

Meeting: Planning and Development Committee **Agenda Item:**

Date: 7 October 2020

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Application No: 20/00405/FPM

Location: Unit 11 The Forum Centre, The Forum, Town Centre

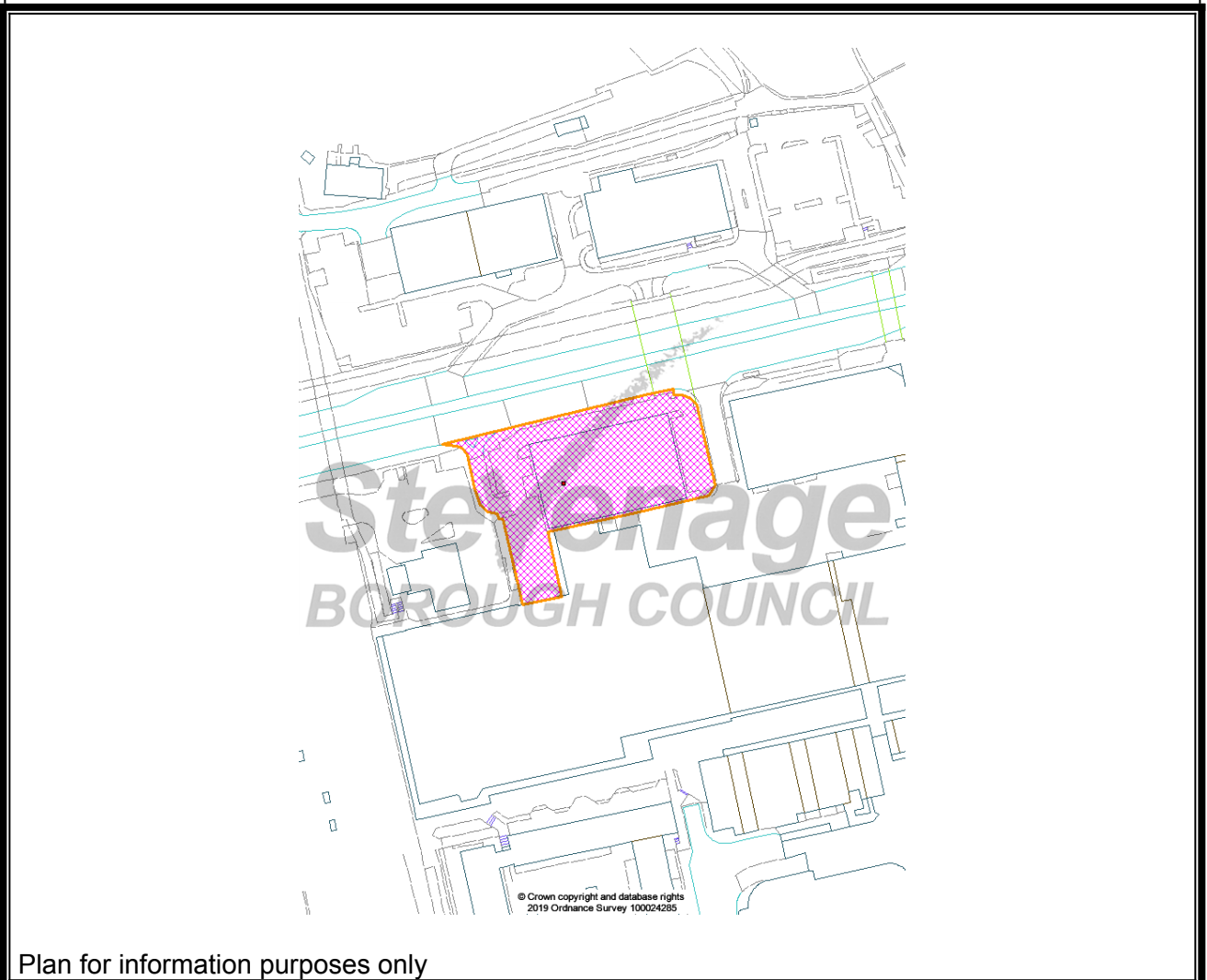
Proposal: Change of Use from 'Retail' (Use Class A1) to Wholesale Market (Sui Generis)

Drawing Nos.: Site Location Plan; P01; P02; P03

Applicant: Stevenage Borough Council

Date Valid: 23 July 2020

Recommendation: GRANT PLANNING PERMISSION.



Plan for information purposes only

1. SITE DESCRIPTION

- 1.1 The application site comprises a 1624m² building, with a lawful use for retail (Class E / formerly Class A1). The site also has a customer car park located at the front with 65 designated spaces, which is accessed from Fairlands Way and a delivery and loading bay at the rear also accessed from Fairlands Way. The site is located on the northern edge of the town centre, within The Forum shopping area. It is bounded to the north by Fairlands Way and is adjoined to the south by Tesco superstore and its associated petrol station to the west. To the east, the site is adjoined by TK Maxx, which is also part of The Forum shopping area.
- 1.2 The application property is in good condition with walls of full height brickwork, with cladding details above and under an insulated profiled steel roof. Internally there is a single open space with some limited internal fittings comprising a toilet block, staff accommodation and small first floor office area. The main pedestrian entrance is at the west side of the building facing the car park. A single loading door at the dock level is located at the rear and is accessed from a separate shared yard.
- 1.3 Since the early 2000's the premises were occupied by Office Depot, formerly known as Staples (stationery suppliers) under the former Class A1 retail use. Office Depot fell into administration late 2018 with all of its stores closing by April 2019. The building has been unoccupied for over a year and the applicant has submitted evidence to demonstrate the premises have been actively marketed for retail use since June 2019.
- 1.4 The site is designated within the Local Plan as falling within the Town Centre, Town Centre Shopping Area and TC6 Northgate Major Opportunity Area.

2. RELEVANT PLANNING HISTORY

- 2.1 Full planning permission sought for 3 retail units and associated car parking (ref. 98/2/0427/98). Planning permission granted 23 August 1999.
- 2.2 Advertisement consent sought for signage in connection with the occupation of the unit by Staples (ref. 99/00309/AD). Advertisement consent granted on appeal 23 November 1999.
- 2.3 Advertisement consent sought for a free-standing double sided internally illuminated sign (ref. 01/00444/AD). Advertisement consent granted 5 November 2001.

3. THE CURRENT APPLICATION

- 3.1 Following 16 months of unsuccessful marketing, the current application seeks planning permission for the proposed change of use of the unit from retail to a wholesale market (*sui generis*). The application proposal does not involve any physical changes to the building and is seeking a change of use only. Should planning permission be granted for the change of use, it is anticipated an application for the associated signage will be submitted in due course.
- 3.2 The proposed wholesale market will be run by Sema Food Ltd, who currently trade from a unit within an industrial estate in Tottenham, north London. The company are looking to relocate due to the business expanding and needing to operate from a more central location. The vacant unit subject to this planning application meets the company's needs. The business model of Seema Food Ltd can be summarised as follows.

- 3.3 The applicant has advised Seema Food Ltd have a similar business model to Costco, albeit with less customer footfall into the store itself. Many of the customers are business owners who pre-order grocery deliveries, much like a supermarket home delivery service, but for small businesses such as cafes, restaurants, takeaways and small independent grocery stores. Unlike Costco, walk in customers do not have the freedom of wondering around the warehouse. It is more of a 'click and collect' over the counter system for the small number of 'walk in' trade.
- 3.4 The types of products Seema Food Ltd sells are no different to that of a typical supermarket; however, it is packaged and supplied on a larger scale. For example, rice is sold in a minimum of 20kg bags. Branded drinks are sold in cases with a minimum of twenty four cans or six bottles, cooking oils start at 10litres and fresh vegetables are supplied by the case load.
- 3.5 In terms of parking and deliveries, the applicant has advised there are currently four delivery vans. The vans are no larger than the ones supermarkets use to make home deliveries. The vehicles are quite compact, as most of the deliveries are to businesses in town centres. During operational hours the vans are never parked, returning 'alternately' to be reloaded. On a usual day, loading happens once in the morning and again in the afternoon.
- 3.6 With regards to site parking, the only time the delivery vans are parked-up is after closing hours and will use a designated area to the rear of the building on the opposite side to the entrance. The vans are usually loaded and gone before the doors open to the 'walk in' customers. Stock is received two to three times a week and the existing loading bay will be used for both receiving and loading goods onto the vans.
- 3.7 This application comes before the Committee for determination as it is a Major application.

4. PUBLIC REPRESENTATIONS

- 4.1 This planning application has been publicised by way of a site notice and neighbour notification letter as well as a press notice in the local paper. One objection was received from the occupier of 61 Boston House, Park Place, Stevenage on the following grounds:

The Stevenage town/travel plans clearly state that the use of public transport, cycling or walking should be promoted. This wholesale facility will put extra pressure on the ring road around the town centre and promotes the use of heavy goods vehicles as when you visit a wholesale facility you will leave with a bulk amount of items you would not be able to carry walking or cycling or public transport. This facility would be better suited to an out of town industrial unit like that of Costco. The town centre is destined for residential accommodation and this will move the town in the wrong direction away from its vision of becoming a modern, forward thinking town centre.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

- 5.2 Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions. The Highway Authority originally added a condition requiring the submission of a construction management plan; however this was retracted

when they were reminded that this application was seeking a change of use only with no demolition/rebuild proposed.

5.3 Lead Local Flood Authority

5.4 As no external changes are proposed to the existing building, therefore, no comment on the proposed change of use.

6. RELEVANT PLANNING POLICIES

6.1 Background to the development plan

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

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

6.2 Central Government Advice

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

6.3 Adopted Local Plan

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable development in Stevenage;
Policy SP6: Sustainable transport;
Policy IT5: Parking and access;
Policy TC6: Northgate Major Opportunity Area
Policy TC8: Town Centre Shopping Area

6.4 Supplementary Planning Documents

Parking Provision Supplementary Planning Document January 2012.

6.5 Community Infrastructure Levy Charging Schedule

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

7. APPRAISAL

7.1 The main issues for consideration in the determination of this application are its acceptability in land use policy terms, impact upon neighbouring amenities, parking provision and highway implications.

7.2 Land Use Policy Considerations

7.2.1 The application site is designated as falling within the Town Centre, Town Centre Shopping Area and Northgate Major Opportunity Area within Stevenage Local Plan 2011 – 2031 (2019). The site is not however part of a town centre Primary Frontage.

7.2.2 Policy TC6 Northgate Major Opportunity Area encourages the following uses within the area:

- a. High-density Use Class C3 residential units;
- b. New Use Class B1(a) office premises;
- c. New Use Class A1, A3 and A4 shop, bar, restaurant and cafe uses;
- d. Replacement Use Class A1 major foodstore;
- e. New multi-storey or basement car parking;
- f. Replacement cycle and pedestrian footbridge between Ditchmore Lane and Swingate; and
- g. Signature public spaces.

7.2.3 Policy TC8 Town Centre Shopping Area seeks to encourage use classes A1, A2, A3, A4, C1, D1 and/or D2 at ground floor level. Only A1 use is explicitly protected in the Local Plan under Policy HC2 'Local Shops'. However, this policy is aimed at freestanding shops and small parades outside of the neighbourhood centres identified within the Local Plan and is not relevant to the application site, which is covered by the Town Centre policies within the Plan. The current retail use of the application site is not therefore explicitly protected by the Local Plan.

7.2.4 It is important to note that from 1 September 2020, the Government introduced new legislation making significant changes to the planning use classes order. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 are now relevant to the determination of this application. The new legislation combines all commercial, business and service uses into a new Use Class E. This includes retail. This allows premises greater flexibility to change their use under permitted development, without requiring planning permission.

7.2.5 However, the proposed wholesale market falls within the *sui generis* use class (a class of its own), meaning planning permission is still required to change the use from retail (Class E) to a wholesale market, as *sui generis* uses do not benefit from permitted development rights even under the new legislation. Notwithstanding this, the aim of the new legislation is to make it easier for businesses to secure premises more quickly and to boost the economy. The fact the application property has been vacant for 16 months; despite marketing is a material consideration.

7.2.6 It could also be considered that the business model of Sema Food Ltd is similar to that of a Warehouse Club (e.g. Costco), which is classed as a main town centre use within the NPPF Annex 2 Glossary. As such, it can be argued the NPPF allows for the provision of such a use within the town centre and the proposal is not in conflict with the NPPF.

- 7.2.7 The application is accompanied by evidence to demonstrate the efforts taken to market the unit from June 2019. The Chartered Surveyors overseeing the marketing have confirmed no firm offers were received from a Class A1/E retailer operator to take a new long term lease on the property. They concluded that the demand from multiple Class A1/E retailers for Stevenage Town Centre at the moment is extremely limited and there is no possibility of attracting a Class A1/E retailer to this property in the near future.
- 7.2.8 With regards to the objection from a neighbour concerned about heavy goods vehicles and a high volume of traffic accessing the site, the proposed business is different to Costco in that most of the trade is carried out via deliveries direct to small business customers and therefore there will not be a high volume of traffic accessing the site in order to carry bulky goods away. It has been confirmed by the applicant that the business currently has four delivery vans no larger than the ones supermarkets use to make home deliveries. On a usual day, loading happens once in the morning and again in the afternoon. It is considered the amount and frequency of delivery vehicles will not be materially different to the previous retail use and the number of customer vehicles visiting the car park will actually be less, due to the business model focussing on delivery rather than collection. As such, the proposed use is considered appropriate for this site.
- 7.2.9 With regards to the point about the use being incompatible with the future residential led regeneration of the town centre, it is acknowledged that the proposed wholesale market is inconsistent with the use classes encouraged under the Town Centre Policies set out above. However, its use as a wholesale market falls within the definition of main town centre uses within the NPPF Annex 2 Glossary. As such, the NPPF allows for the provision of such a use within the town centre and the proposal is not in conflict with it. Furthermore, the proposed use does not preclude other parts of the Northgate Major Opportunity Area from being redeveloped as per the objectives of Policy TC6. On this basis, it is considered the use is not incompatible with the future residential led regeneration of the town centre.
- 7.2.10 It can be concluded that from a land use perspective, whilst the proposed use as a wholesale market does not fall within the use classes encouraged under the Town Centre Policies TC6 and TC8 of the Local Plan, the proposal will bring a large vacant unit back into use, encourage customer footfall to the site and town centre and will create 15 new jobs. It is on this basis that the proposal is considered acceptable from a land use perspective, given the clear planning benefits brought about by bringing this unit back into use weighed against the poor demand for retail space making it unlikely it would be let to a Class E retailer in the near future.

7.3 Impact upon Neighbouring Amenity

- 7.3.1 The application site is located on the northern edge of the town centre and is bounded by Fairlands Way to the north and retail uses to the south, west and east. Notwithstanding the fact there is a current planning application on the former BHS Store site to the south at No. 7 The Forum (ref. 19/00647/FPM), which is for an 11 storey residential block, there are no residential dwellings in close proximity to the site at present. This, combined with the fact the proposed use of the premises as a wholesale market with a focus on customer deliveries, rather than collections means the use is unlikely to raise any amenity issues with the current neighbouring retail occupiers or any future residential properties within the vicinity of the site.

7.4 Parking Provision

- 7.4.1 Policy IT5 of the adopted Local Plan (2019) states that planning permission will be granted where proposals comply with the parking standards set out in the plan. The Council's Car Parking Standards SPD (2012) does not set out requirements for a wholesale market (use class *sui generis*). However, the existing customer car park provides 65 designated spaces which were sufficient for the unit in retail use. Given the proposed business model is focussed more towards deliveries rather than customer collection, it is anticipated the number of car trips to the site will be less than the previous use. On this basis it is concluded the existing 65 spaces will meet the needs of the business and will not result in any overspill on street parking.
- 7.4.2 In terms of cycle parking provision, there is no specific requirement for wholesale markets stated within the Parking Standards SPD (2012) and it is questionable whether small business customers would travel to the store by bike, given that the stock is only sold in bulk. However, there is an opportunity for employees to cycle to work and as such, a condition will be imposed requiring details of secure cycle parking to be provided prior to occupation.

7.5 Highway and Parking implications

- 7.5.1 Hertfordshire County Council as Highway Authority comments are summarised as follows:

Vehicle Access

- 7.5.2 The development has two existing vehicle accesses that are private access roads that are offset from the classified A115 Fairlands Way that is designated as a dual two-way Main Distributor Road subject to a speed limit restricted to 40mph. The existing accesses and egress are designed for industrial use and are of sufficient width and capacity to accommodate the traffic and turning manoeuvring of large vehicles generated by and serving the new facility. Within section 8 of the application form Pedestrian and Vehicle Access, Roads and Rights of Way, the applicant has implied that there is no new or altered vehicle access proposed to the existing vehicle accesses to or from the public highway to the property.

Highway Safety

- 7.5.3 Vehicle to vehicle inter-visibility from the existing egress. The existing accesses are based on an industrial design which offers a wide envelope of visibility that provides an acceptable level of vehicle to vehicle inter-visibility and complies with levels of visibility found in the Design Manual for Roads and Bridges. Sightlines at Junctions (Ref: Design Manual for Roads and Bridges Volume 6 (Road Geometry) Section 1 (Highway Link Design) Table 2. The vehicle to vehicle inter-visibility is acceptable along land within control of the applicant or highway authority.

Highway Impact

- 7.5.4 The highway network that surrounds the development carry a substantial amount of traffic, particularly in peak travelling periods, due to the insignificant difference in the traffic generated by the change of use the AM travelling peak or the PM travelling peak periods the highway network is not significantly constrained by the proposal.
- 7.5.5 The traffic generated by the new development would not have a significant impact on the town centre or adjacent highway network such as the existing accesses. As referred to above, the development due to the relative low trip generation as compared with the existing baseline traffic generation would not have a significant

change of impact on the adjacent highway network. The assessment of traffic data is considered to be robust as the majority of trips to the proposed change of use would be similar to the existing traffic already travelling on the surrounding network.

Parking / Servicing the Development

- 7.5.6 The level of parking provision would need to be compared with the LPA Supplementary Planning Document (SPD) on parking at new developments and any change in the parking spaces provided should be agreed with the LPA in conjunction with HCC.
- 7.5.7 Note: Paragraph 7.4.1 above discusses parking provision on the site in more detail.

Disabled parking provision

- 7.5.8 There is no mention of disabled parking on site, to ensure adequate exclusive provision is made for the needs of people with disabilities a minimum of two disabled parking spaces should be included within the parking provision with the parking bays being extending beyond the standard minimum with a 1.2m strip of additional width provided along either side creating a total minimum bay size of 3.6m x 6m this should be finished with the International Symbol for Access with the safety zone/aisle between the bays marked with hatchings, the spaces should be located within a short distance of the building entrance. Electric Charging infrastructure should be provided along with two disabled parking spaces.
- 7.5.9 Notwithstanding the above, there are 2 existing disabled parking spaces on site next to the store entrance; therefore the requirement for disabled parking has been met. Securing on site electric vehicle charging points are subject to a planning condition set out in Section 9 below.

Cycle parking

- 7.5.10 The provision of well-located, safe and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car. A number of cycle parking loops should be provided that would need to be compared with the LPA Supplementary Planning Document (SPD) on parking at new developments. The number of cycle spaces have not been indicated on the parking section (9) of the planning application, consequently this should be provided such as the 'Sheffield' style parking loops conveniently located within a short distance of the building entrance. A condition will be imposed requiring the provision of suitable cycle parking provision to serve the development site.

Manoeuvring of Service Vehicles

- 7.5.11 There is no additional waste collection for this particular area of development. Normal waste collection will be maintained as per the current arrangements.
- 7.5.12 The proposal is within the statutory building regulation distance of 45 metres to all parts of the building from the parking areas or internal access road. The geometrical layout of the existing access and egress would accommodate the swept path of large vehicles.

Accessibility

- 7.5.13 The development is within a controlled parking zone and the area is fully served by public transport, 300 metres from Stevenage Bus Station and 670 metres from Stevenage rail station. Pedestrian facilities and cycleways are conveniently located

for all modes of transport that has road links to London and the North, being situated just off the A1(M) motorway, junctions 7 and 8. The town centre is surrounded by four roundabouts on Stevenage's ring road. All roundabouts have subways underneath for pedestrians and cyclists; there are also numerous segregated cycleways that links the town centre with other residential areas around Stevenage.

Road Accident Data

- 7.5.14 To ascertain whether there are any pre-existing trends of collisions for the roads adjoining the collision data has been obtained from Hertfordshire County Council covering the last five years. There was one recorded slight personal injury accident that occurred on 22 August 22 2017 on the western access to the development from Fairlands Way.

Conclusion

- 7.5.15 HCC as Highway Authority considers the development to be in accordance with both the National and Local Policies. Therefore, the Highway Authority's formal recommendation is to grant approval.

7.6 Other Matters

Refuse and recycling

- 7.6.1 The existing arrangements for the storage and collection of waste and recycling as per the previous retail use will remain and therefore the proposal is acceptable in this regard.

Community Infrastructure Levy

- 7.6.2 As indicated above, the Council adopted CIL on 1 April 2020 and the CIL Charging Schedule specifies a payment for new floor space 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	

- 7.6.3 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.
- 7.6.4 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 with the application. This proposal would not be CIL liable.

8. CONCLUSIONS

- 8.1 In summary, whilst the proposed use as a wholesale market does not fall within the use classes encouraged under the Town Centre Policies TC6 and TC8 of the Local Plan, the proposal will bring a large vacant unit back into use, encourage customer footfall to the site and town centre and will create 15 new jobs. It is on this basis that the proposal is considered acceptable from a land use perspective, given the clear planning benefits brought about by bringing this unit back into use weighed against the current poor demand for retail space in the town centre, making it unlikely the unit would be let to a Class E retailer in the near future.
- 8.2 It is also concluded that the business model of Sema Food Ltd is similar to that of a Warehouse Club (e.g. Costco), which is classed as a main town centre use within the NPPF Annex 2 Glossary. As such, the NPPF allows for the provision of such a use within the town centre and the proposal is not in conflict with it.
- 8.3 The Highway Authority has raised no objection to the proposed use of the site as a wholesale market. It is concluded therefore that the use of the site as a wholesale market will not cause harm to the amenity of neighbouring occupiers or any other harm that would justify a refusal of planning permission.
- 8.4 As such, the proposed development is in accordance with the Policies specified in the adopted Local Plan (2019), the Council's Design Guide SPD (2009), the Council's Car Parking Standards SPD (2012), the NPPF (2019) and PPG (2014).

9. RECOMMENDATIONS

- 9.1 That planning permission be GRANTED subject to the following conditions:-
- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
Site Location Plan; P01; P02; P03
REASON:- For the avoidance of doubt and in the interests of proper planning.
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
- 3 The building works required to implement this permission shall be carried out only between the following times:
0730 to 1800 Mondays to Fridays
0830 to 1300 Saturdays
And not at all on Sundays and Bank Holidays.
- The hours specified relate to activities which are audible at the site boundary.

REASON:- To satisfactorily protect the residential amenities of nearby occupiers and the operation of adjoining businesses.

4. Unless otherwise agreed in writing by the Local Planning Authority, the use of the premises for the purposes hereby permitted shall operate only between the hours of 06:00; and 17:00; Mondays to Saturdays and 10:00; to 16:00; on Sundays, Public or Bank Holidays.

REASON:- To protect the amenity of the occupiers of adjoining properties.

5. Stock replenishment deliveries shall not take place other than between the hours of 07:00; hours and 17:00; hours Mondays to Saturdays nor at any time on Sundays, Public or Bank Holidays.

REASON:- To safeguard the amenities of the occupiers of neighbouring properties.

6. Prior to the first occupation of the development hereby permitted, details of secure cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority. The secure cycle parking facility shall thereafter be implemented in accordance with the approved details.

REASON:- To ensure there is sufficient secure cycle parking provision in order to encourage a mode shift from the private car.

7. Prior to first occupation of the development hereby permitted, the details of the siting, type and specification (minimum fast charging) of the EVCPs, the energy sources and the strategy/management plan for supply and maintenance of the EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

REASON:- To ensure construction of a satisfactory development and to promote sustainable development.

Informative

1. Community Infrastructure Levy

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

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

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

Pro-active statement

1. Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and Stevenage Design Guide adopted October 2009.
3. Stevenage Borough Local Plan 2011-2031 adopted 2019.
4. Hertfordshire County Council’s Local Transport Plan 4 adopted May 2018.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework February 2019 and Planning Policy Guidance March 2014.