

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

**Date:** 8 September 2026

**Author:** Linda Sparrow

**Lead Officer:** Alex Robinson

**Contact Officer:** Linda Sparrow

**Application No :** 25/00884/FP

**Location :** Aldi Stores Fairlands Way

**Proposal :** Incorporation of existing car park into foodstore car park, creation of a pedestrian route and ancillary works

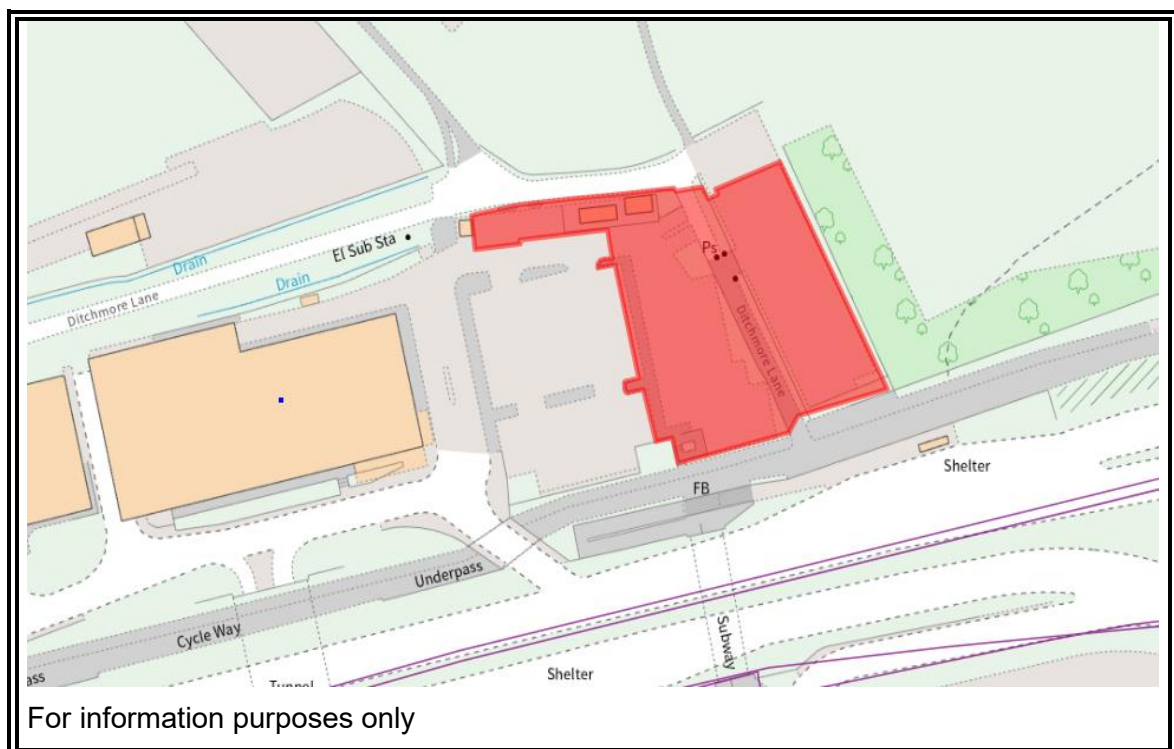
**Drawing Nos.:** 1426-CHE-120; 1426-CHE-121A; 1426-CHE-123; 1426-CHE-074-F; 14790L-ESL-XX-XX-D-L-1301\_P02; 1426-CHE-077-B;

**Applicant :** ALDI Stores Ltd

**Agent:** Harry Berks

**Date Valid:** 15 December 2025

**Recommendation:** GRANT PLANNING PERMISSION



## **1. SITE DESCRIPTION**

- 1.1 The application site comprises a small hard surfaced area between the existing Aldi car park and the King George V Playing Fields. The land is in the ownership of the Council and is used as a private car park for users of the sporting clubs in the park.

## **2. RELEVANT PLANNING HISTORY**

- 2.1 00/00094/FP Class A1 Retail Store and Car Park 01.09.2000 PERREF
- 2.2 02/00430/FP Retail building, car park and access 24.09.2004 PER
- 2.3 99/00125/FP Retail Building and Car Park 18.06.2001 WDN
- 2.4 05/00106/AD Two no. advertisement signs 29.04.2005 ADGRAN
- 2.5 05/00171/FP Extension to retail foodstore to provide additional sales and storage area 22.06.2005 PER
- 2.6 05/00292/AD Free Standing illuminated double sided sign 03.08.2005 ADGRAN
- 2.7 05/00508/AD Display of illuminated freestanding pole mounted sign above canopy facing Fairlands Way 25.11.2005 ADGRAN
- 2.8 15/00149/AD 3no. non-illuminated screen printed graphics 12.05.2015 ADGRAN
- 2.9 15/00647/AD Retention of 13 existing parking signs. 11.12.2015 ADGRAN
- 2.10 15/00764/FP Retention of ANPR camera system. 04.02.2016 PER
- 2.11 16/00211/S106 Application to discharge S.106 obligations attached to planning permission reference number 02/00430/FP relating to car park management 22.06.2016 DELAUT
- 2.12 19/00078/TPTPO Reduction of branches on 1no. Fir tree (T2) protected by TPO 26 28.03.2019 TPTPO
- 2.13 23/00736/FP Proposed extension to foodstore, including minor elevational alterations and ancillary works. 11.01.2024 PER
- 2.14 24/00086/COND Discharge of condition 8 (CMP), 10 (Climate Change), 11 (Landscaping Scheme), 12 (Cycle Store) attached to planning permission reference 23/00736/FP 26.03.2024 DISCHA
- 2.15 24/00243/NMA Non material amendment to planning permission 23/00736/FP to add solid canopy to south and east elevations 23.04.2024 AGREE

## **3. THE CURRENT APPLICATION**

- 3.1 This application seeks planning permission to amalgamate the Council private car park with the existing Aldi food store car park, with 5 spaces being retained by the Council.
- 3.2 The application comes before the Planning and Development Committee as the land is in the ownership of the Council and there has been more than 5 letters of representation received.

## **4. PUBLIC REPRESENTATIONS**

- 4.1 Following notification of the application via letters and the erection of a site notice, the Council received 40 letters of objection and 1 letter of support.
- 4.2 A summary of the comments received are set out below:

### Objection comments

- Loss of safe and segregated pedestrian/cycle path
- Pedestrian/cycle path through Aldi car park will be dangerous

### Support Comments

- Support the application as it will visually improve the area

- 4.3 The aforementioned is not a verbatim copy of the representations which have been raised. A full copy of the representations which have been raised are available on the Council's website.

## **5. CONSULTATIONS**

- 5.1 A summary of the consultation responses received since the application was originally publicised are set out below. A copy of all representations are available on the Council's website.

### **5.1. Herts County Council as Highways Authority**

- 5.1.1. Hertfordshire County Council originally raised objection to the proposed development on the grounds that it would result in an unacceptable impact on the local highway network and was not supported by sufficient evidence to demonstrate that the transport impacts can be adequately mitigated. The County Council considered that the proposal would give rise to concerns relating to highway safety, traffic generation, accessibility and network capacity. In the absence of satisfactory mitigation measures and supporting technical information, HCC concluded that the development would be contrary to local and national transport policy objectives and therefore recommends refusal.
- 5.1.2. *6 August 2026:* Following extensive negotiations with the applicant and HCC as Highways Authority, they have confirmed in writing on the 6<sup>th</sup> August 2026 that as all their concerns had been resolved, they recommend that planning permission can be granted subject to conditions for cycle storage, pedestrian priority measures, and as construction management plan.

### **5.2. SBC Arboricultural Manager**

- 5.2.1. No objections to the proposal from an Arboricultural view point.

### **5.3. SBC Green Spaces Manager**

- 5.3.1. Suggestions made for more appropriate planting species. Support proposals for enhancing pedestrian/cycle links. Suitable measures will be required to prevent unauthorised access to the adjacent park.

### **5.4. SBC Ecology Officer**

- 5.4.1. Please consider using native trees as these support more insect species than non-native species. If approved, the applicant must adhere to the mandatory BNG condition.

- 5.4.2. (following amended plans and updated BNG metric) No further comments to my original comments.

## **5.5. SBC Regeneration Manager**

- 5.5.1. Following amended proposals to move the pedestrian/cycle path outside the perimeter of the site, the Regeneration team provided the following: the proposal no longer aligns with the Towns |Fund investment criteria as it no longer provides a continuous, high-quality shared path that integrates with the wider network and this now undermines the principles of connectivity and sustainable transport that were central to the funding agreement.

## **6. RELEVANT PLANNING POLICIES**

### **6.1 The Development Plan**

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

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

### **6.2 National Planning Policy Framework**

- 6.2.1 The latest revision of the NPPF was published in August 2026. The policies it contains are material considerations which will be taken into account in dealing with applications. Due weight will be given to development plan policies according to their degree of consistency with the NPPF. The NPPF should be read as a whole (including its footnotes and annexes).
- 6.2.2 Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

### **6.3 Planning Practice Guidance**

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

### **6.4 National Design Guide**

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

## **6.5 Stevenage Borough Local Plan 2011-2031 (Updated 2026)**

6.5.1 The Stevenage Borough Local Plan 2011-2031 was adopted in 2019 and partially updated in 2026. Weight must be given to the policies it contains according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

6.5.2. The policies most relevant to determining this application are:

Policy SP1: Climate Change  
Policy SP2: Sustainable development in Stevenage;  
Policy SP5: Infrastructure;  
Policy SP6: Sustainable transport;  
Policy SP8: Good design;  
Policy SP11: Flooding and pollution;  
Policy SP12: Green infrastructure and the natural environment;  
Policy IT5: Parking and access;  
Policy IT6: Sustainable transport;  
Policy GD1: High quality design;  
Policy FP1: Sustainable drainage  
Policy FP2: Flood risk management  
Policy FP7: Pollution;  
Policy FP8: Pollution sensitive uses;  
Policy NH6: General protection for open space;  
Policy NH1/3: Principal Open Space: King George V

## **6.6 Supplementary Planning Documents**

6.6.1 The following supplementary planning documents are relevant to determining the application:

- Parking Provision Supplementary Planning Document (February 2025);
- Stevenage Design Guide Supplementary Planning Document (February 2025);

## **6.7 Community Infrastructure Levy**

6.7.1 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

## **7. APPRAISAL**

7.1 The main issues in the assessment of the application are the principle of development, design and visual impact, impact on residential amenities, flood risk and drainage, biodiversity, landscaping and ecology, and car parking and highway safety.

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

### **7.2 Land Use Considerations and Loss of Public Car Park**

#### *Land Use Policy Considerations*

7.2.1 The application site is not allocated for any specific purpose in the adopted Local Plan but is bordered by the Principal Open Space known as King George V Playing Fields (KGV)

and is in the ownership of the Council as a car park. However, it is noted that the car park is not open to the general public and is only available to groups/sporting teams using KGV on a pre-booked basis.

- 7.2.2 Although the proposal would transfer the majority of the parking area from Council ownership to private ownership, both the existing and proposed uses are private car parks. The principle of development is therefore acceptable subject to consideration of the detailed impacts, including the loss of parking spaces, impact on the adjoining open space, and highway and accessibility matters.

#### Loss of Parking Spaces

- 7.2.3 With regards to the loss of parking spaces, Policy IT5 seeks to protect parking spaces which are not considered to be public parking spaces. This policy states that proposals which see the loss of off-street parking spaces (excluding public parking) will only be granted where the parking that is lost is replaced as near as possible to the existing provision, or it can be demonstrated that the provision is not suitable or no longer required.
- 7.2.4 The Council owned car park comprises 37 spaces and is not available for general public use. Rather, it serves users of sporting clubs and groups operating from King George V Playing Fields on a pre-booked basis. Consequently, the parking provision is not considered public parking for the purposes of Policy IT5. The existing Aldi car park currently contains 95 spaces.
- 7.2.5 The proposal would see 25 spaces amalgamated into Aldi's existing car park whilst 5 spaces would be retained by the Council. Overall, 7 spaces would be lost entirely. Consequently, whilst there would be a quantitative reduction in parking capacity, the Council's Green Spaces Team, which manages the facility, has not objected to the proposal and has raised no concerns regarding the reduction in available spaces. Furthermore, the Council has agreed the sale of the land subject to the grant of planning permission.
- 7.2.6 Importantly, the adjoining Aldi store currently experiences a shortfall in parking provision when assessed against the Council's Parking Provision SPD, with the existing enlarged store providing 95 spaces against a guideline requirement of 117 spaces. The proposal would increase Aldi's parking provision to 120 spaces, thereby addressing that shortfall and improving operational functioning of an established edge of town centre retail business.
- 7.2.7 The proposal would therefore support the continued operation and investment of an existing business, provide economic benefits, and help to maintain the vitality of the area. These are material considerations to which significant weight is attached.
- 7.2.8 Taking these matters into account, officers are satisfied that the limited loss of seven parking spaces would not result in unacceptable harm and is outweighed by the operational and economic benefits arising from the enhanced parking provision serving the Aldi store. The proposal is therefore considered to accord with Policy IT5 of the Local Plan and the objectives of the NPPF in supporting sustainable economic growth, which through Policy E2 gives substantial weight to proposals that provide economic benefits. .

### **7.3 Design and visual impact, including on the setting of heritage assets**

- 7.3.1 Policies SP8 and GD1 of the Local Plan require developments to respect and make a positive contribution to its surroundings. Policies SP13 and NH10 of the adopted local plan require developments affecting conservation areas to be determined in accordance with national policy, having regard to any relevant conservation area management plan.
- 7.3.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in the exercise of their functions, whilst Chapter 20 of the NPPF (2026) requires Local Planning Authorities to place great weight on preserving historic assets and their significance; Policy HE6 of the NPPF places substantial weight on the conservation of a designated heritage asset, irrespective of whether any potential effects amount to preservation, harm, substantial harm, or total loss of its significance.
- 7.3.3 The Council's Design Guide SPD (2025) sets out that a high-quality environment is essential for providing a good quality of life. A well-designed and managed space not only provides a visually attractive environment but can also help to ensure that a place is easy to move around and within, is safe and secure, and is useful for all members of the community.
- 7.3.4 Dealing first with the impact on heritage assets, the application site lies to the south-east of the Old Town Conservation Area, but not within it. The application site, at its closest point, would be approximately 15m from the southernmost corner of the conservation area, whilst the majority of the development suite would be over 50m from the conservation area.
- 7.3.5 The proposal would result in two car parks amalgamated with enhanced landscaping. The proposal would improve the visual setting of the application site with enhanced landscaping and therefore would preserve the setting of the nearby conservation area, in accordance with the policies of the Local Plan Partial Update and the NPPF (2026).
- 7.3.6 The existing layout comprises two car parks, separated by a shared pedestrian/cycle path with some grass, shrubs, trees, and a medium height metal post and rail fence. The proposal would see the shared pedestrian/cycle path re-routed around the eastern perimeter of the site and new soft landscaping around the north, east, and south of the site and centrally between the newly formed spaces.
- 7.3.7 The visual appearance will largely remain unaltered in the sense that it will remain a hardsurfaced car park, but the improved soft landscaping will be a benefit to the site both visually and in terms of wildlife. Landscaping is discussed in more detail later in this report.
- 7.3.8 The existing pedestrian access on the southern side as you exit the Town Centre under Fairlands Way will remain un-affected by the proposal.
- 7.3.9 The re-routing of the shared pedestrian/cycle path around the perimeter of the site will ensure this vital link between the Town Centre and KGV and beyond is preserved and remains safely accessible in line with Policy DP3 of the NPPF (2026) which seeks to ensure well-designed places that reflect, amongst other things, movement and public spaces.

- 7.3.10 Overall, the Council is satisfied that the proposed development will have an acceptable design and will not harm the visual amenities of the area in accordance with the Local Plan Partial Update and the NPPF.

#### **7.4 Impact on Neighbouring residential amenity**

- 7.4.1 Policy GD1 of the local plan requires that developments do not have an unacceptable adverse impact on the amenities of neighbouring occupiers.
- 7.4.2 The closest residential dwellings to the site are in Ditchmore Lane and over 200m from the proposed development. As such and given that the proposal does not involve a change of use from car parking, the Council is satisfied that no neighbouring amenities would be harmed from the development.

#### **7.5 Car Parking and Cycle Provision**

- 7.5.1 Policy IT5 of the local plan requires developments to provide parking in accordance with the council's Parking Provision SPD (2025). Policy SP6 (Sustainable Transport), requires, amongst other things, for developments to demonstrate they are in a sustainable location and will promote active travel by non-car modes of transport by providing appropriate cycle parking and prioritise public transport.
- 7.5.2 Under planning permission reference 23/00736/FP, the Aldi store was enlarged to approximately 1,630sqm which the Parking Provision SPD (2025) requires 1 space per 14sqm which gives a total requirement of 117 spaces when rounded up. Given the store only has 95 spaces at [present, this represents a current deficit of 22 spaces, although the site is located within Accessibility Zone 1 which can reduce the required spaces down to zero in appropriate cases.
- 7.5.3 The proposal would see Aldi's car parking increase by 25 spaces to 120 spaces which would be 3 spaces over the baseline maximum starting point. Given the over-provision is very limited and it is a result of the amalgamation of two car parks, it is not considered that it would amount to a justifiable reason for refusal in this instance and the economic benefits from a better provision for an existing commercial enterprise outweighs any harms identified.
- 7.5.4 In line with Policy TR4 of the NPPF (2026), the site retains its southern pedestrian access which links directly to the main pedestrian/cycle network along Fairlands Way and additionally provides access to the local bus stops to ensure that the site maintains its excellent access to non-car modes of transport and retains its direct link into the Town Centre. Further, the proposal does not impact the designated Rights of Way that run through KGV, thereby complying with Policy TR8 of the NPPF.

#### **Cycling**

- 7.5.5 The existing cycle parking at the store is located outside the store front and is not within the red line boundary of the application site and is therefore not impacted by this proposal. Notwithstanding this, the provision of storage was dealt with under the planning application to enlarge the store and was considered acceptable at the time.
- 7.5.6 Herts County Council as Highways Authority (HA) have requested a condition to provide cycle storage. However, this application relates solely to the amalgamation of two car parks and not any increase in shopping floorspace, and, so this condition would fail to meet the 6 tests as defined in the NPPF, especially as it would be considered enforceable, especially as this would fall outside of the redline and reasonable request as it not a

requirement to ensure the development is acceptable in planning terms (relevant to the development being permitted).

- 7.5.7 It is noted that a significant amount of public interest has arisen for this application, and the complaints concern the loss of the cycle route. The application as originally submitted had the existing pedestrian/cycle path that runs between the two car parks being located centrally through the application site but would have required cyclists to dismount when crossing the northern part of the car park before accessing KGV footpaths.
- 7.5.8 The application as presented today, following concerns from the Highways Authority (HA), retains the pedestrian/cycle path *outside* the perimeter of the car park and, whilst a short distance to the east of its current location, it would maintain the existing provision as it is now.

#### Highway Safety

- 7.5.9 The HA have reviewed the application and as a result of extensive negotiations, the application has been amended to address their concerns, which primarily focused on the placement of the shared pedestrian/cycle path running centrally through the site rather than around the perimeter. Once this path was moved out of the car park, the HA removed all their objections. The applicant has agreed to the HA's request for a condition for a construction management plan.
- 7.5.10 The HA also requested a condition to require the submission of pedestrian priority measures within the car park for all crossing points. However, there are no designated crossing points on the submitted plans within the red line boundary of the application site; all formal crossing points in the car park are outside the application site and therefore the condition would fail the reasonable and necessary tests.
- 7.5.11 Taking the forementioned into account, the proposal is considered to comply with the policies of the Local Plan Partial Update and the NPPF.

### **7.6 Impact on the Environment**

- 7.6.1 The application site comprises hardstand car parks which would be very low risk of contamination and would have been open fields prior to their current use.

#### Groundwater

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

#### Air Quality

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

- 7.6.4 In order to mitigate the construction phase, it is recommended a condition is imposed on any permission issued. This condition would require the applicant to adhere to the CMP which details measures on controlling levels of dust and air pollutions which are generated during the construction phase of development.
- 7.6.5 With regards to the operational aspect of the development, due to its limited scale, the proposed development would give rise to a very small increase in NO<sub>2</sub> emissions which, in accordance with IAQM/EPUK guidance, is identified as having a negligible impact at all receptors in the area. As such, the need for additional mitigation has not been identified as being required. As such, the Council's Environmental Health Section has not raised any concerns with respect to the operational impact the development would have on air quality.

#### Light Pollution

- 7.6.6 In terms of light pollution, Policy FP7 requires all development proposals should minimise, where possible, light pollution. Applications for development where pollution is suspected must contain sufficient information for the application to make a full assessment on impacts. Planning permission will be granted where it can be demonstrated that the development will not have unacceptable impacts on:
- a) the natural environment, general amenity and the tranquillity of the wider area which includes light pollution;
  - b) health and safety of the public; and
  - c) The compliance with statutory environmental quality standards.
- 7.6.7 Turning to the operational side of the development, new lighting would be in line with the existing lighting, and given there are no residential dwellings close by, there would be no harm to residential amenities and the HA have raised no concerns about lighting impacts on the adjacent highway network.
- 7.6.8 In terms of lighting associated with the construction aspect of the proposed development, this is dealt with as part of a Construction Management Plan.

### **7.7 Trees and Landscaping**

- 7.7.1 Policy NH5 of the adopted Local Plan states that development proposals will be expected to protect and retain individual trees within the development site and should include new planting where appropriate. Policy SP12 requires development proposals to have an acceptable impact on green infrastructure and the natural environment. Policy N2 of the NPPF (2026) requires developments to contribute positively to the natural environment, whilst Policy N3 seeks to secure new trees in developments.
- 7.7.2 The proposal does not include the loss of any existing trees either within the application site or in the neighbouring park. It does include the provision of 10 new small urban trees.
- 7.7.3 Policy NH1 identifies sites which are designated as Principal Open Spaces, and the neighbouring King George V Playing Fields (KGV) is recognised as a Principal Park under Policy NH1/3.
- 7.7.4 The policy recognises that planning permission will be granted where proposals "Would not result in the loss of any part of a Principal Open Space, would not have an adverse impact upon any Principal Open Space within, or adjacent to, the application site; and reasonably provide, or reasonably contribute towards, the maintenance or improvement of, Principal Open Spaces and allotments."

- 7.7.5 The proposed development does not extend into KGV, nor does it impact on any trees or other landscaping within the park, and nor will it restrict or block any access to the park, its users, or activities, and is therefore policy compliant in this regard.
- 7.7.6 It is noted that this area of KGV has a small earth bund around its perimeter to prevent unauthorised access to the park by motor vehicles and therefore it is considered appropriate and necessary to ensure that any perimeter of KGV that is left exposed following the removal of any existing fencing, is rectified with a barrier to vehicles and this can be secured via the imposition of a prior to occupation condition.
- 7.7.7 Taking the aforementioned into account, the proposed development is considered to comply with the policies of the Local Plan Partial Update and the NPPF.

## **7.8 Biodiversity, Ecology and Protected Species**

- 7.8.1 Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 sets out that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the 'biodiversity gain condition' requiring development to achieve a net gain of 10% of biodiversity value. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not apply in some circumstances. Policy N6 of the NPPF seeks to protect the most important and irreplaceable habitats.
- 7.8.2 Applicants for planning permission are required to make a statement as to whether the biodiversity gain condition will apply if permission is granted, and, if it does not apply, under which exemption they are applying.
- 7.8.3 The development is subject to the BNG condition and therefore the applicant should provide a 10% net gain on site. Where this is not possible, the hierarchy states that the next best option is to purchase habitat units from a suitable Land Bank or Broker, and the least favourable option is to purchase credits from the Government for them to provide BNG at a suitable site.
- 7.8.4 The submitted BNG metric by Ecology Solutions was updated following the amendments to the proposed development and confirms that the site does not include international, national, or locally important sites and does not include irreplaceable habitats. The assessment shows the baseline units prior to development are 0.75 habitat units whilst the proposed development would reduce this to 0.68 habitat units which is a decrease of -15.77%.
- 7.8.5 Whilst the proposal would see the provision of new and enhanced landscaping in the form of grass areas, shrubs, and small urban tree planting, this would not be sufficient to achieve the onsite 10% net gain. As such, the applicant will be required to compensate for this through the provision of net gains off-site through as habitat provider or purchasing credits. The full details are to be secured through the imposition of mandatory conditions.
- 7.8.6 Taking the aforementioned into account, whilst the proposed development would provide enhanced landscaping, it would still result in a loss of biodiversity value, but the applicant will satisfy the requirements of the mandatory BNG condition by providing the net gain offsite through the imposition of conditions. In this regard, the proposed development is considered to comply with the policies of the Local Plan Partial Update and the NPPF.

## 7.9 Community Infrastructure Levy

- 7.9.1 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):

| <b>Table 1: SCIL2 charging rates for all development in Stevenage</b> |                                      |                                    |
|-----------------------------------------------------------------------|--------------------------------------|------------------------------------|
| <b>Development Type</b>                                               | <b>CIL Rate (£ per Square metre)</b> |                                    |
|                                                                       | <b>Zone 1:<br/>Stevenage Central</b> | <b>Zone 2:<br/>Everywhere else</b> |
| <b>Residential</b>                                                    |                                      |                                    |
| <b>Market Housing</b>                                                 | £50/m <sup>2</sup>                   | £120/m <sup>2</sup>                |
| <b>Sheltered Housing</b>                                              | £120/m <sup>2</sup>                  |                                    |
| <b>Extracare Housing</b>                                              | £50/m <sup>2</sup>                   |                                    |
| <b>Retail Development</b>                                             | £75/m <sup>2</sup>                   |                                    |
| <b>Industrial Development</b>                                         | £40/m <sup>2</sup>                   |                                    |
| <b>All Other Development</b>                                          | £0/m <sup>2</sup>                    |                                    |

- 7.9.1 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 SCIL2 Charging Schedule and the Community Infrastructure Levy Regulations 2010 (as amended). Opportunities for relief or exemption from the charge exist and will be taken into account in the calculation of the final charge.
- 7.9.2 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.

## 7.10 Equality, Diversity and Human Rights

- 7.10.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.
- 7.10.2 When considering proposals placed before Members it is important that they are fully aware of and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 7.10.3 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the Council's obligations under the Public Sector Equalities Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

- 7.10.4 The Equalities Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share protected characteristics under the Equality Act and persons who do not share it. The protected characteristics under the Equality Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief; sex and sexual orientation.
- 7.10.5 In terms of inclusive access, the development is level access around the car park with dropped kerbs at designated crossing points, it does not impact the existing provision of disabled parking spaces and larger spaces for parents and children (which can also be used by disabled persons) and does not impact access to the Aldi store.

## **8. CONCLUSIONS**

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the application be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 The principle of development is acceptable as it would support Aldi's business and would not harm the operation of the adjacent King George V Playing Fields. The proposals would not result in harm to the nearest residential properties.
- 8.3 Given the aforementioned, the proposed development is considered to be acceptable in line with the Council's adopted Local Plan (updated 2026), Design Guide SPD (2025), Parking Provision SPD (2025), the NPPF (2026) and Planning Practice Guidance.

## **9. RECOMMENDATIONS**

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

### **SUBJECT TO THE FOLLOWING CONDITIONS/REASONS**

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:  
1426-CHE-120; 1426-CHE-121A; 1426-CHE-123; 1426-CHE-074-F; 14790L-ESL-XX-XX-D-L-1301\_P02; 1426-CHE-077-B;  
**REASON:-** For the avoidance of doubt and in the interests of proper planning
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
**REASON:-** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
- 3 No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Method shall include details of:

- a) Access arrangements to the site;
- b) Traffic management requirements
- c) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- d) Siting and details of wheel washing facilities;
- e) Cleaning of site entrances, site tracks and the adjacent public highway;
- f) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times (if nearby schools);
- g) Provision of sufficient on-site parking prior to commencement of construction activities;
- h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway; and
- i) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

**REASON:-** In order to protect highway safety and the amenity of other users of the public highway and rights of way.

- 4 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building(s) or the completion of the development whichever is the sooner. In regards to hard surfacing, this shall be carried out in accordance with any approved details within three months of the first occupation of the building or the completion of the development, whichever is the sooner.

**REASON:-** To ensure the development has an acceptable appearance and to protect the visual amenities of the area.

- 5 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

**REASON:-** To ensure a satisfactory appearance for the development.

- 6 Prior to the first occupation of the development hereby approved, details shall be submitted to and approved in writing by the local planning authority of the boundary treatments on the eastern side of the development that will ensure no motor vehicles can enter the adjacent King George V Playing Fields and that the existing bund remains in situ.

**REASON:-** To protect the adjacent Principal Open Space and its users from unauthorised motor vehicles.

- 7 The Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Assessment produced by Ecology Solutions, Report Ref 11810.BNGReport.vf2.

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

- 8 The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority

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

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

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

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

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

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

**INFORMATIVES**

**1 Public Information on Planning Applications**

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

**2 Community Infrastructure Levy**

Stevenage Borough Council adopted its revised Community Infrastructure Levy (SCIL2) Charging Schedule at Full Council on 10 June 2026 and started implementing SCIL2 on 22 July 2026.

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 may be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted SCIL2 Charging Schedule and further details of CIL can be found on the Council's webpages at [www.stevenage.gov.uk/CIL](http://www.stevenage.gov.uk/CIL) or by contacting the Council's CIL Team at [CIL@Stevenage.gov.uk](mailto:CIL@Stevenage.gov.uk).

**3 Building Regulations**

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

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

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

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

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

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

**4 Party Wall etc. Act 1996**

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

**5 Biodiversity Net Gain**

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

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

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

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

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

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

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

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is

minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

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

**6 Hertfordshire County Council as Highways Authority**

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

**7 Hertfordshire County Council as Highways Authority**

Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

**8 Hertfordshire County Council**

Works within the Public Highway: The applicant is advised that all works associated with the proposal affecting the public highway shall be carried out to the satisfaction of the Highway Authority and will require the prior approval of Hertfordshire County Council. The applicant is encouraged to engage with the Highway Authority at an early stage. The applicant is advised that any works required within the public highway associated with the pedestrian/cycle route will require a legal agreement with Hertfordshire County Council under Section 278 of the Highways Act 1980. The applicant should contact Hertfordshire County Council's Development Management Team at the earliest opportunity.

## **10. BACKGROUND DOCUMENTS**

- 1 The application file, forms, plans and supporting documents having the reference number relating to this item. Online copies may be obtained at <https://publicaccess.stevenage.gov.uk/online-applications/>
- 2 The Stevenage Borough Local Plan 2011-2031  
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan>
- 3 The Stevenage Borough Local Plan Partial Update 2025  
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan/local-plan-2026/local-plan-partial-update-2026>
- 4 Stevenage Borough Council Supplementary Planning Documents: Parking Provision SPD 2025; Design Guidance SPD 2025.  
<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/planning-library>
- 5 Hertfordshire County Council Local Transport Plan LTP4 2018-2031  
<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/lt4-local-transport-plan-4-complete.pdf>

- 5 Government advice contained in the National Planning Policy Framework 2026 and the Planning Practice Guidance.  
[https://assets.publishing.service.gov.uk/media/6a8334c03bd75b81e2329ac4/National\\_Planning\\_Policy\\_Framework.pdf](https://assets.publishing.service.gov.uk/media/6a8334c03bd75b81e2329ac4/National_Planning_Policy_Framework.pdf)  
  
<https://www.gov.uk/government/collections/planning-practice-guidance>
- 7 Representations made by statutory consultees and other interested parties referred to in this report. Online copies can be found on Public Access.