

Meeting Executive

Portfolio Area Environment & Regeneration

Date 8 December 2021



TOWNS FUND BUSINESS CASE – STATION GATEWAY

KEY DECISION

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1 PURPOSE

- 1.1 Stevenage was successfully awarded £37.5m of funding through the Government's Towns Fund programme. Full business cases must be developed and approved by 24th March 2022 for each of the projects that comprise the Stevenage Towns Fund programme. The Council, as Accountable Body, must provide final sign-off for each of the business cases, in accordance with the Towns Fund Stage 2 Guidance. Full Council has delegated approval of each of the business cases to the Council's Executive committee.
- 1.2 This report relates to Station Gateway project, which includes the provision of a new Multi-Storey Car Park & Cycle Hub, feasibility and masterplanning works, as part of the first phase of works in the Station Gateway Major Opportunity Area. The business case will be considered by the Stevenage Development Board on 2nd December 2021 and feedback will be provided in an addendum to be published prior to Executive.
- 1.3 At the same meeting of the Executive (December, 2021), a further report setting out the case for investment into a Multi-Storey Car Park in the Station Gateway will be all also presented, providing further information on that element of the Station Gateway business case.

2 RECOMMENDATIONS

That Executive:

- 2.1 Note the feedback from the Stevenage Development Board.
- 2.2 Approve the Station Gateway business case and delegate authority to Strategic Director (TP) to submit the project summary to the Department for Levelling Up, Communities and Housing Towns Fund team on behalf of the Council (acting as Accountable Body).

3 BACKGROUND

- 3.1 In September 2019 the Government invited 101 towns to develop proposals and bid for funding for a Town Deal, as part of the £3.6 billion Towns Fund. Stevenage was identified as one of the 101 eligible towns.
- 3.2 As part of the Towns Fund, each eligible town was required to put in place cross-organisational leadership via a Towns Fund Board, to ensure broad representation from businesses, skills and education providers, investors, community representation and cross-public sector support.
- 3.3 In Stevenage, this saw the formation of a new, independent Stevenage Development Board. Following a recruitment process managed by Hertfordshire County Council and approved by the Ministry for Housing, Communities and Local Government, an independent Chair was appointed (Adrian Hawkins OBE), and the new Development Board (the Board) was formed in March 2020, working to shape a Town Investment Plan to help develop proposals to provide local opportunity and reinvigorate the town.
- 3.4 After extensive work and wide engagement by the Board, including working groups on Skills and Enterprise, Connectivity, Heritage and Culture, and Regeneration, the Stevenage Town Investment Plan (STIP) was submitted in October 2020. This built on extensive engagement with local stakeholders, residents and businesses to help shape a plan to reinvigorate Stevenage to meet the aspirations of its people.
- 3.5 This plan set out proposals to create an exemplar 21st century New Town, maximising the opportunities within local economy (including capitalising on the Life Sciences opportunity) to meet the needs of local people, attracting visitors and investment and revitalising the town. The Towns Fund programme had set out an expectation that bids would be for up to £25m, largely capital funding, but with the potential for towns to bid for up to £50m if they could demonstrate exceptional circumstances and subject to a deeper review process to be conducted by Government officials. Stevenage Development Board set out a bid with 'exceptional circumstances, articulating a proposal for £50m funding to help address challenges and opportunities facing the town.
- 3.6 As part of the national Budget announcements in March 2021, funding was allocated to 45 Towns. Stevenage achieved the joint highest allocation in this funding round, with an award of £37.5m. In making this award, the Minister for Regional Growth and Local Government, indicated that this

higher funding offer 'is in recognition of the case that Stevenage made for the national significance of the proposals to develop its life sciences sector' and that this presents 'an exciting opportunity to come together to drive long-term economic and productivity growth in Stevenage, particularly as we meet the challenges presented by Covid-19'.

- 3.7 The Ministry of Housing, Communities and Local Government (MHCLG) (now the Department for Levelling Up, Housing and Communities (DLUHC)) set out proposed Heads of Terms for the £37.5m award for the Town Investment Plan). As set out by the Towns Fund programme, the Council and Chair of Stevenage Development Board proposed a funding profile. On 15 July 2021, DLUHC provided Grant Confirmation, allocating funding over a five year period – subject to approval of business cases by the Accountable Body and DLUHC conditions. This was allocated as follows:

Project	Total (£)
Stevenage Enterprise Centre	4,000,000
Gunnels Wood Road Infrastructure Improvements	1,000,000
Station Gateway Enabling Works	6,500,000
Marshgate Biotech	1,750,000
Stevenage Innovation & Technology Centre	5,000,000
National New Towns Heritage Centre	2,000,000
Stevenage Sports & Leisure Hub	10,000,000
Cycling Connectivity and Arts & Heritage Trail	3,500,000
Town Centre Diversification & Garden Square	3,750,000
Total	37,500,000

- 3.8 This process also sets out a clear role for Stevenage Borough Council as the Accountable Body for the allocation of funding for Towns Fund projects, and requires the Council to undertake assurance assessments, review and approval of business cases to draw down funding for projects within the Town Investment Plan.
- 3.9 To secure the allocated Towns Fund package, all business cases must be complete and signed-off by the Accountable Body, with the accompanying project summary sheets submitted to DLUHC by 24 March 2022.
- 3.10 It is recognised that the funding and range of projects included within Stevenage's Town's Fund programme means that it is one of the largest programmes within the nationwide Towns Fund programme, the Council needs a clear and achievable plan for producing and signing-off the business cases. The Council does have significant experience in developing complex business cases for approval and government review, such as through the Local Enterprise Partnership Growth Deal Funding, in addition to the strategic outline case submitted to government in the form of the Stevenage Town Investment Plan. Preparation work has been undertaken for many of the projects, to enable development of the business cases in a timely way. In

October 2021, at a meeting of the full Council, powers were delegated to the Council's Executive Committee to consider each of the business cases for approval.

Business case requirements

- 3.11 The requirements for business case development and assurance are set out by DLUHC as part of their Stage 2 guidance of the Towns Fund. Stage 2 of the Town's Fund process focusses on the development of business cases for each of the projects, and is required to be complete before 24th March 2022.
- 3.12 This stage of activity is to ensure local partners work with government to demonstrate the feasibility, viability and value for money of their projects. This includes:
- Developing and submitting the Town Deal Summary Document
 - Business Case development for all approved projects
 - A full list of projects
 - Detail of the processes used for business case assurance and approval followed for each project
 - Confirmation of actions taken in response to any conditions applied in the agreed Heads of Terms between DLUHC and local partners
 - A Delivery Plan (including details of the team, working arrangements and agreements with stakeholders)
 - A Monitoring and Evaluation Plan
 - Confirmation of funding arrangements and financial profiles for each project
 - Undertaking Public Sector Equalities Duty analysis
 - Approval from the Town Deal Board and Lead Council
- 3.13 Stevenage Borough Council and Stevenage Development Board are required to conduct project assurance for each individual project.
- 3.14 Each business case is expected to meet agreed criteria. DLUHC expect business cases to include:
- The evidence for the intervention using rigorous analysis of quality data and the application of best practice.
 - An assessment of value for money, including showing how different types of projects will be compared and assessed.
 - A clear economic rationale, justifying the use of public funds in addition to how a proposed project is expected to contribute to strategic objectives.
 - Clearly defined inputs, activities, outputs and anticipated outcomes.
 - Appropriate consideration of deliverability and risk along with appropriate mitigating action.

- Whilst there is no minimum value for money threshold set for Towns Fund projects, in order to follow best practice, all business cases must contain robust value for money assessments.
- Business cases should address, in a proportionate manner, the five cases set out in the HM Treasury Green Book.

3.15 Each business case should be assured by the Accountable Body (in this case, Stevenage Borough Council), prior to submitting summary documents to DLUHC.

Developing and reviewing business cases

3.16 Stevenage Development Board will continue to have a vital role through the development of business cases, with partners engaged in working groups to support the development and finalisation of business cases. The Board includes a wide range of key stakeholders, who will need to endorse the businesses cases and play a key role in engaging with the projects across a range of themes, including Culture, Skills, Sustainable Transport, and Town Centre Regeneration. This will ensure the experience and expertise across a range of sectors will be harnessed to support the development of robust and deliverable business cases, for projects that will have a significant positive impact for the town.

3.17 To support the assurance process, and ensure appropriate separation of interests when the Council is acting as Accountable Body, an Officer Panel ('Chair's Panel') consisting of senior Stevenage Borough Council and partner Officers (a Director, Section151 Officer, Monitoring Office, Hertfordshire LEP and, Hertfordshire County Council Officers) has been established to ensure business cases meet requirements before being recommended to the Development Board for approval. The following approval route will now be followed for the submission of business cases to DLUHC:

- Business case developed by Officers and Stevenage Development Board partners
- Review of business cases by a 'Assurance Panel' including key Council Officers to ensure strategic alignment, deliverability, value for money and the ability to implement the Town Investment Plan, as part of the assurance process
- Approval of the business case by Stevenage Development Board
- Business case to be approved by Stevenage Borough Council Executive Committee as the 'Accountable Body'
- Summary of the business case to be submitted to DLUHC to access funding.

Station Gateway summary (£6,500,000)

3.18 Full information on the Station Gateway project can be found in Appendices A & B. The Station Gateway is identified as a major opportunity area within the Borough Local Plan and Stevenage Central Regeneration Framework

(2015). With an expanse of that land that takes up a large proportion of the western side of the overall town centre space, the opportunity is significant, and holds the key to connecting the East and West sides of the central part of the town, and between the town centre and the Gunnels Wood Road area. Transformation of the Station Gateway area could have significant and positive impact for Stevenage, support the growth of the local economy, create a high quality environment for business and the town centre. It will require a co-ordinated approach to masterplanning to ensure the right blend of place-making and commercial interventions, and full alignment with the emerging planning policy 'Area Action Plan'.

- 3.19 The Station Gateway area of Stevenage is a key location for economic competitiveness. Other locations which are a similar time distance away from London terminals are seeing considerable commercial growth, for example Reading, Slough, Milton Keynes and Croydon. Stevenage is perfectly placed in terms of mobility, and already hosts major international companies. Creating an attractive, healthy, memorable and enjoyable place in the Station Gateway area will provide the seeds for high quality mixed-use development to come forward and make the most of the station area, and contribute widely across the town.
- 3.20 The Station Gateway project will align with and follow the planning policies in place for that area of Stevenage. This is set out in the Stevenage Borough Local Plan, and will be further refined through an Area Action Plan. An Area Action Plan (AAP) is a type of Development Plan Document, providing a planning framework for a specific area of opportunity, change or conservation. AAPs give a geographic or spatial dimension and focus for the implementation of policies for that area. AAPs can create new policy over and above the Local Plan, within the designated AAP area.
- 3.21 Executive approved the commencement of consultation on the 'issues and options' stage of the development of an AAP, with public consultation opening in June 2021 for a minimum of 8 weeks, to help inform the long-term policies for the area. Any emerging masterplan for the Station Gateway will be aligned with the Area Action Plan, and complementing it with a more discrete focus on the detailed masterplanning and commercial preparation required to deliver schemes in accordance with local planning policies.
- 3.22 The existing local planning framework identifies the substantial opportunity in this area. The Stevenage Borough Local Plan Policy TC4 ("Station Gateway Major Opportunity Area") states: Within the Station Gateway Major Opportunity Area, planning permission will be granted for:
 - a. An extended and regenerated train station;
 - b. New bus station;
 - c. High-density Use Class C3 residential units;
 - d. New multi-storey or basement car parking;
 - e. New Use Class B1 office premises;
 - f. A new Use Class C1 hotel; and
 - g. New Use Class A1 and Use Class A3 restaurant and cafe uses.

- 3.23 The Local Plan further sets out the need for quality sport, leisure, theatre and culture facilities in that area, quality frontage for the rail way station, new public squares, at least one multi-storey car park and cycle parking (plus drop off space), high quality commercial buildings, and overall, a high quality landmark gateway environment to create a positive image of Stevenage for all rail visitors.
- 3.24 The emerging AAP highlight options and objectives that would further support this, including:
- New gateway and arrival experience
 - Enhanced movement access for all modes
 - Green infrastructure integrated throughout
 - New mixed use development to unlock economic opportunity
 - Creating a low carbon urban village
 - Sustainability in mobility, built form and landscaping
 - Celebrating the heritage of the town
- 3.25 Whilst the outcome of the three potential options relation to the Area Action Plan options are on-going, the requirement for a release of land to create the appropriate conditions for redevelopment and increase land efficiency still remain a key constraint that requires public intervention to unlock this vital space.
- 3.26 This project seeks to create the appropriate enabling conditions to support and ultimately work towards delivering these aspirations. The purpose of this project is to:
- A. Create the sustainable transport hub serving the Gateway, the rest of the Stevenage town centre area through the creation of a new multi-storey car park and cycle hub, and to enable longer-term development by releasing land for redevelopment. This facility will be in close proximity to other key modes of transport (new Bus Interchange, cycleways and the current station) providing residents to a number of sustainable travel options.
 - B. Progress a coherent vision, masterplan and implementation approach for the Station Gateway major opportunity area, aligned with the AAP.
 - C. Complete the preparatory activities required to create the appropriate conditions to enable significant office and commercial Research & Development space and residential development to be accelerated within the Central Core.

4 REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

- 4.1 This report recommends approval of this Stevenage Towns Fund business case, which sets out a case for:
- Station Gateway (£6,500,000)
- 4.2 Both the summary version and full version of the business case have been included as appendices to this paper. The business case provides detailed assessment of the strategic, economic, financial, commercial and management elements of the business case, with detailed consideration of the benefits, risks, outputs and outcomes of the project.
- 4.3 The Station Gateway business case under consideration has been reviewed by the officer group and Assurance Panel, which includes the Chair of the Stevenage Development Board. The case will be considered by the Stevenage Development Board on 2nd December 2021, after the publication of this report, and detailed feedback on the consideration and recommendations from the Board will be provided to Executive through an addendum.
- 4.4 To date, the Assurance Panel, which is made up of representatives from the Board and supported by Stevenage Borough Council Officers, have provided support for the business case. Key comments from the assurance panel are summarised below:
- Ensure that Phase 1 of Station Gateway is presented as one coherent package of capital works.
 - Develop the narrative to make it clear that the primary purpose of the project is to release a significant quantum of low-density service level car parks for redevelopment and the subsequent delivery of significant economic outputs.
 - Review construction contingency to ensure adequate budget is in place.
 - Ensure the strategic case makes it clear that the Station Gateway proposals do not prejudice or pre-empt the outcome of the Area Action Plan, and can be implemented in a complementary way with any of the options out for consultation.
 - References to the approved Local Plan should be incorporated.
 - Incorporate references to previous work such as the Stevenage Central Framework, developed with David Lock Associates.
 - Ensure the business case highlights outputs based on confirmed and delivered via Phase 1, and what is more speculative about wider benefits that can be achieved in the area.

- 4.5 The alternative options available to the Council are:
- Not to approve the business case, or
 - Defer approval of the business case until any issues are resolved or further information is provided.
- 4.6 Based on the information presented, Officers are satisfied that the business case can be suitably controlled through conditions relating to the drawdown of funding, and no further amendments are required. It is acknowledged that the business case is a living document, which will be updated as developments progress. The other options available would have a significant detrimental impact on the success of the Towns Fund and Transforming Your Town programme, with no tangible benefits.
- 4.7 The following section sets out the next steps in relation to the project.
- 4.8 In relation to the first element of the business case, the creation of a new multi-storey car park (MSCP) and cycle parking, this project is well underway and has progressed through the procurement stages and design. Following the approval of Executive (November 2020) to commence procurement for a contractor for a design and build scheme, Huber were appointed to lead the design and build phase of work, and have worked on the development of a scheme with the Council's regeneration team. This project has made significant progress and a planning application has been submitted. The consideration of the planning application is a matter for Planning and Development Committee. Should the application receive planning consent, and secure the remaining match funding (subject to Executive and Council approval of the MSCP business plan), the project would progress to commencement of a construction contract.
- 4.9 A separate business plan been prepared for approval for Council match funding for the project, which is to be reported to the same meeting of the Executive.
- 4.10 Following the planning consultation and outcome of the planning application, if full funding for the scheme has been approved, the target is to enter in to the construction contract with Huber by March 2022.
- 4.11 This report is recommending that Members approve the Towns Fund money of £6.5m is allocated to the Station Gateway. The additional funding required to deliver the MSCP at the station is included in the MSCP business plan to this Executive. Matters relating to building design, land use and other factors will require consideration via the Planning and Development Committee.
- 4.12 Should the project progress, the project has an estimated 40-week build programme.
- 4.13 Work on the wider gateway masterplanning and enabling works will be scoped out and delivered at a later stage in the delivery timeline, with close support from Stevenage Development Board and a range of business and community partners.

5 IMPLICATIONS

Financial Implications

- 5.1 In relation to the Station Gateway business case, The original submission to government required Stevenage Borough Council to provide £5m of match funding. This consists of £3.5m of funding to deliver the project over and above the Towns Fund monies and a further £1.5m of deferred land value by utilising the land for public car parking, rather than realising a development value through any future sale. A separate funding business plan and parking capacity report is being provided to the meeting of Executive (December), recommending to proceed with the project and provision of match funding, which will subsequently need to be included in the capital strategy.
- 5.2 The biggest financial risk in relation to this e Towns Fund project is that should the
1. Council be unable to find the remaining £3.5Million required funding, or afford any related borrowing costs,
 - 2.The business plan and parking capacity fail to indicate in the next five years that it would make economic sense of the Council to build the facility,
- Then the Towns Fund money would be returned to DLUHC. To mitigate this risk, the Towns Fund money allocated for the MSCP will not be will not be utilised until all of the relevant approvals and conditions are in place.
- 5.3 The other financial risk to note is in relation to the masterplanning enabling works. The business case will present these as one coherent phase of works, to limit the risk that the £0.5m Towns Fund allocated monies doesn't become a General Fund revenue cost. Capital expenditure that does not lead to completion of a scheme (e.g. feasibility or design only) so if there were no further development at the Gateway must be written off to the revenue fund it relates to.
- 5.4 Full financial details for the project can be found in the Towns Fund business case in appendix A & B.

Legal Implications

- 5.5 In relation to the Station Gateway business case, the approval process previously set out at Executive and Council ("Transforming our Town Centre progress update and Towns Fund decision making") has been followed, and the documents have been prepared in accordance with the Towns Fund Stage 2 Guidance referenced in the decision-making report. There will be further decision-making gateways required, including separate consideration of the planning application, and consideration of the funding plan for the match funding, as this is a project that will be delivered by Stevenage Borough Council.
- 5.6 The contractor for the project, Huber, have been procured in accordance with the Council's contract standing orders and the procurement approach recommended to the Executive in November 2020.

Risk Implications

- 5.7 Full details of risks relating to each of the business cases can be found within the full business case.
- 5.8 The Towns Fund programme provides a significant opportunity to draw in substantial levels of funding to support the regeneration of the town. Across a range of projects, there are elements of risk, as some projects will require match funding (as set out in the business case), or require capital investment and to proceed into delivery to avoid project costs generating revenue impacts. A number of strategic risks have already been identified for this Stage 1 project. The key risks include:

NO	RISK	MITIGATION ACTION
1	Through the design and build contract, the Council has secured a fixed price secured until end of March 2022. This is positive as mitigates the impacts that are being experienced elsewhere in relation to inflation and supply chain challenge and material prices. If a contract is not signed the cost of the project is likely to increase significantly.	Target to enter into contract by late February 2022 to enable Huber to start placing orders with their suppliers.
2	Approved new developments will change the future car parking capacity and delaying construction could result in behaviour change for commuters and shoppers	Consider the best time to start building the car park as the construction completion will take 30-40 weeks and put in place a full mitigation plan to provide additional long-stay capacity.
3	Cost of borrowing cannot be absorbed within General Fund budget	Utilising Towns Fund grant money (subject to approval) and part of Marshgate land receipt has significantly reduced the borrowing total and cost of borrowing and a further report is being reported to the Executive to set out the plans for the MSCP project in greater detail.
4	Recovery after lockdown is slow and the future parking demand is uncertain	Continued and timely engagement with stakeholders to maximise inward investment. Programme explicitly agreed and adequately resourced.

5	Location of the site next to railway station imposes a risk in increased cost during construction phase.	Early engagement with Network Rail will mitigate the risk of unknown cost should any fees/ extra measures be required. Consultant team and contractors appointed will need to have prior experience of working on projects with similar constraints
6	The construction cost exceeds the limit for the project or other issues arising during the design development	A cost consultant will be involved from an early stage of the project to ensure contractor's proposals are realistic and within budget.
7	Loss of customers using the North car park during the construction period.	Location of nearby car parks with access routes would be widely advertised encouraging commuters to use them as part of the 'mitigation plan'. Ensuring as part of the mitigation plan that these car parks are attractive for customers to use. Other car park closures not planned for redeveloped will be minimised

5.9 The key risks and mitigation at a programme level can be summarised as follows:

Key Risks	Mitigation
Business cases and summary sheets are not signed-off / submitted in time and funding is lost	Programme and resources have been established with a dedicated programme manager and oversight from Assistant Director (Regeneration) and Strategic Director (TP) to ensure products are commissioned and programme is on track
Business cases are rejected by Accountable Body/Development Board	Early engagement with both organisations to ensure they are involved and have oversight of business case development, to ensure they are supportive of the direction of travel
Sign-off process and/or decision routes are challenged	Developed sign-off process and governance as set out in this paper in accordance with guidance and best practice

The cumulative risk of Towns Fund projects has a material impact on the Council's Medium-Term Financial Strategy	Each project will highlight the potential areas of risk (in this case, related to the approach to avoid any risks of capital claw back), and previous Towns Fund project. At this point in time the previous Towns Fund project (Gyratory) also highlighted risks of capital clawback, which also has mitigations in place
Money spent at risk not recovered and resulting in a General Fund pressure if projects don't proceed	Careful diligence of spending in early stages of the projects; not progressing to business case stage unless we are confident the project is deliverable; review of risk in entirety across the programme
Funding not sufficiently secured by accountable body, including match-funding	Towns Fund spend profile to be reflected in the Council's capital strategy, with individual projects returning to Council for future sign-off when at a suitably advanced stage to give Members the full information necessary for final budgetary sign-off
Third-parties do not deliver to timeframe or budget, and/or don't follow relevant procurement guidelines	All projects being delivered by a third-party to have a funding agreement in place with the Accountable Body
Business cases called-in and potentially challenged by BEIS/DLUHC	Utilising business case template provided through the Town's Fund resource; representative from BEIS to attend Development Board meetings and have sight of business cases at an early stage.

Policy Implications

- 5.10 The development will contribute to the delivery of regeneration within the town centre and will help to deliver key objectives of the Council's Sustainable Transport strategy, Future "Town, Future Transport" (adopted 2019) and will also help to deliver on the Council's commitment to reducing carbon emissions as stated in the Climate Change Strategy (adopted 2020) through low-carbon developments.

Planning Implications

- 5.11 Planning permission is required and a planning application has been submitted for independent consideration by the Planning Committee.

Environmental Implications

- 5.12 A core value of embedded within the framework for appraising these projects is focussed on ensuring due consideration to Environment, and where possible support the reduction of impact of Regeneration on the Environment.

- 5.13 There is a significant focus on utilising brownfield sites and spaces to their maximum potential through the Stevenage Town Investment Plan, and a clear drive to focus on sustainable travel options, through both public and active transport initiatives.
- 5.14 Better land use planning is a key concept for mitigating emissions and allowing people to make the behavioural changes required to reduce their carbon footprints in the long run. New buildings will improve the environment, not detract from it.

Climate Change Implications

- 5.15 The new facility will provide additional choice and convenience for residents who wish to utilise sustainable transport options to visit the town centre – this includes providing modern, secure cycle storage, a significant number of current and futureproofed EV charging points and providing better links between different modes of transport. The design meets aspects of a sustainable building that adheres to the Council's Climate Change Strategy and Local Plan 2031. It would encourage the use of sustainable transport options.
- 5.16 The drainage design for the building takes into account climate change predictions for increased rainfall over the life of the building, in accordance with LLFA requirements.
- 5.17 EV panels and a battery storage option are being investigated to finalise this option which would replace the need for a substation. This could mean that the facility is able to generate and store the power needed to charge the electric vehicles on site.

Equalities and Diversity Implications

- 5.18 No specific equalities and diversity implications for this tranche of business cases. The completion of an AAP for the Station Gateway area will complete a full EIA, and the detailed plan for the MSCP will include a summary EIA assessment.

APPENDICES

- A Station Gateway business case summary.
- B Station Gateway full business case.

BACKGROUND DOCUMENTS

- Stevenage Borough Local Plan
- Stevenage Connection Area Action Plan: Issues and Options Report (Executive, February 2021)
- Transforming our Town Centre progress update and Towns Fund decision making (Council, October 2021)