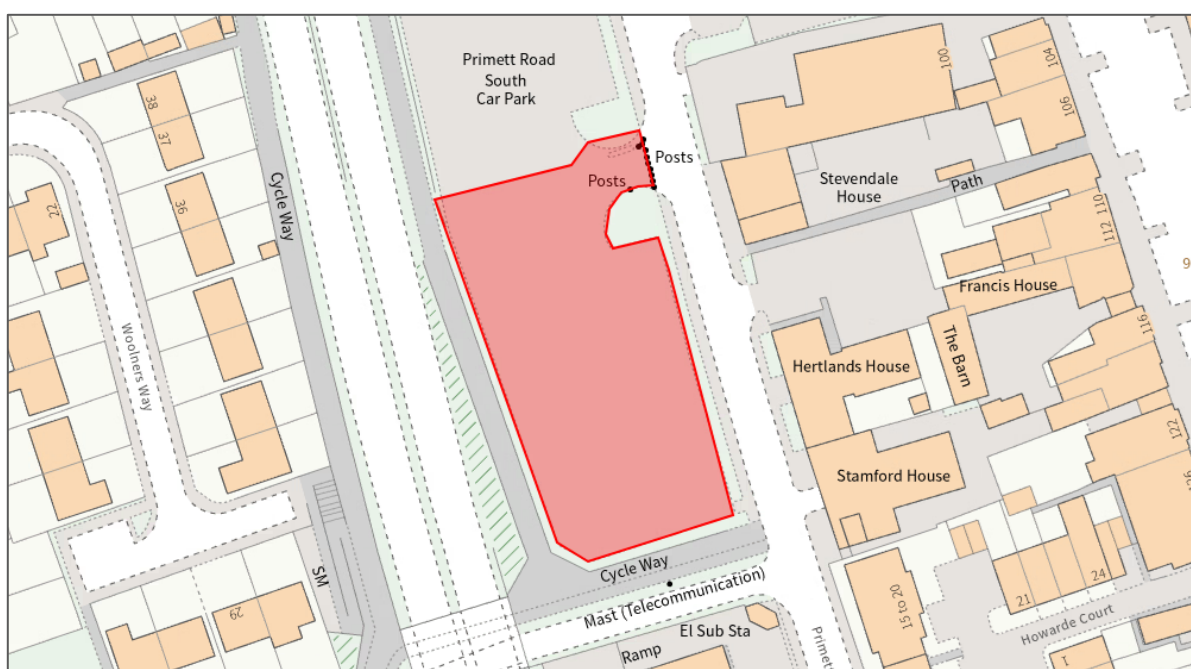


Meeting: Planning and Development Committee **Agenda Item:** 4
Date: 4 August 2026
Lead Officer: Alex Robinson
Author: Thomas Frankland

Application: 25/00908/FP
Location: South Car Park, Primett Road, Stevenage
Proposal: Change of use of public car park to a rental vehicle premises (Sui Generis), the erection of modular rental vehicle office and rental vehicle wash bay and associated works (including lighting and resurfacing).
Drawings: PP-ERAC-STE-001; ERAC-STE-002; 0002 Rev P02; 00010; 251217.UK99.CSB.T22; ST-01; ST-02; ST-03;
Applicant: Enterprise Rent-A-Car UK LTD
Agent: Planning Prospects Ltd
Date Valid: 29 January 2026
Recommendation: Grant Planning Permission



1. INTRODUCTION

- 1.1. The site comprises the southern portion of the Primett Road South Car Park, which is located between Primett Road and Lytton Way on the western edge of Stevenage Old Town. It extends to roughly one quarter of a hectare, is largely flat, and is enclosed on three sides by a mixture of shrubs, semi-mature trees, metal railings and timber knee rail fencing.
- 1.2. The application seeks full planning permission for the change of use of the site to a vehicle rental facility, together with the erection of an associated office and vehicle wash bay. Vehicular access would be provided by bringing the existing redundant access back into use, with new static hoops and removable bollards installed to control access both to the site and to the remainder of the South Car Park.
- 1.3. The application was previously presented to the Planning & Development Committee at its meeting on 12 March 2026. There, the committee resolved to defer the application until it could be provided with sufficient information regarding the future impact of the proposed development on the surrounding area.
- 1.4. In particular, members raised concerns regarding the uncertainty of future impacts on parking in the area. Questions were raised about utilisation data for the council's Old Town car parks beyond the single months' worth of data that was presented at the meeting. It was considered that a car park impact assessment, including consideration of the effect on local businesses and existing investment in the area, would be required before any decision could be made.
- 1.5. The applicant has now supplied that impact assessment and the application is accordingly brought back before the committee for a decision.
- 1.6. This report is concerned solely with the new impact assessment, as well as any other new information that has arisen since the application was last presented to the committee, including changes to planning policy, consultation responses, and representations made by interested members of the public. It should be read alongside the agenda report and supplemental agenda for the 12 March 2026 meeting.

2. REPRESENTATIONS

- 2.1. The application was originally publicised by site notice, press advert and notification letter. The council received 73 letters of objection and 1 letter of support, which are summarised in the 12 March report and supplemental agenda.
- 2.2. Since receipt of the parking impact assessment, the application has undergone a further 21-day period of public consultation, publicised by notification letter.
- 2.3. 5 letters of objection were received during that period. The material issues raised in the new representations are summarised as follows:
 - The proposal will displace parking demand onto other Old Town car parks and surrounding streets. Existing demand already exceeds supply, as Austins and other Primett Road businesses use the short-stay car park for staff parking.
 - The impact assessment includes low-demand hours, aggregates the town centre car parks, ignores parking lost through the High Street ATF works, and in any case shows capacity was exceeded on around 36 occasions between August 2025 and March 2026.

- The assessment overstates the car club benefit, understates the parking demand from the Nexus development, and is over-optimistic about a future shift away from private car use.
- There is no assessment of impact on the Charter Fair or Driving Test Centre.
- Primett Road South is the closest and most convenient car park for visitors to the Old Town.
- Reduced parking undermines the recent public investment in the High Street and threatens the viability of the Old Town as a retail and social centre.
- The proposal conflicts with the council's policies encouraging cycling and public transport.
- The development is inappropriately located in a residential and retail area and would be better sited on the Gunnells Wood Industrial Estate.

2.4. Full copies of all representations are available to view on the council's website.

3. CONSULTATIONS

3.1. Consultation responses received prior to the 12 March meeting are summarised in the agenda report and supplemental agenda for that meeting.

3.2. A summary of the consultation responses received since that date is set out below. Full copies of all representations are available on the council's website.

3.3. Affinity Water

3.3.1. Affinity Water raises no objection to the proposed development but advises that the site is located within an Environment Agency defined groundwater Source Protection Zone (SPZ2) corresponding to its abstraction boreholes at Broomin Green, which serve public water supply.

3.3.2. It requests that an informative be attached to any permission advising that any works involving groundworks, such as foundations or drainage, will require a ground investigation to identify appropriate techniques and to avoid displacing any shallow contamination to a greater depth, which could impact the aquifer.

3.3.3. It further advises that construction and operation of the development should be undertaken in accordance with relevant British Standards and best management practices to reduce the risk of groundwater pollution. It is noted that construction works may exacerbate any existing pollution and that appropriate monitoring and remediation would be required should any pollution be found, with reference made to CIRIA publication C532.

3.3.4. Finally, noting that the site lies within a water stressed area, Affinity Water expects the development to include water efficient fixtures and fittings, and encourages measures such as rainwater harvesting and grey water recycling to reduce pressure on abstractions and the carbon emissions associated with water treatment.

3.4. Thames Water

3.4.1. No objection, subject to the developer following the sequential approach to the disposal of surface water.

3.5. HCC Highways (Local Highway Authority (LHA))

- 3.5.1. The LHA raises no objection to the proposed development. Having reviewed the amended application against relevant national and local transport policies, it identifies no material changes in respect of highways considerations, including access arrangements and trip generation, when compared with its previous assessment dated 20 February 2026.
- 3.5.2. It acknowledges that the applicant has provided additional supporting information but considers the adequacy of on-site parking provision to be a matter for the council in its capacity as local parking authority.
- 3.5.3. From a highways perspective, the proposal is regarded as limited in scale and is not expected to generate a significant increase in vehicle trips, such that no detrimental impact on the operation or safety of the local highway network is anticipated.

3.6. HCC SuDS (Lead Local Flood Authority (LLFA))

- 3.6.1. The LLFA raises no objection to the proposed development. It notes that the site is not at risk of flooding and that the applicant intends to utilise the existing connection to the Thames Water sewer.
- 3.6.2. Although the development would not alter the impermeable area of the site, the LLFA suggests that any opportunity to retrofit sustainable drainage systems (SuDS) be scoped and implemented so as to contribute to a reduction in flood risk within the wider catchment, and recommends that any additional planting be multifunctional, such as enhanced tree pits, bio-retention or filter strips.
- 3.6.3. It observes that no supporting calculations have been submitted to establish the current drainage capacity or discharge rate, and suggests that this exercise could be undertaken to demonstrate any betterment to water quality, quantity, amenity or biodiversity arising from retrofit SuDS.
- 3.6.4. Finally, the LLFA advises that all water from the vehicle wash bay must be treated as trade effluent connected to the foul sewer, and must not discharge to the public surface water sewer, with Thames Water able to comment further in that regard.

4. PLANNING POLICY CONTEXT

- 4.1.1. There has been a material change to the planning policy context since the application was last presented to the committee, in that the Stevenage Borough Local Plan Partial Update was adopted by the council on 22 July 2026.
- 4.1.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan, which includes the local plan (as updated), unless material considerations indicate otherwise.
- 4.1.3. The 12 March report identifies the following policies as being relevant to the assessment of the application:
- Policy SP2
 - Policy SP13
 - Policy IT4
 - Policy IT5
 - Policy IT8
 - Policy GD1

- Policy FP1
- Policy FP2
- Policy FP7
- Policy NH10

4.1.4. Policies SP13, IT8, FP7 and NH10 were not updated as part of the local plan partial update and their wording remains entirely unchanged from the local plan as originally adopted in 2019. Policies SP2 and IT5 have been updated but the content of the updates is such that they have no bearing on the current application. Policies IT4 and GD1 have also been updated but these updates were dealt with in the 12 March report.

4.1.5. Policies FP1 and FP2 have been updated and have undergone further changes since the 12 March report on the advice of the planning inspector examining the partial update. These changes are explained in the relevant sections of this report.

5. MAIN ISSUES

5.1. Loss of Public Car Parking

5.1.1. The application was previously deferred by members due to concerns arising from the proposed loss of public car parking. The local plan policy which deals with this issue is Policy IT8, which says that planning permission will be granted for the loss of existing public car parking where:

- i) Existing spaces are replaced within or adjacent to the new development;
- ii) Replacement car parking provision is made within 200m of the key attractors currently served; or
- iii) It can be robustly evidenced that the parking is no longer required.

5.1.2. It remains the case that the proposal would not involve the provision of any replacement car parking. The degree of consistency between the proposal and Policy IT8 therefore depends on whether there is robust evidence that the 90 spaces proposed to be lost are no longer required.

5.1.3. The new parking impact assessment provided by the applicant is intended to act as that evidence. It includes the following:

- An analysis of utilisation data for the council's Old Town car parks from February 2025 to March 2026
- A review of other existing parking facilities in and around the Old Town, including both public facilities and private, non-residential premises
- An analysis of future local parking demand, including from the Nexus development
- A discussion of the potential benefits of car rental facilities and car sharing schemes in reducing parking demand

Car Park Utilisation Data

5.1.4. When the application was previously before the committee, the evidence before members comprised a single month's occupancy data for the council's Old Town car parks. The applicant's parking assessment is now supported by more than twelve months of occupancy data, covering the period from February 2025 to part-way through March 2026, for the three principal public car parks serving the Old Town: Primett Road South (190 spaces), Primett Road North (120 spaces) and Church Lane North (52 spaces), giving a combined capacity of 362 spaces. Under the proposal, that combined

capacity would reduce to 272 spaces, with a loss of 90 spaces from the Primett Road South car park.

- 5.1.5. The data shows occupancy of the car parks hour by hour. The existing capacity of 362 spaces was not exceeded at any time, and occupancy across the three car parks remained below the reduced capacity of 272 vehicles for 9,512 of the 9,611 hours covered by the data (i.e. 99% of the time). Utilisation is heaviest in the middle of the day, between approximately 10:00 and 15:00 on weekdays, with weekend occupancy significantly lower on average.
- 5.1.6. The data does show that occupancy exceeded 272 vehicles for 99 hours, spread across eight months from August 2025 onwards (an average of 12 hours per month). The maximum occupancy recorded across the three car parks during the period was 318 vehicles, which under the reduced capacity would represent a displacement of 46 vehicles at the busiest recorded point.
- 5.1.7. A number of representations contend that the aggregation of the three car parks masks the position at the car parks closest to the application site, given that the entirety of the capacity reduction falls on Primett Road South. Officers have therefore also considered the data for the two Primett Road car parks in isolation, which under the proposal would have a combined capacity of 220 spaces.
- 5.1.8. On this basis, the number of months in which capacity would have been exceeded is the same, although the number of hours of exceedance shows a modest increase to 156 hours. This means that the car parks remained below the level of occupancy necessary to accommodate the proposal 98.4% of the time. The maximum recorded occupancy at the two Primett Road car parks was 267 vehicles, representing a displacement of 47 vehicles at the busiest recorded point. The disaggregated position is therefore broadly comparable to the aggregated one, and the concern that aggregation conceals a materially worse picture at Primett Road is not borne out.
- 5.1.9. The transport assessment attributes the recorded exceedances of the 272-vehicle threshold largely to temporary or exceptional factors. The single exceedance in August 2025 is attributed to Old Town Live and officers accept that demand associated with occasional special events is capable of being managed through event planning, including the direction of visitors to other car parks and the promotion of non-car modes. Objectors have raised the position of the High Street Charter Fair in similar terms, and the same reasoning applies.
- 5.1.10. The exceedances between September and November 2025 (once in September, three times in October and twice in November) are acknowledged by the parking assessment not to be clearly related to any identifiable event, though it suggests they may in part reflect the temporary displacement of on-street parking during the High Street ATF improvement works, which commenced in October 2025.
- 5.1.11. From December 2025 onwards, the increased frequency of exceedance is attributed to a season ticket arrangement made available to NHS staff following the temporary loss of parking at the Lister Hospital site due to construction works. That arrangement commenced on 17 November 2025, with up to 100 season tickets available. It is due to end in September 2026, at which point the spaces occupied by season ticket holders will return to general availability. The exceedances recorded throughout the period occurred only on weekdays and were confined to approximately three hours in the middle of the day on average, consistent with demand from staff parking during working hours.

- 5.1.12. The Technical Note presents a worst-case analysis using the maximum occupancy recorded since the season ticket arrangement began, adjusted to remove the tickets currently in circulation, and on that basis demonstrates that the reduced capacity of 272 spaces would be sufficient to accommodate demand once the arrangement concludes.
- 5.1.13. Several objectors have raised the consequences of the proposal for NHS staff who currently rely on the season ticket arrangement, and for the hospital more widely. The arrangement is a temporary measure, with discussions at an advanced stage for a longer-term solution at the St George's Way car park in the town centre. In any event, the future parking arrangements for NHS staff are a matter for the hospital trust and the council as parking authority rather than a matter capable of being resolved through this application.

Surrounding Uses

- 5.1.14. The parking assessment addresses the parking implications of surrounding non-residential uses, including Austins Funeral Care, which opened in the former Waitrose building opposite Primett Road North in late September 2025. Demand associated with a funeral directors' use is expected to be considerably lower than that of the former supermarket, and any demand it does generate is already reflected in the occupancy data, which covers the period since the premises opened.
- 5.1.15. In respect of Stewart House and other office buildings fronting Primett Road, the assessment demonstrates by reference to the council's Parking Provision SPD that on-site parking provision at these premises consistently and significantly exceeds the standards applicable to the Old Town. Stewart House, with 43 on-site spaces, would attract an expected provision of no more than 12 spaces under the SPD. A similar overprovision applies to other office premises nearby, and to the parking proposed in connection with permitted office-to-residential conversions at Stewart House, Hertlands House and Stamford House.
- 5.1.16. A time-series analysis drawn from the TRICS (Trip Rate Information Computer System), which is an industry standard database, further indicates that trip rates for office uses, including car trips, have been in consistent decline. Officers are therefore entirely satisfied that neither the current operation nor any future intensification or conversion of these premises should generate demand requiring accommodation in the public car parks.

Future Demand

- 5.1.17. The parking assessment considers a number of factors relevant to future demand. In respect of the High Street improvement works, the assessment states that the completed scheme would provide a similar quantum of on-street parking to that available previously, such that any off-street demand displaced during construction is expected to abate on completion. Objectors have suggested that the works would result in a permanent loss of significantly more spaces.
- 5.1.18. HCC Highways have in fact confirmed to officers that the completed scheme would result in the loss of 6 on-street spaces, out of 162 previously available. This represents a reduction of under 4% of the on-street supply and is substantially below the figure suggested in representations. Officers do not consider that a loss of this order materially alters the capacity position set out above. The works would also deliver improved sustainable transport infrastructure, including new crossing points, widened footways,

cycle parking and upgraded bus stops, with the potential to reduce car trips over time, although officers attach limited weight to this as it is not a quantifiable reduction.

5.1.19. In respect of the permit-only parking restrictions introduced in January 2026 on Green Street, Ivel Road and parts of Woolners Way, the parking assessment concludes that there has been no noticeable change in demand across the three car parks since their introduction, attributing this in part to the severance created by Lytton Way. Officers would observe, however, that when the Primett Road car parks are considered in isolation, a noticeable increase in demand is apparent from January onwards. The cause of that increase cannot however be isolated with confidence, coinciding as it does with the continued operation of the NHS season ticket arrangement and the High Street improvement works.

5.1.20. When the NHS season tickets are removed from the capacity assessment, the Old Town car parks have sufficient capacity to accommodate the proposal 100% of the time (whether looking at all three combined or just the Primett Road car parks). Under this assessment, there would be 53 spaces remaining available at the very busiest time.

Nexus Development

5.1.21. The Nexus development is a scheme of 592 dwellings with 198 car parking spaces currently under construction approximately 400 metres to the south of the site. It was a concern for members at the previous meeting that the ratio of dwellings to parking spaces at the Nexus development would generate overspill demand which the public car parks would be required to absorb.

5.1.22. The parking provision at Nexus accords with the council's Parking Provision SPD. The site lies within Accessibility Zone 1, where the SPD applies reduced parking standards in recognition of the area's high accessibility by sustainable modes of transport. The level of provision within the consented scheme falls within the range stipulated by the SPD and a development providing parking in accordance with the council's own adopted standards should not be assumed to generate demand requiring accommodation in nearby public car parks. The SPD standards exist precisely to identify the level of provision appropriate to a site's accessibility, and the Nexus scheme meets them.

5.1.23. The adequacy of parking provision at Nexus has been tested exhaustively through the planning process for that development, including at appeal. In the 2022 appeal decision, the inspector found that the parking levels on site would be adequate given the location and the scope for use of sustainable modes of transport, and that there was no evidence before him that the development would cause overspill parking on neighbouring roads. In the 2024 appeal decision, the inspector was similarly satisfied that the scheme is located in a highly sustainable location and provides a level of car parking within the range stipulated by the SPD.

5.1.24. The question of whether the parking provision at Nexus is acceptable has therefore been determined by the Planning Inspectorate on two separate occasions. It is not open to the council to revisit that judgement through the determination of this application.

5.1.25. In any event, retaining public car parking capacity in order to absorb demand from new residential development would run directly contrary to the objectives of the Parking Provision SPD and the local plan more broadly. The reduced parking standards applied in Accessibility Zone 1 are a deliberate policy instrument intended to reduce the level of parking provision in the most sustainable locations, and thereby to discourage car ownership and use in favour of sustainable modes.

- 5.1.26. To hold public parking capacity in reserve against the possibility of overspill from developments built to those standards would undermine the very behavioural change the standards are designed to achieve. The local plan's approach to parking is not to guarantee a supply matching all conceivable demand but to manage supply so as to support the shift towards sustainable travel.
- 5.1.27. It is acknowledged that contractor vehicles associated with the construction of Nexus are currently parking in the three car parks and adding to recorded demand. This is a temporary occurrence which will cease upon completion of the development, and to that extent the occupancy data presented above overstates the enduring level of demand.

Benefits of Car Rental and Sharing

- 5.1.28. The parking assessment contends that the proposed rental facility would itself act to reduce parking demand by supporting a shift from private vehicle ownership to shared use. It cites evidence from the British Vehicle Rental and Leasing Association concerning the substitution of rental for commercial vehicle ownership, and the CoMoUK (Collaborative Mobility UK) Annual Car Club Report 2024, which reports that each car club vehicle replaces on average 27 privately owned cars.
- 5.1.29. The May 2026 edition of the same report suggests a slightly lower figure of 23 private vehicles replaced per car club bay. On that basis, the two car club bays proposed within the development would offset demand equivalent to 46 vehicles. Objectors have questioned the independence and reliability of CoMoUK but officers have no substantive evidence to disagree with its figures. Furthermore, the general proposition that car club provision reduces private car ownership is widely accepted.

Conclusion on Loss of Public Car Parking

- 5.1.30. The occupancy data now before the committee demonstrates that the three car parks operate within the proposed reduced capacity of 272 spaces for at least 98% of the time, including at weekends and throughout the evening economy period. The recorded exceedances were confined to weekdays during the middle of the day and were limited in duration.
- 5.1.31. The most significant contributor to demand since December 2025, the NHS season ticket arrangement, is a temporary measure due to end in September 2026. At the highest recorded point of demand across the whole year, the shortfall against the reduced capacity would have been in the order of 46 to 47 vehicles, in circumstances largely attributable to that and other temporary events around the Old Town, such as the High Street improvement works.
- 5.1.32. Demand from surrounding uses, including Austins Funeral Care and the Primett Road office premises, is either already reflected in the data or adequately met by on-site provision, and future demand factors are not considered likely to alter this picture materially.
- 5.1.33. Accordingly, it is considered that it has been robustly evidenced that the 90 spaces subject to the application are no longer required. It follows that the proposal accords with Policy IT8 of the local plan.

5.2. Flood Risk and Drainage

- 5.2.1. When the application was before the committee in March, the adopted development plan contained a single policy, Policy FP2, dealing with both flood risk and drainage, with the

March report also having regard to emerging Policies FP1 and FP2 in the partial update of the Local Plan, to which moderate weight was then attached.

5.2.2. Those emerging policies have since been amended again as a consequence of the examination of the emerging plan, and now adopted.

5.2.3. Policy FP1 now deals with sustainable drainage and requires all major and minor development proposals to utilise SuDS unless it is demonstrated that their use would be impracticable. Policy FP2 now deals solely with flood risk and requires proposals to be assessed against national planning policies, alongside a number of other criteria.

Flood risk

5.2.4. The site lies wholly within Flood Zone 1 and is at low risk of fluvial and groundwater flooding. The applicant's drainage statement confirms that surface water mapping, including climate change allowances, indicates a low to high risk of surface water flooding in the lower-lying parts of the site, generally at depths of less than 0.2 metres and associated with the existing drainage features.

5.2.5. The Lead Local Flood Authority confirms that the site is not at risk of flooding and raises no objection. The site does not adjoin any flood defences, main rivers or ordinary watercourses, and contains no culverted watercourses, such that criteria (a) to (c) of Policy FP2 are not engaged. The proposal is acceptable with regard to flood risk and accords with Policy FP2.

Drainage

5.2.6. At the March meeting, the position reported to members was that Affinity Water had objected to the application on the basis that it was not accompanied by a surface water drainage strategy and contamination risk assessment, details which were considered necessary in this instance because the site falls within a groundwater source protection zone (SPZ2).

5.2.7. The applicant has since submitted a drainage statement and preliminary ground investigation in response, and Affinity Water has been re-consulted. Its response no longer requests a drainage strategy and no longer objects to the application.

5.2.8. It instead requests an informative advising that any works involving groundworks will require a ground investigation to avoid displacing shallow contamination to a greater depth, and that construction and operation should accord with relevant best management practices to reduce groundwater pollution risk. It also encourages the inclusion of water efficient fixtures and fittings, given the site's location in a water stressed area. Officers recommend that the requested informative be attached to any grant of permission.

5.2.9. The drainage statement confirms that the site is currently 100% impermeable and that the proposal would not increase the impermeable area. Discharge of runoff via infiltration is not considered a viable option owing to the potential presence of made ground of unknown composition, the site's location over the source protection zone and a principal aquifer, and the elevated nature of the site behind a retaining wall. There are no watercourses nearby.

5.2.10. In those circumstances, it is proposed to retain and use the existing positive drainage network as far as possible, maintaining the existing discharge points to the Thames Water surface water sewer in Primett Road, with roof runoff from the modular office and

wash bay unit discharging to that network via downpipes. The wash bay would be contained within a covered unit and would operate with a connection to the foul sewer, such that wash bay effluent would not discharge to the surface water network. This accords with the advice of the LLFA.

- 5.2.11. The pollution hazard level associated with the proposed use is medium, which is the same as that of the existing car park use. Runoff would continue to be cleansed prior to discharge in accordance with the CIRIA SuDS Manual, either through the existing interceptors, which would be identified and maintained by the site management company, or through proprietary treatment chambers achieving an equivalent standard. In order to provide certainty as to the final cleansing arrangement, a condition is recommended requiring a surface water cleansing scheme to be submitted to and approved by the local planning authority prior to occupation.
- 5.2.12. The drainage statement also recommends that a construction surface water management plan be developed prior to the commencement of works, in order to prevent silt and contaminated water entering the drainage system during the construction phase. Given the site's location within the source protection zone, and having regard to Affinity Water's advice on construction-phase pollution risk, a condition is recommended requiring such a plan to be submitted to and approved by the local planning authority prior to the commencement of development.
- 5.2.13. Policy FP1 requires the use of SuDS unless it is demonstrated that this would be impracticable. The LLFA has suggested that any possible option to retrofit SuDS be scoped and implemented, with any additional planting made multifunctional. However, the identified constraints (the ground conditions, source protection zone, absence of any nearby watercourse, and retention of a wholly impermeable site area served by an established drainage system) substantially limit the scope for meaningful SuDS provision in this case.
- 5.2.14. Officers therefore accept the applicant's position that the use of SuDS is impracticable in this instance, as Policy FP1 allows for. The proposal would not increase the impermeable area or the rate of surface water discharge from the site, would maintain the existing cleansing arrangements or better, and would remove wash bay effluent to the foul network under a Trade Effluent Licence.
- 5.2.15. Having regard to the above, and subject to the recommended conditions, the proposal is considered to accord with Policies FP1 and FP2 of the Local Plan.

5.3. CIL

- 5.3.1. The Stevenage Borough Council adopted its revised Community Infrastructure Levy (SCIL2) Charging Schedule 22 July 2026. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floor space of a development, in line with the following rates (plus indexation):

Table 1: SCIL2 charging rates for all development in Stevenage		
Development Type	CIL Rate (£ per Square metre)	
	Zone 1: Stevenage Central	Zone 2: Everywhere else

<i>Residential</i>		
<i>Market Housing</i>	<i>£50/m²</i>	<i>£120/m²</i>
<i>Sheltered Housing</i>	<i>£120/m²</i>	
<i>Extra care Housing</i>	<i>£50/m²</i>	
<i>Retail Development</i>	<i>£75/m²</i>	
<i>Industrial Development</i>	<i>£40/m²</i>	
<i>All Other Development</i>	<i>£0/m²</i>	

5.3.2. SCIL2 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 SCIL2 charge exist and will be taken into account in the calculation of the final SCIL2 charge.

5.3.3. SCIL2 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.

5.4. **Other Matters**

5.5. Officers' conclusions on all other material considerations, including character, appearance, heritage, neighbouring amenities, highway impacts, biodiversity net gain, planning obligations, equalities and human rights, remain entirely unchanged from the 12 March 2026 report and supplemental agenda.

6. **CONCLUSION**

6.1. The proposed development would support the provision of 12 full-time jobs and would provide a useful facility to residents of the town. These benefits are modest but nonetheless positive and carry moderate weight in favour of granting planning permission.

6.2. Subject to the recommended conditions, the proposal is considered acceptable in all other respects, including in terms of the suitability of the site and the loss of public car parking provision. These matters are neutral in the planning balance.

6.3. The application must be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the proposal is considered to accord with the development plan when read as a whole. In the absence of any other material considerations which indicate that permission should be refused, it is recommended that planning permission be granted.

7. **RECOMMENDATIONS**

- 7.1. That planning permission be GRANTED subject to the conditions set out below, with delegated authority be given to the Director for Planning and Regulation, in consultation with the Chair of the Planning and Development Committee, to amend or add to the conditions subject to which 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.

Conditions

General

1. The development shall be carried out in accordance with the following approved plans unless otherwise agreed in writing by the local planning authority:

PP-ERAC-STE-001;
ERAC-STE-002;
0002 Rev P02;
00010
251217.UK99.CSB.T22;
ST-01;
ST-02;
ST-03;

REASON: For the avoidance of doubt and in the interests of proper planning.

2. The development 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).

3. No demolition or construction activities (including any associated collections or deliveries) shall be carried out except between the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. For the avoidance of doubt, no such work shall be carried out on Sundays or bank holidays.

REASON: In the interests of the living conditions of neighbouring occupiers.

4. The development shall not be open to the public except between the hours of 07:00 to 22:00 on any day.

REASON: In the interests of the living conditions of neighbouring occupiers.

5. No external lighting shall be installed or operated at the site other than in accordance with Lighting – Car Park Design Rev 4.

REASON: In the interests of the living conditions of neighbouring occupiers.

Prior to Commencement

6. Prior to the commencement of the development (excluding site clearance and groundworks), a schedule of external materials shall be 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: In the interests of the character and appearance of the area.

7. Prior to the commencement of the development (excluding site clearance and groundworks), a construction surface water management plan shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved surface water management plan.

REASON: To ensure that flood risk is not increased.

Prior to Occupation

8. Prior to occupation of the development, cycle parking, including one space for adapted cycles, shall be provided in accordance with details which have been submitted to and approved in writing by the local planning authority. The cycle parking shall thereafter be permanently maintained in a manner fit for its intended purpose.

REASON: In the interests of sustainable transport and accessibility.

9. Prior to occupation of the development, all accesses, parking, servicing and manoeuvring areas shall be laid out in accordance with the approved plans. Those areas shall thereafter be permanently maintained in a manner fit for their intended purpose.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

10. Prior to occupation of the development, all boundary treatments shall be laid out in accordance with the approved plans. The boundary treatments shall thereafter be permanently maintained in a manner fit for their intended purpose.

REASON: In the interests of the living conditions of occupiers of the development.

11. Prior to occupation of the development, a surface water cleansing scheme shall be submitted to and approved in writing by the local planning authority. The approved cleansing measures shall be installed prior to occupation and permanently retained as such thereafter.

REASON: In the interests of human health.

INFORMATIVES

1. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
2. 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 County Council website at <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

3. 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.

4. 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, 4th Floor, Campus West, Welwyn Garden City, Hertfordshire, AL8 6BX.

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; and completion.

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

5. Any works involving groundworks (e.g. foundations, drainage, geothermal system) will require a ground investigation to identify appropriate techniques and to avoid displacing any shallow contamination to a greater depth, which could impact the aquifer.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken. For further information we refer you to CIRIA Publication

C532 "Control of water pollution from construction - guidance for consultants and contractors".

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction -guidance for consultants and contractors".

Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.

8. BACKGROUND PAPERS

- 8.1. 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/>
- 8.2. The Stevenage Borough Local Plan 2011-2031
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan>
- 8.3. 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>
- 8.4. 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>
- 8.5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/lt4-local-transport-plan-4-complete.pdf>
- 8.6. 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>
- 8.7. Representations made by statutory consultees and other interested parties referred to in this report. Online copies can be found on Public Access (see paragraph 10.1).