);
 - Developer Contributions Supplementary Planning Document (February 2025);

6.9 Community Infrastructure Levy

- 6.9.1 Stevenage Borough Council adopted a Community Infrastructure Levy (“CIL”) Charging Schedule in 2020. This allows the Council to collect a levy to fund infrastructure projects based on the type, location, and floor space of a development.

7. APPRAISAL

- 7.1 The main issues in the assessment of the application are its acceptability in land use policy terms, visual impact of the development, impact upon neighbouring amenities, impact upon future amenities of residents, parking provision, highway implications, impact on the environment, trees, and landscaping and Biodiversity Net Gain.

- 7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 Principle of Development

- 7.2.1 The NPPF (2024) states that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF also stipulates that decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. In addition, the Framework also sets out that sustainable development needs to be pursued in a positive way and at the heart of the framework is a "presumption in favour of sustainable development". It also states that significant weight should be placed on both the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 7.2.2 The proposed site is undesignated in the adopted Stevenage Borough Local Plan 2011-2031 (2019) and is not allocated for residential development within the Local Plan. As such, the site is therefore regarded as a ‘windfall site’.
- 7.2.3 Policy SP7 of the adopted local plan sets a strategic target of 7,600 homes to be provided within the borough over the plan period from 2011 to 2031. The emerging partial update of the local plan identifies that 4,956 of these homes remain to be delivered as of 2024. However, the overall target remains unchanged, and the proposed development would make a small but nonetheless positive contribution to meeting this target.
- 7.2.4 The spatial strategy for housing also remains unchanged; the majority of the planned new housing will be delivered on regeneration sites in the town centre and in urban extensions to the north, west and south-east of the town, with a sizeable minority delivered on smaller housing sites spread throughout the borough. An allowance is also made for residential development coming forward on sites not specifically allocated for any purpose in the local plan, referred to as “windfall” sites.

- 7.2.5 In this case, the application site is not designated for any particular purpose in the local plan. The proposed development is therefore treated as windfall development. Updated Policy HO5 of the Local Plan (2019) (windfall sites) stipulates that proposals should be on previously developed land, or an underused urban site and should not prejudice the Council's ability to deliver residential development on allocated sites. The updated Policy carries significant weight. The proposal will be partially on previously developed land (garage site) and partially on public open space and there are no allocated sites nearby that would be detrimentally impacted by the proposal. As such, the proposal only partially complies with this Policy.
- 7.2.6 Updated Policy SP2 (Sustainable Development) carries significant weight in the Local Plan Review and states residential developments must have a good level of access to local facilities. The site is approximately 15minutes walk from the Town Centre and less than 20-minute walk from the Old Town High Street, both of which contain supermarkets, retail shops, restaurants, take-aways, and drinking establishments. A doctor's surgery is within 15-minute walk and there are multiple primary and secondary schools within 20-minute walk. Bus routes operate along Fairlands Way and Grace Way. A substantial area of public open space, King George V Playing Field is a 5-minute walk. Accordingly, the application site is considered to have excellent access to local facilities and alternative forms of travel to the private car and therefore deemed to be within a highly sustainable location.
- 7.2.7 The effect of the proposal on housing choice (in terms of the range of housing types and sizes provided in the borough) is also a relevant consideration. Policy HO9 (House types and sizes) of the Local Plan (2019) (No change to this policy under the Local Plan Partial Review) states that there is a structural imbalance in the existing housing stock (albeit in a limited manner) whereby there is a lack of smaller properties and larger aspirational homes in the Borough.
- 7.2.8 The Design Guide SPD (2025) outlines that housing is an area of weakness across the town. One of the main issues is the lack of an appropriate mix of housing sizes, types, and tenures with a high proportion of three-bedroom terraced properties, and a lack of one- and two-bedroom properties. The lack of housing mix is exacerbated by changes in demographics leading to an increase in the number of single person households and couples needing homes.
- 7.2.9 Due to growth requirements for the town, there is a need to provide a substantial number of additional homes in Stevenage, and in particular, smaller dwellings or larger aspirational dwellings. Higher density development is set out as a key requirement of national guidance, and, where appropriate, densities will need to be raised in order to meet these targets for new homes.
- 7.2.10 The proposal seeks to provide 7no. three-bedroom detached and semi-detached dwellings. As such the proposal is not considered to accord with Policy HO9 as it does not provide smaller or aspirational dwellings which are an identified need.
- 7.2.11 The application site partially falls within an area of public space that is designated as a structurally important local route and a green link under policies NH3 and NH4 respectively. The effect of the application on the public open space will be discussed later in this report but here it will be discussed in a land use policy context. Both these policies state that planning permission will only be granted for development proposals where they would not have a substantive adverse impact and would not create a substantive physical or visual break, nor impact the overall use of the land.

- 7.2.12 The total area of the Green Link/Corridor amounts to approximately 145,000sqm whilst the proposed development would cover approximately 1,950sqm, which amounts to less than 1.5% of the total area lost to development. There would be an area of land approximately 37m wide between the back edge of the development and the back edge of the highway of Grace Way. Accordingly, strictly from a land use context, the proposal will not result in substantive harm to the open space, nor would it create a visual or physical break.
- 7.2.13 Paragraph 61 of the NPPF (2024) states that to support the Governments objective of significantly boosting housing supply, it is important that a sufficient amount, and variety, of land comes forward where it is needed, that the needs of groups with specific housing requirements are met, and that land with permission is developed without unnecessary delay. In addition, para 61. of the NPPF states that the overall aim should be to meet as much of an area's identified housing need, including with an appropriate mix of housing types for the local community. As such, the proposed development would contribute to the aim of boosting housing supply without compromising the delivery of housing on allocated sites.
- 7.2.14 In summary, whilst the Council is currently able to demonstrate a five-year supply of deliverable housing sites, due to the under-delivery of housing as identified in recent HDT scores, paragraph 11(d) of the NPPF is engaged as there is a presumption in favour of delivering sustainable development. Consequently, this is considered to be a key material consideration in the assessment of this application.
- 7.2.15 The proposed development would contribute to the aim of boosting housing supply as required by the NPPF without compromising the delivery of housing on allocated sites or placing an undue burden on local infrastructure. There would be some economic benefit during the construction phase, and future occupiers would be likely to contribute to local services and facilities. Given the quantum of development (7 units), it is considered that these benefits would be moderate and therefore attracts moderate weight in favour of the proposal.
- 7.2.16 On balance, having regard to all the policy considerations laid out above, the proposed development is considered to be acceptable in principle.

7.3 Planning Obligations

- 7.3.1 The application is not classified as a major development and therefore there is no requirement to secure affordable housing; having regard to the Developer Contributions SPD (2025) the application is not required to provide financial contributions to mitigate the impact of development.
- 7.3.2 However, the Council's Engineering Services team has requested a financial contribution of £4,000.00 to create a new Traffic Regulation Order and associated road markings at both access points to create "No Waiting" restrictions to protect highway safety at these points. The applicant has agreed in writing to this contribution and further agreed in writing to transfer this sum internally should the application be granted planning permission and therefore it is not considered necessary to enter into a Legal Agreement in this instance, however, Officers will monitor this appropriately to ensure that it is paid.

7.4 Design and visual impact

Policy Background

- 7.4.1 Chapter 12. (Achieving well-designed places) of the NPPF (2024) stipulates that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect

of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process. Where development is not well designed, permission should be refused.

- 7.4.2 Policies SP8 and GD1 of the Local Plan Partial Review (2024) are deemed to carry significant weight, this is because they generally reflect the good design principles outlined in the NPPF and National Design Guide, i.e., that these policies require developments do not adversely impact the amenities of neighbouring occupiers as a good design principle. Policy GD2 (design certification) is a new policy emerging from the review and states that the Council will support developments that are designed to achieve high levels of certification against nationally and internationally recognised sustainability standards such as BREEAM excellent, Secured by Design Silver or higher or BRE Home Quality Mark.
- 7.4.3 The 3no. dwellings fronting Broadview are slightly set back behind the established building line to accommodate the substantial Council owned trees. The set back is not considered to be harmful to the visual amenities of the street scene. These dwellings would be 2.5 storeys with a small dormer in the front elevation and solar panels on the rear roof slope.
- 7.4.4 The 4no. dwellings on the open space at the rear are entirely at odds with, and have no correlation to, the established built form of either Broadview or Broxdell. This is because the proposed dwellings are built with a north-south orientation whereas all other dwellings in this area are built with an east-west orientation. Further, these dwellings are also 2.5 storeys in height with a dormer window in the rear roof slope and solar panels on the front roof slope.
- 7.4.5 The use of a buff facing brick and a pitched roof design in grey coloured roof tiles is intended to integrate with the local architectural character and complement the existing streetscape. The houses incorporate projecting entrance canopies, typical of the surrounding postwar context, and are stepped in elevation to articulate the individual houses within the larger massing of the semi-detached arrangement. The entrance canopies, dormers, window frames, metal copings and flashings are presented in a cool grey colour to compliment the warm tones of the proposed buff facing brick.
- 7.4.6 The proposed dwellings are narrower and taller than the surrounding dwellings and therefore not entirely in keeping with the surrounding vernacular. However, the surrounding dwellings were some of the first dwellings constructed in the post-war New Town and therefore should not necessarily be copied 80 years later. More recent additions in the area on the former Stoneyhall Estate, in Wornham Avenue and Miller Way set a more modern architectural tone such that the proposal would not be entirely out of keeping with the surrounding area.
- 7.4.7 The visual appearance of the development, with the staggered heights and frontages add architectural interest. The materials are modern and high-quality which adds interest to the character and appearance of the area. With innovation in design lacking in the Town, modern and contemporary architectural developments are welcomed as encouraged in the Council's Design Guide SPD.
- 7.4.8 Overall, the design, scale, and massing are considered acceptable. The materials and appearance of the proposal are modern and high quality and will have a positive contribution to the visual amenities of the area.

7.5 Impact on Neighbouring residential amenity

Policy Background

- 7.5.1 Policy GD1 of the local plan requires that development does not lead to an adverse impact on the amenities of neighbouring occupiers. In the emerging partial update of the local plan, Policy GD1 is amended to refer to “unacceptable adverse impacts” on neighbouring amenities. This change is proposed to reflect the fact that in some instances, impacts on amenities may be deemed to be acceptable despite being adverse. The emerging policy is afforded significant weight.
- 7.5.2 The dwellings fronting Broadview have no windows in the side elevations and are oriented the same as other dwellings in Broadview. As such, they would not have any adverse impact on neighbouring properties in Broadview.
- 7.5.3 The dwellings on the open space at the rear are orientated north-south and therefore their front elevations face towards the rear gardens of properties in Broadview and Broxdell, albeit approximately 16m-17m from the side boundary of the nearest property. This is a similar separation between the rear elevation of Broadview properties and the rear fence of Broxdell properties so it is not considered that existing impacts from overlooking would be worsened to a degree that warrants a refusal.
- 7.5.4 The front elevations of Plots 4 and 5 are between 26m and 28m from the rear elevation of No.26 Broxdell, whilst plots 6 and 7 have their front elevations approximately 22m from the side elevation of the same neighbour. There are no minimum separation distances for front to back and front to side orientations and therefore these approximate separation distances are considered acceptable. None of these rear plot dwellings have windows in the front roof slope that would cause adverse overlooking or loss of privacy impacts.

7.6 Impact Upon Amenities of Future Residents

- 7.6.1 Paragraph 135 of the NPPF (2024) sets out that planning decision should ensure create places with a high standard of amenity for existing and future residents. Paragraph 124 of the National Design Guide states that *“Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability”*.
- 7.6.2 Paragraph 126 of the National Design Guide also emphasises that *“well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. The quality of internal space needs careful consideration in higher density developments, particularly for family accommodation, where access, privacy, daylight and external amenity space are also important”*.

Internal Living Standards

- 7.6.3 Policies SP8 and GD1 of the Local Plan Partial Review (2024) relate to high quality and good design and are deemed to carry significant weight, this is because they generally reflect the good design principles outlined in the NPPF and National Design Guide, i.e., that these policies require developments do not adversely impact the amenities of neighbouring occupiers as a good design principle. These policies state that planning permission will be granted where the proposed scheme, under criterion j. meets the nationally described space standards. Appendix C of the Local Plan (2019) sets out the minimum gross internal floor space standards for dwellings which is in line with the

Government's nationally described space standards. Through the Local Plan Review, these policies now carry significant weight.

- 7.6.4 The dwellings are 3-bed, 6-person dwellings with accommodation over 3 floors, albeit the third floor is a bedroom in the loft space. There are no space requirements for 2.5 storey dwellings. A two-storey dwelling would need 102sqm and a three-storey dwelling 108sqm. The floor plans indicate each dwelling to be approximately 105sqm which falls between the two standards as is therefore considered acceptable in this instance.
- 7.6.5 All bedrooms exceed 12.5sqm which is greater than the minimum floor space required for a double bedroom and therefore all rooms are considered acceptable in this regard.

Private amenity space

- 7.6.6 In respect to private amenity space, the Design Guide SPD (2025) requires that all dwellings should have private open space of at least 50sqm and at least 10m deep. Plots 1 to 6 all exceed the minimum requirements. However, plot 7 only achieves approximately 47sqm in area and 7m in depth which whilst a contravention of policy, is only marginal and will be weighed up in the final planning balance of the report.

Outlook, Daylight and Sunlight

- 7.6.7 Plots 1 to 3 front on to Broadview and are set back from the highway behind substantial mature sycamore trees. One of these trees is to be removed (the impact of this is discussed later in this report), however, the remaining 4 trees are likely to have some level of impact on these proposed dwellings. Similarly, plots 4 to 7 have a small tree belt comprising substantial mature trees to the south of their rear gardens.
- 7.6.8 Given this, the application is accompanied by a Daylight and Sunlight report, produced by Right of Light Consulting, dated January 2026. The report has been produced following the BRE Site Layout Planning for Daylight and Sunlight (2022).
- 7.6.9 For interior daylight, the targets set out in UK National BS EN 17037 are UK specific targets of 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens to be exceeded over at least 50% of the reference area.
- 7.6.10 All rooms surpass the winter recommendations. Some rooms fall short during summer, but it should be noted that BRE guidelines state that providing winter targets are met, summer daylight is likely to be adequate and within acceptable limits.
- 7.6.11 For sunlight, BRE guidance states the main requirement for sunlight is living rooms, and most importantly in the afternoons. It is viewed as less important in bedrooms and kitchens. In general, a dwelling would be considered reasonably sunlit if at least one main window faces within 90-degrees of due south, and a habitable room (living room) can achieve at least 1.5 hours of sunlight on 21st March.
- 7.6.12 All dwellings have at least one window within 90-degrees of due south; all dwellings meet or surpass the targets when not factoring in deciduous trees. When factoring them in, only one dwelling falls short of the sunlight target – plot 3. BRE guidance explains that in these situations, sunlight provision may be adequate but note trees will have some level of impact. For the living room/dining room the failure is marginal – requires 1.5 hours and achieves 1.4 hours. Whilst the bedrooms also have failures, these rooms are less important in the assessment.

Plot 3	Room Use	Target Sunlight	Achieved Sunlight: with trees Excluding trees
Ground floor windows 11 & 12	Living/dining/kitchen	1.5 hours	1.4 hours 5.7 hours
First floor window 13	Bedroom	1.5 hours	0 3.9 hours
First floor window 14	Bedroom	1.5 hours	0.5 hours 2.2 hours
Second floor window 15	Bedroom	1.5 hours	1.4 hours 4.9 hours

7.6.13 For gardens and open spaces, BRE guidance recommends at least 50% of the area should receive 2 hours of sunlight on 21st March.

7.6.14 All dwellings achieve at least 62% of their garden meeting the required target which surpasses the requirement of 50%.

7.6.15 In summary, whilst one dwelling may have some level of impact in summer when the trees are in full bloom, overall, the dwellings and their gardens exceed all minimum targets in all areas. When taken as a whole, the development is considered to be more acceptable than it is not acceptable in this regard, and this will be taken into account in the final planning balance of this report.

Noise and Pollution

7.6.16 Policy FP7 of the Local Plan Partial Review (2024), states that developments should minimise, and where possible, reduce air, water, light and noise pollution. Policy FP8 stipulates that permission for pollution sensitive uses will be granted where they will not be subjected to unacceptably high levels of pollution exposure from either existing, or proposed, pollution generating uses. Given the proposed development would be located within an existing residential area; harm from noise is not considered an issue. Through the Local Plan Review, these policies now carry significant weight.

7.7 Car Parking and Cycle Provision

National Planning Policy Framework and Planning Practice Guidance

7.7.1 Chapter 9. (Promoting Sustainable Transport) of the NPPF (2024) sets out a requirement to consider transport issues, which includes parking, at the earliest stages of a development proposal. Paragraph 116 of the NPPF (2024) states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”. Taking this into consideration, paragraph 117 of the NPPF (2024) stipulates that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 7.7.2 Policy IT5 of the local plan requires developments to provide parking in accordance with the council's Parking Provision SPD (2025). Policy SP6 (Sustainable Transport), has been significantly updated in the Local Plan Partial Review and requires, amongst other things, for developments to demonstrate they are in a sustainable location and will promote active travel by non-car modes of transport by providing appropriate cycle parking and prioritise public transport.
- 7.7.3 Three-bedroom dwellings require two spaces each. Open spaces should be 2.5m wide and 5m long whilst garages should be 3m wide and 6m long internally. However, the site is located within Residential Accessibility Zone 2 which allows for between 50% and 75% of the maximum provision to be provided.
- 7.7.4 Plots 1-3 on Broadview have 3 spaces adjacent to plot 3, whilst plots 4-7 have two spaces each in front of the respective dwelling. 2no. dedicated visitor spaces are also provided alongside the spaces for plots 1-3.
- 7.7.5 As such, plots 4-7 have 100% of the maximum parking provision whilst plots 1-3 have 50% of the maximum. The site is therefore adequately provided for in terms of parking spaces.
- 7.7.6 Visitor spaces are only required where parking for the dwellings is allocated and is required at 0.25 spaces per dwelling. The parking is allocated and therefore visitor parking at a requirement of 1.75 spaces, rounded to 2 spaces is necessary. The plans show 2 spaces and therefore visitors are adequately provided for.
- 7.7.7 All parking spaces will have the necessary underground infrastructure for electric vehicle parking. The number of EV charging points will be determined by Building Control through Approved Document S. Having all spaces capable of providing EV Charging is acceptable from a planning perspective.
- 7.7.8 In terms of cycle parking, each dwelling should provide a secure and lockable storage unit capable of securing 3 cycles. For private dwellings, standard garden sheds in rear gardens are considered appropriate and acceptable. Storage of cycles in sheds in the front garden poses security concerns as they are far more susceptible to crime in addition to introducing domestic clutter in the street scene. Storage within rear gardens, secured by high level timber fencing is much more likely to be used and is far more secure. The gardens are of a size that suitable storage areas can easily be provided without compromising available amenity space. The application is acceptable in this regard.
- 7.7.9 Comments from Cycling UK Stevenage are noted. However, the access point to the cycle network on Grace Way is less than a 5-minute walk, via an underpass from Sish Lane to Grace Way; the creation of a level crossing over Grace Way is unnecessary or reasonable given the much safer underpass within 250m of the site. Additionally, there are multiple access points to the Fairlands Way cycle network, less than a 5-minute walk via footpaths from Claymores and Broadview. The applicant is therefore not required to provide any additional cycle links to the site. Herts County Council as Highways Authority has reviewed the application and made no requests for such improvements.

7.7.10 Herts County Council as Highways Authority reviewed the application and raised some initial concerns regarding the shared surface, kerb lines, land ownership and swept path analyses. The applicant provided written comments and updated plans to address the points raised and the HA subsequently provided confirmation that the application is acceptable in highway safety terms, and they raise no objections to the development.

7.8 Impact on the Environment

7.8.1 The application site comprises an area of open grassland which would be very low risk of contamination. Part of the site comprises a vacant garage compound which carries some risk of contamination from fluids from vehicles.

7.8.2 Following consultation with the Council's Environmental Health section, they have raised a concern regarding possible contamination on the garage compound site which can be adequately dealt with through the imposition of conditions. The conditions imposed would require a remediation strategy to be submitted for approval in the event that contamination is identified during the construction phase of development.

Groundwater

7.8.3 The application site is not located within a Source Protection Zone, and no concerns have been raised by Thames Water or Affinity Water with respect to potential impact from the development.

Air Quality

7.8.4 Policy FP7 of the adopted Local Plan (2019) states that all development proposals should minimise, and where possible, reduce air, water, light and noise pollution. Looking at air quality and air pollution specifically, The Air Quality Annual Status Report (ASR) 2019 by Stevenage Borough Council identifies that the development site is not located within, or near, an Air Quality Management Area (AQMA).

7.8.5 In order to mitigate the construction phase, it is recommended a condition is imposed on any permission issued. This condition would require the applicant to adhere to the CMP which details measures on controlling levels of dust and air pollutions which are generated during the construction phase of development.

7.8.6 With regards to the operational aspect of the development, due to its limited scale, the proposed development would give rise to a very small increase in NO₂ emissions which, in accordance with IAQM/EPUK guidance, is identified as having a negligible impact at all receptors in the area. As such, the need for additional mitigation has not been identified as being required. As such, the Council's Environmental Health Section has not raised any concerns with respect to the operational impact the development would have on air quality.

Noise Pollution

7.8.7 With respect to noise, Policy FP8: Pollution Sensitive Uses stipulates that planning permission for pollution sensitive uses will be granted where they will not be subjected to unacceptably high levels of pollution exposure from either existing, or proposed pollution generating uses.

7.8.8 Dealing firstly with the impact of noise from the construction phase of the development, detailed measures will be required in the CMP. Through the CMP the hours in which noisy activities take place are to be controlled along with the imposition of relevant mitigation measures being put in place to minimise the impact of noise from construction activities. Moreover, if a breach were to take place, the Council can enforce the condition accordingly. Consequently, the imposition of such a condition is supported by the Council's Environmental Health Section.

7.8.9 With regards to noise which could arise during the operational phase of development, if any complaints arose regarding future occupiers, these would be dealt with by the Borough Council's Environmental Health department.

Light Pollution

7.8.10 In terms of light pollution, Policy FP7: Pollution of the adopted Local Plan (2019) requires all development proposals should minimise, where possible, light pollution. Applications for development where pollution is suspected must contain sufficient information for the application to make a full assessment on impacts. Planning permission will be granted where it can be demonstrated that the development will not have unacceptable impacts on:

- a) the natural environment, general amenity and the tranquillity of the wider area which includes light pollution;
- b) health and safety of the public; and
- c) The compliance with statutory environmental quality standards.

7.8.11 Turning to the operational side of the development, the dwellings would be set back from the main highways and therefore any external lighting is not considered to prejudice highway safety or cause a substantive nuisance to neighbouring residential properties. A condition can be imposed to ensure external lighting is not directed towards highways.

7.8.12 In terms of lighting associated with the construction aspect of the proposed development, this is dealt with as part of a Construction Management Plan.

7.9 Trees and Landscaping

7.9.1 Policy NH5 of the adopted Local Plan (2019) states that development proposals will be expected to protect and retain individual trees within the development site and should include new planting where appropriate. The public open space part of the site is not designated as Green Belt but is designated in the Local Plan under Policies NH3/21 Green Corridor (structurally important route) and NH4 Green Link.

7.9.2 Policy NH3, which classifies Grace Way as a structurally important route, states that planning permission will be granted where proposals:

- a) Would not have a substantive adverse effect upon a Green Corridor;
- b) Retain and sensitively integrate any Green Corridor which must be crossed or incorporated into the site layout;
- c) Provide replacement planting, preferably using locally native species, where hedgerow removal is unavoidable; and
- d) Reasonably contribute towards the improvement of Green Corridors in the vicinity of the application site

- 7.9.3 Accompanying text to the policy states that the Structurally Important Routes are major highways within the built-up area of Stevenage that include significant areas within and alongside the highway that provide open space, landscaping and/or cycleways. They are primarily for human movement and are particularly conducive to cycling because of the segregated routes.
- 7.9.4 Policy NH4 designates Grace Way along its entire length as a Green Link and states that Planning permission will be granted where proposals:
- a) Would not create a substantive physical or visual break in a Green Link;
 - b) Would not otherwise have a material adverse effect on the recreational, structural, amenity or wildlife value of a green link;
 - c) Reasonably provide extensions of, or connections to, existing Green Links through the provision of on-site open space; and
 - d) Reasonably contribute towards the maintenance, improvement or extension of Green Links.
- 7.9.5 Using the Council's mapping software, very conservatively, the whole NH3/NH4 policy area is approximately 145,000sqm, whilst the proposed development would cover approximately 1,950sqm, which amounts to less than 1.5% of the total area lost to development. There would be an area of land approximately 37m wide between the back edge of the development and the back edge of the highway of Grace Way. Accordingly, the proposal would not result in substantive harm to the open space, nor would it create a visual or physical break and would therefore be policy compliant in this regard.
- 7.9.6 The comments from local residents regarding the loss of the space for children's play and dog walking are noted, however, as set out above, the amount of open space that would be lost to development amounts to less than 1.5% of the total area and as such a significant amount of open space will remain available to the public.
- 7.9.7 The small, wooded area on the public open space falls outside the red line of the site and there are no proposals to remove or undertake any other works to these Council owned trees. Any works to those trees would fall under the routine maintenance of the Council's Arboricultural team.
- 7.9.8 The site itself currently comprises 5no. large trees on the Broadview frontage. The accompanying Arboricultural Assessment identifies one of these trees as being Category C, and bordering Category U, with very little prospect of a short-term future and would have to be removed by the Council in the short-term future irrespective of the current planning application. This is because it is showing signs of disease. The remaining trees on site are in good health and are not proposed to be removed.
- 7.9.9 The Council's Arboricultural Manager has reviewed the application and has raised no objections. However, he is of the opinion that the canopies of the trees on Broadview could be larger than the Arboricultural Impact Assessment states them to be and could therefore possibly have an impact on the proposed dwellings.
- 7.9.10 The submitted daylight and sunlight report has concluded that the trees would not pose a concern regarding daylight and sunlight but given the concerns of the Arboricultural Manager, there is potential for issue over the canopies.
- 7.9.11 The Arboricultural Manager has requested that the developer undertakes a 25% crown reduction to each of the retained trees prior to construction. This can be secured via the implementation of a condition.

7.9.12 The Council's Green Spaces Manager has assessed the application and raised no objections to the principle of development in this location. However, they raised a number of questions/concerns about planting choices, the use of permeable block paving, shadowing from trees, the requirement for a full detailed landscaping plan, and swift bricks.

7.9.13 Detailed landscaping plans and swift boxes can be secured via the imposition of conditions. Details of planting choices would be secured via the final landscaping plans, as would the use of permeable paving or permeable asphalt as an alternative; both options are acceptable from a planning perspective and would be for the developer and the Council's Green Spaces team to agree on. Shadowing from trees has been shown to be within acceptable limits through the Daylight and Sunlight assessment.

7.10 Biodiversity, Ecology and Protected Species

7.10.1 Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 sets out that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the 'biodiversity gain condition' requiring development to achieve a net gain of 10% of biodiversity value. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not apply in some circumstances.

7.10.2 Applicants for planning permission are required to make a statement as to whether the biodiversity gain condition will apply if permission is granted, and, if it does not apply, under which exemption they are applying.

7.10.3 The application is accompanied by detailed landscaping plans and a Biodiversity Net Gain (BNG) Assessment, a Preliminary Ecological Appraisal (PEA) and a Preliminary Roost Assessment (PRA).

7.10.4 The BNG Assessment concludes that with trading rules satisfied, the development will result in 19.32% net gain in area-based habitat units and 310.39% net gain in linear-based (hedgerow) habitat units. The Council's Ecology Officer has reviewed the documents and raised no objections or concerns. The site therefore significantly exceeds the minimum 10% net gain requirement is acceptable in this regard.

7.10.5 The Preliminary Ecological Appraisal (PEA) concludes that no habitats on site meet the criteria of an important habitat of high conservation value. It also concludes that the vacant garage block has a low habitat value for bats. Whilst the Council's Ecology Officer raises no objections to this point, they have requested a pre-commencement condition for a bat survey to be undertaken by a qualified ecologist and, where necessary, a bat licence obtained from Natural England and provided to the Council. The applicant has agreed to this condition.

7.10.6 The PEA states that 2no. integrated bat boxes and 2no. integrated swift bricks would be beneficial to the development. There are no Local Plan policies regarding this matter and currently no definitive rules or guidance in the NPPF or planning practice guidance that sets out a specific number of boxes or formula for calculating the number. As such, whilst a condition can be imposed to require the developer to install said boxes, it is for them to determine how many they wish to provide.

7.11 Other Matters

Sustainable construction and climate change

7.11.1 Under the Local Plan Partial Review, Policy FP1 has been revised to cover sustainable drainage and Policy SP1: climate change, is the new relevant policy in this regard. The fundamental objective of Policy SP1 remains the same as previous policy FP1, however, it sets out in more detail the objectives to adapting to climate change. This policy requires, amongst other things off setting of emissions targets if not met on site, water usage targets, rainwater harvesting, grey water recycling, use of sustainable materials and practices on site, ultra-low and zero carbon combined heat and power systems and urban greening (green roofs and walls). This policy is further supported by a suite of new climate change polices, CC1 through CC6 which cover a broad range of topics but which, through the partial review and examination in public should be applied flexibly as they may not always be appropriate, and it should be noted that Policy CC1 requires only major planning applications to provide an energy statement.

7.11.2 The Council's Design Guide SPD (2025) sets outs additional requirements with respect to climate change. The guide states that all developments are required to make efforts to minimise energy usage and to incorporate methods of using renewable energy.

7.11.3 The application is accompanied by a Design and Access Statement with a sustainability section that advises the dwellings would be constructed with, but not limited to, solar panels on the roof, air source heat pumps for heating and hot water, materials to be locally sourced where possible, materials to be recyclable, constructed using Fabric First approach, contain energy efficient windows, water saving measures, and thermal insulation. The construction will meet all the relevant Building Regulation ratings to secure an efficient as possible construction. This can be secured with a condition.

Waste and Recycling

7.11.4 The Design Guide (2025) states that provision should be made within new development for the storage and collection of waste from a site.

7.11.5 No comments have been provided by the Council's Environmental Operations department but the proposed dwellings have sufficient curtilage space to provide the relevant waste and recycling receptacles. Additionally, waste collections will be undertaken from two communal bin collection spots and these are located within the 30m drag distance for both occupiers and Council Operatives.

7.11.6 Given the aforementioned, with an appropriate condition in place, suitable refuse and recycle storage facilities can be delivered to meet the criterion set out in the Council's Design Guide SPD (2025).

Community Infrastructure Levy

7.11.7 The Council adopted CIL on 1 April 2020, and the CIL Charging Schedule specifies a payment for new floorspace in line with the following rates (plus appropriate indexation):

Development Type	CIL Rate (£ per square meter)	
	Zone 1: Stevenage Central, Stevenage West Urban Extension and North of Stevenage Extension	Zone 2: Everywhere else

Residential		
Market housing	£40/m ²	£100/m ²
Sheltered housing	£100/m ²	
Extra care housing	£40/m ²	
Retail development	£60/m ²	
All other development	£0/m ²	

7.11.8 CIL is a non-negotiable charge. The exact charge will be determined by the Council's CIL officer after an application has been granted in accordance with the CIL Charging Schedule and the Community Infrastructure Levy Regulations 2010 (as amended). Opportunities for relief or exemption from the CIL charge exist and will be taken into account in the calculation of the final CIL charge.

7.11.9 CIL replaces the need for S106 agreements to specify financial and/or land contributions for non-site-specific infrastructure projects. This allows infrastructure to be planned on a borough-wide scale rather than on a site-by-site basis as mitigation against the impacts of individual proposals. A CIL Form 1: Additional Information has been submitted along with the application.

7.12 Equality, Diversity and Human Rights

7.12.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

7.12.2 When considering proposals placed before Members it is important that they are fully aware of and have themselves rigorously considered the equalities implications of the decision that they are taking.

7.12.3 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the Council's obligations under the Public Sector Equalities Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

7.12.4 The Equalities Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share protected characteristics under the Equality Act and persons who do not share it. The protected characteristics under the Equality Act are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief; sex and sexual orientation.

7.12.5 In terms of inclusive access, the development will comply with current accessibility standards, including Part M of the building regulations, ensuring that units are accessible to individuals with varying mobility needs. This includes step-free access to the ground floors of houses, wide doorways, and interior layouts that allow for future adaptation. All dwellings will be designed to comply with the M4(1) standard, as a minimum.

8. CONCLUSIONS

- 8.1 The proposed development would involve the provision of housing and the council's latest Housing Delivery Test result indicates that housing delivery was substantially below the housing requirement over the last three years. Therefore, the policies most important for determining the application are considered to be out-of-date and paragraph 11(d) of the NPPF is engaged
- 8.2 It has been established that the proposed development only partially accords with Policy HO5 as only part of the site would be located on land which meets the definition of previously developed land as stated within the NPPF (2024), which places substantial weight on reusing brownfield sites. Part of the site occupies public open space, and it has been concluded that the amount of open space lost to development is minor and would not harm the established green link or structurally important route of Grace Way. Given the proposal is partially reusing a brownfield site which is encouraged by the NPPF, this weighs strongly in favour of the proposal.
- 8.3 The development would provide 7 dwellings, making a reasonable contribution to the aim of boosting housing supply, which in this instance, would be partially through redeveloping a sustainable brownfield site.
- 8.4 There would be some economic benefit during the construction phase, and future occupiers would be likely to contribute to local services and facilities. Given the quantum of development, it is considered that these benefits would be moderate and therefore attracts moderate weight in favour of the proposal.
- 8.5 The proposal would incorporate a number of measures to be adaptable to, and mitigate, climate change and would result in a sustainable built form. This attracts moderate weight in favour of the proposal.
- 8.6 The proposed development would have an acceptable impact on the amenities of neighbouring occupiers, and the collection of waste and recycling is acceptable; these are neutral matters.
- 8.7 The development has been assessed to be acceptable in appearance and would not harm the visual amenities of the area. The development has been assessed to be acceptable in terms of private amenity space with regards to 6 of the 7 proposed dwellings in accordance with the adopted Design Guide (2025) and Policy GD1 of the Local Plan (2019). The one plot that fails to meet minimum standards, does so only marginally. Given the proposal complies more with the standards than it fails, it would be unreasonable to refuse the application on this basis alone.
- 8.8 The proposed dwellings would receive an acceptable amount of daylight and sunlight with the exception of plot 3 which has a marginal failure of sunlight hours when taking account of trees in full leaf; when excluding trees from the assessment, the plot passed all tests. In this regard, whilst there is a failure, it is within acceptable limits and would be unreasonable to refuse planning permission on this basis alone.
- 8.9 With regards to the environmental impact of the development in terms of ecology, biodiversity and landscaping, it has been established that there would be significant uplift and improvements to landscaping and biodiversity and is therefore acceptable in this regard.

- 8.10 The car parking and cycle parking meet the standards as set out in the Parking Provision SPD (2025) and are therefore acceptable. Additionally, the Highways Authority have raised no concerns with highway safety. This carries moderate weight in favour of the proposal.
- 8.11 In conclusion, whilst the proposal has been assessed to contravene policy through marginal failures of one plot for private amenity space and one plot for sunlight hours when trees are in full leaf only, it is considered that the public benefits identified through the delivery of housing, partially on previously developed brownfield land, outweigh the harms identified. Therefore, despite the conflicts with the aforementioned Local Plan Policies, there are sufficient material considerations to indicate that planning permission should be granted in this instance.

9. RECOMMENDATIONS

- 9.1 That planning permission be GRANTED subject to the conditions set out below and delegated authority be given to the Director of Planning and Regulation in consultation with the Chair of the Planning and Development Committee, to amend or add to the conditions subject to which the permission would be granted, where such amendments or additions would satisfy the relevant national policy tests and would most effectively deliver the development which the Committee has resolved to approve.

SUBJECT TO THE FOLLOWING CONDITIONS/REASONS

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
25016su1.01-B; 25016su1.02-C; 25016su1.03-A; 25016su1.04-C; 25016wd2.01-E; 25016wd2.01-E; 25016wd2.03-B; 25016wd2.04-B; 25016wd2.05; 25016wd2.10-C; 25016wd2.11-C; 25016wd2.12-C; 25016wd2.13-C; LSDP 2482.01-A; ST-3853-801-C; ST-3853-802-C; ST-3853-800-B; 36059-1; 25038-1;
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 demolition, construction or maintenance activities audible at the boundary, and no deliveries of construction and demolition materials shall be undertaken outside the hours 07:30 hours to 18:00 hours Monday to Friday and 08:00 hours to 13:00 hours on Saturdays. For the avoidance of doubt, no such activity shall take place on Sundays or Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.
REASON:- In the interests of the living conditions of neighbouring occupiers.
- 4 Any external lighting installed at the site shall be angled so as to avoid any spillage beyond the site boundaries unless otherwise agreed in writing by the Local Planning Authority.
REASON:- In the interests of the living conditions of neighbouring occupiers and highway safety.
- 5 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted to and approved in writing by the local planning authority.
REASON:- To prevent unacceptable risks to human health as a result of contamination.

- 6 The development to which this permission relates shall be carried out in accordance with Section 5 (Sustainability Statement) of the Design and Access Statement by Kyle Smart Associates dated January 2026, unless otherwise agreed in writing by the local planning authority.
REASON:- To ensure that the development mitigates and adapts to the negative effects of climate change.
- 7 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.
REASON:- To ensure a satisfactory appearance for the development.
- 8 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.
- 9 No development shall take place (including site clearance) until the tree protection measures as detailed in the Arboricultural Impact Assessment Report prepared by Macintyre Trees, dated January 2026, have been implemented accordingly. The tree protection measures shall remain in place until the development has been completed. Within the tree protection areas to be fenced off in accordance with the AIA there shall be no alteration to the ground level and they shall be kept clear of vehicles, materials, surplus soil, temporary buildings, plant and machinery.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.
- 10 No development shall commence until a Construction Management Plan has been 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. The Plan would need to include details of:
- a. Construction vehicle numbers, type, routing;
 - b. Access arrangements to the site;
 - c. Traffic management requirements;
 - d. Construction and storage compounds (including areas designated for car parking);
 - e. Siting and details of wheel washing facilities;
 - f. Cleaning of site entrances, site tracks and the adjacent public highway;
 - g. Timing of construction activities including delivery times and removal of waste, and to avoid school pick up/drop off times.
 - h. Provision of sufficient on-site parking prior to commencement of construction activities;
 - i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - j. 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;
 - k. Phasing Plan.
- REASON:-** In order to protect the safety and the amenity of other users of the public highway
- 11 No development shall take place (including demolition and site clearance) until a bat survey of the site has been undertaken by a qualified ecologist and the local planning authority has been provided with a copy of the licence issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified activity/development to go ahead.
REASON:- To ensure compliance with the Conservation of Habitats and Species Regulations 2017 (as amended) and to conserve and enhance biodiversity in accordance with NPPF

- 12 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.
- 13 No development shall take place above slab level until a schedule and samples of the materials to be used in the construction of the external surfaces and hard landscaping of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and permanently retained as such thereafter.
REASON:- To ensure the development has a high quality appearance.
- 14 No development shall take place above slab level until details of integrated swift bricks and bat boxes to be provided within the development have been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.
REASON:- To ensure that the development enhances the natural environment.
- 15 No development shall take place above slab level until the retained trees labelled T2, T3, T4, and T5 on the approved plans, located to the front of Plots 1 to 3 on Broadview, have been crown reduced by no more than 25% by the developers qualified Arborist.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.
- 16 Prior to the beneficial occupation of the development to which this permission relates, the refuse stores and cycle storage as shown on the approved plans shall be provided in full. The stores shall be permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.
REASON:- To ensure the proper disposal of waste for the lifetime of the development.
- 17 Prior to the first occupation of the development hereby permitted, the pedestrian and vehicular accesses and visibility splays shall be completed as per the approved plans and thereafter retained in that form for the lifetime of the development.
REASON:- To ensure construction of a satisfactory access to the site in the interests of highway safety.
- 18 Prior to the first occupation of the development hereby approved, the parking spaces shall be provided and marked out in accordance with the approved plans. Any new areas of hardstanding shall be made of a porous material, or provision shall be made to direct surface water run-off water from the hardstanding to a permeable or porous area or surface within the curtilage of the dwellinghouse.
REASON:- In the interest of visual amenity and to ensure the development is sustainable and accords with the aspirations of Class F, Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015.
- 19 Prior to the first occupation of the dwellinghouses hereby permitted, all parking spaces shall be provided with the underlying infrastructure for connection to the electricity network to enable them to be served by an electric vehicle charging point.
REASON:- To ensure construction of a satisfactory development and to promote sustainable development
- 20 The Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Assessment produced by Arbtech Consulting Ltd on 26 February 2026.
REASON:- To ensure the development delivers a biodiversity net gain on site.

- 21 The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
- a. a non-technical summary;
 - b. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - c. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority

has been submitted to, and approved in writing by, the local planning authority. The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

REASON:- To ensure the development delivers a biodiversity net gain on site.

- 22 Notice in writing shall be given to the Council when the:
- a. HMMP has been implemented; and
 - b. Habitat creation and enhancement works as set out in the HMMP have been completed.

REASON:- To ensure the development delivers a biodiversity net gain on site.

The Council has acted Pro-Actively for the following reason:-

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

INFORMATIVE

1 Public Information on Planning Applications

Warning: all information provided on your planning application is now publicly available. Individuals and organisations offering their services may contact you. The Council does not endorse or approve any builders, surveyors, trades persons or other supplier, and advises householders to obtain quotes/references, and check the legitimacy of any contractor who contacts them before making payment.

2 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.

3 **Building Regulations**

To obtain advice regarding current Building Regulations please contact Hertfordshire Building Control Ltd. by emailing us at building.control@hertfordshirebc.co.uk or phoning us on 01438 879990.

To make a building regulations application please apply through our website portal at <https://www.hertfordshirebc.co.uk/contact-us/> payment can be made online or by phoning the above number after the application has been uploaded. Please phone Hertfordshire Building Control for fees guidance on 01438 879990.

Hertfordshire Building Control can also be contacted by post at Hertfordshire Building Control Ltd, Campus East, Welwyn Garden City, Hertfordshire, AL8 6AE.

Once a building regulations application has been deposited with relevant drawings and fee building work may commence. You will be advised in their acknowledgement letter of the work stages we need to inspect but in most instances these are usually:

- Excavation for foundations
- Damp proof course
- Concrete oversite
- Insulation
- Drains (when laid or tested)
- Floor and Roof construction
- Work relating to fire safety
- Work affecting access and facilities for disabled people
- Completion

Please phone Hertfordshire Building Control on 01438 879990 before 10.00am to ensure a same day inspection (Mon - Fri).

4 **Party Wall etc. Act 1996**

Any work that affects a party wall, including foundations dug within 3.0m of a neighbouring building, may be controllable under the Act and may require approval from the adjoining owner(s). Party Wall Act matters are always civil matters and it is neither Stevenage Borough Council's nor Hertfordshire Building Control Ltd's remit to control or enforce Party Wall act matters. Please refer to the Government's explanatory booklet The Party Wall etc. Act 1996, a copy of which is available online at <https://www.gov.uk/government/publications/the-party-wall-etc-act-1996-revised-explanatory-booklet>

5 **Biodiversity Net Gain**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Stevenage Borough Council.

Based on the information available, this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

Where the local planning authority considers that the permission falls within paragraph 19 of Schedule 7A to the Town and Country Planning Act 1990, the permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun, and, if subject to phased development, before each phase of development may be begun (Phase Plans).

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

More information can be found in the Planning Practice Guidance online at <https://www.gov.uk/guidance/biodiversity-net-gain>

6 Environmental Protection Act 1990

The applicant is advised of the Council's powers under Part III of the Environmental Protection Act 1990 to prohibit nuisances arising from dust, smoke, artificial light, and a range of other pollutants that may arise on construction sites.

7 Environmental Health

During the demolition and construction phase of the development, the guidance in BS5228-1:2009 (Code of Practice for Noise Control on Construction and Open Sites) should be adhered to.

8 Hertfordshire County Council as Highways Authority

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/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.

9 Hertfordshire County Council as Highways Authority

Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery 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/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

- 10 **Hertfordshire County Council as Highways Authority**
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:
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
- 11 **Hertfordshire County Council as Highways Authority**
Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
- 12 **Hertfordshire County Council as Highways Authority**
Public Rights of Way (RoW) should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the routes and any other routes to be used by construction traffic should be a paramount concern during works; safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works; any adverse effects to the surface from traffic, machinery or materials (especially overflows of cement & concrete) must be made good by the applicant to the satisfaction of this Authority. All materials must be removed at the end of the construction and not left on the Highway or Highway verges. Further details regarding RoW can be obtained from the RoW unit at Hertfordshire County Council. Additionally if the works to the RoW require a temporary closure then the developer should contact Rights of Way to discuss the process and costs involved.
- 13 **Hertfordshire County Council as Highways Authority**
Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.
- 14 **Stevenage Borough Council Engineering Department**
The applicant is reminded of their agreement to pay the Council's Engineering Services team a financial contribution of £4,000.00 to create a new Traffic Regulation Order and associated road markings at both access points to create "No Waiting" restrictions to protect highway safety at these points.

10. BACKGROUND DOCUMENTS

- 1 The application file, forms, plans and supporting documents having the reference number relating to this item. Online copies may be obtained at <https://publicaccess.stevenage.gov.uk/online-applications/>
- 2 The Stevenage Borough Local Plan 2011-2031
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan>

- 3 The Stevenage Borough Local Plan Partial Update 2025
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan-partial-update/submission-to-secretary-of-state>
- 4 Stevenage Borough Council Supplementary Planning Documents: Parking Provision SPD 2025; Design Guidance SPD 2025; Developer Contributions SPD 2025.
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/planning-library>
- 5 Hertfordshire County Council Local Transport Plan LTP4 2018-2031
<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>
- 5 Government advice contained in the National Planning Policy Framework 2024 and the Planning Practice Guidance.
https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf

<https://www.gov.uk/government/collections/planning-practice-guidance>
- 7 Representations made by statutory consultees and other interested parties referred to in this report. Online copies can be found on Public Access.