

Main modifications proposed by the Council to make the local plan sound

These Changes are proposed by the Council in response to points raised and suggestions discussed during the Examination and the Council consider that they are required to make the plan sound.

The changes below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the subsequent proposed deletion and / or addition of text.

Ref	Page	Policy / Para	Proposed Change
MM1	22	New Para after 4.26	<p><i>Add new paragraph after 4.26</i></p> <p><u>We will require developers to contribute towards Water Framework Directive (WFD) actions on sites adjacent to watercourses and improve the quality of water that enters groundwater aquifers across the Borough.</u></p> <p><i>Update subsequent paragraph numbers.</i></p>
MM2	22	4.28	<p><u>We recognise that we cannot meet our homes target without investment in infrastructure. We will work within the environmental and infrastructural limits to development. We recognise that we cannot meet our homes target without investment in infrastructure. We will work to commit to protect and enhance the natural environment and landscape of the Borough by:</u></p> <ul style="list-style-type: none"> • <u>protecting existing open space and areas designated for environmental purposes;</u> • <u>requiring new developments to include open space to meet locally defined targets;</u> • <u>requiring developments to make links to the surrounding countryside;</u> • <u>seeking to create an ecological network; and</u> • <u>protecting and enhancing our heritage assets.</u>

Ref	Page	Policy / Para	Proposed Change
MM3	29	Policy SP3	<p>.....</p> <p>e. Work with Central Bedfordshire Council <u>and</u> North Hertfordshire District Council and Welwyn Hatfield Borough Council to ensure an appropriate level of employment provision within the wider A1(M) / A1 corridor over the plan period. The Borough Council will support, as required:</p> <ul style="list-style-type: none"> i. A new, strategic employment allocation at Baldock to be delivered through North Hertfordshire's local plan; <u>and/or</u> ii. The continued development of the Stratton Farm Business Park at Biggleswade through Central Bedfordshire's local plan; and/or iii. The retention of key employment areas within Welwyn Garden City through Welwyn Hatfield's local plan.
MM4	31	5.23	<p>These responses will deliver a significant amount of new employment in Stevenage by 2031, but will not meet all of the identified needs. <u>A shortfall of around 11.5ha has been identified by the most up-to-date evidence on employment needs.</u> (include footnote reference to Employment Technical Paper)</p> <p><i>Remainder of existing para. 5.23 text to become new para. 5.24 as follows:</i></p> <p>5.24 However, economic activity is not contained by the Borough boundary.....</p> <p><i>Update all subsequent paragraph numbers accordingly.</i></p>
MM5	32	5.25	<p>Emerging plans and evidence show sufficient employment potential in this wider area to be capable of meeting demand. We will continue to support relevant proposals in the plans of Central Bedfordshire; <u>and</u> North Hertfordshire and Welwyn Hatfield councils while recognising that they will make the final decision on the amount and type of employment provision in their own areas.</p>
MM6	32	5.26	<p>.....</p> <ul style="list-style-type: none"> • A new strategic allocation at Royston Road, Baldock in North Hertfordshire. This is a key opportunity to provide new employment land close to the Borough. This site falls within the Stevenage and Letchworth sub-area where it would be appropriate to make a full range of B-class

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			<p>provision to meet any unmet needs; <u>and</u></p> <ul style="list-style-type: none"> • The continued development of Stratton Farm Business Park, Biggleswade. This lies beyond Stevenage's immediate sub-market but within the wider FEMA in both commercial property and labour market terms. This is considered suitable to assist in accommodating unmet industrial and distribution (B1(c), B2 and B8) requirements; <u>and</u> • The retention of appropriate areas and premises in Welwyn Garden City. Welwyn Hatfield's emerging plan and evidence base identifies a small surplus of employment land over the plan period, though also recognises the need to flexibly respond to 'real world' demand(22). Welwyn Garden City lies outside of our defined FEMA area. However, such boundaries are never concrete and our evidence recognises there are strong commuting flows between Stevenage and Welwyn Garden City and also an element of property market overlap between the two towns, particularly for office space(23).
MM7	33	Policy SP4	<p>.....</p> <p>b. Promote the comprehensive and co-ordinated regeneration of Stevenage Central (Town Centre plus adjoining sites). This will provide for in the order of <u>4,700m²</u> 4,600m² of additional comparison retail floorspace, 3,000 new homes and an improved range of shopping, bars, restaurants, leisure, community, civic and cultural facilities. <u>An extended and regenerated new</u> train station will be the focus of an enlarged Stevenage Central area, within which six Major Opportunity Areas will be designated to promote distinct mixed use redevelopment schemes.</p> <p>c. Retain the primary retail frontages in both the Town Centre Shopping Area and the High Street <u>Shopping Area</u> as the focus of major comparison shopping</p> <p>.....</p> <p>d. Support the provision of up to 7,600 m² net of additional convenience floorspace within the Borough boundary by 2031 to meet the needs of the expanded town. This will include:</p> <ul style="list-style-type: none"> i. <u>1,500m²</u> for eExtensions to existing centres in the retail hierarchy, then other stores in accordance with the sequential test; ii. A Local Centre in the west of Stevenage development <u>in</u> with an anchor store of the order of 500m² and related small scale Use Class A1 shops sufficient to meet the day-to-day needs of the residents

Ref	Page	Policy / Para	Proposed Change
			<p>of the new neighbourhood;</p> <p>iii. A Local Centre in the north of Stevenage development in with an anchor store of the order of 500m² and related small scale Use Class A1 shops sufficient to meet the day-to-day needs of the residents of the new neighbourhood;</p> <p>iv. A Neighbourhood Centre in the south-east of Stevenage development of no more than the order of 500m² with a convenience store and other related small-scale Use Class A1 shops sufficient to meet the day-to-day needs of the residents of the new neighbourhood;</p> <p>v. A new allocation for a large new store, <u>in the order of 4,600 m² net (7,900m² gross)</u>, at Graveley Road to meet identified needs post-2023.</p>
MM8	34	5.34	Our evidence studies show that there is a projected need for 4,600m² <u>4,700m²</u> of additional comparison retail floorspace during the lifetime of this plan.
MM9	36	Policy SP5	<p><i>Add additional criteria to the end of the Policy.....</i></p> <p><u>f. Ensure new development does not have an adverse effect on the Lee Valley Special Protection Area (SPA). New development post 2026 will only be permitted if the required capacity is available at Rye Meads STW, including any associated sewer connections.</u></p>
MM10	39	Policy SP6	<p>.....</p> <p>e. Assess proposals against the car and cycle parking standards set out in this Plan and the Supplementary Planning Documents; and.....</p>
MM11	42	Policy SP7	<p>.....</p> <p>f. Build a full range of homes in terms of tenure, type and size. This plan positively addresses housing needs and existing imbalances in the housing stock by setting targets for:</p> <p>i. At least 20% of all new homes over the plan period to be Affordable Housing with an aspiration to deliver up to 40% affordable housing where viability permits;</p> <p>ii. Approximately 60% of new homes to be 1- or 2-bed, to be measured and reviewed on a rolling</p>

Ref	Page	Policy / Para	Proposed Change
			<p>basisAn appropriate mix of housing sizes, in line with the most up-to-date evidence of need; and </p>
MM12	46	5.86	<p>Diversifying the Borough's housing stock <u>in terms of housing types and sizes</u>away from the 3-bed terraced homes that typified the Development Corporation is another key priority. In particular, wWe need to ensure the provision of homes <u>is in line with the most up-to-date assessment of need, including at the small / entry level and also for the large / family market homes, referred to in this plan as aspirational homes.</u></p>
MM13	57	Policy SP11	<p>..... a. ensure new development minimises and mitigates its impact on the environment and climate change by considering matters relating (but not necessarily limited) to <u>the provision of green space</u>, renewable energy, energy efficiency, water consumption, drainage, waste, pollution, contamination and sustainable construction techniques;</p>
MM14	59	Policy SP12	<p>The green infrastructure, and natural environment <u>and landscape</u> of Stevenage will be protected, and enhanced <u>and managed</u>, <u>and we will positively acknowledge its influence on Knebworth Woods SSSI and Lee Valley SPA.</u> We will:</p> <p>a. Identify, and ensure the ongoing protection of, <u>Create, protect and enhance</u> key areas of open space and biodiversity value including: </p> <p>b. Preserve, <u>create, protect</u> and enhance locally important linear features including: </p> <p>c. Provide <u>Create and protect</u> multi-functional green space and sports facilities as an integral part of new developments in accordance with the latest standards and permit the creation of other new open spaces where they will meet an identified deficit; and</p> <p>d. Only allow <u>Mitigate or, as a last resort, compensate for</u> the loss of green infrastructure or assets of biodiversity importance where they meet the detailed criteria set out in this plan <u>resulting from development;</u> and</p> <p>e. <u>Only grant planning permission if an adequate assessment of priority habitats and species has been</u></p>

Ref	Page	Policy / Para	Proposed Change
			<u>undertaken. Any identified impact on these habitats and/or species will need to be avoided, mitigated or compensated.</u>
MM15	60	5.149	As well as sites specifically designed for public use, we will preserve important natural habitats. <u>The plan recognises 45 sites in Stevenage for their wildlife value and local importance.</u> Although There are no European or nationally designated sites in the Borough, <u>however, there are a significant number of locally important sites outside the Borough boundary including Knebworth Woods SSSI, Rye Meads SSSI, Chilterns AONB and the Lee Valley SPA.</u> This plan recognises 45 sites in Stevenage for their wildlife value.
MM16	64	Policy EC1	<i>Amended wording for Use Class of EC1/1, as follows:</i> B1(b), <u>B1(c)</u> with ancillary uses
MM17	64	6.2	The future phase of the Bioscience Catalyst will 'drawn down' on existing permissions that exist across the site. These allow for more than 50,000m2 of new floorspace. The significant majority of this is for research and development (B1(b) uses). <u>In relation to the Stevenage GSK and Bioscience Catalyst Campus, initial master planning undertaken by GSK suggests that this site may have capacity for a significantly greater level of B1(b) and B1(c) floorspace than has previously been consented on the site. Any floorspace beyond the previously consented floorspace would need to be the subject of a fresh planning application.</u> Other B Class uses will be allowed where they are ancillary to this <u>these uses</u> and help to nurture the continued growth of this international facility.
MM18	65	Policy EC2	<i>Split Policy EC2 into two separate policies, EC2a and EC2b, as follows:</i> <u>Policy EC2a: Gunnels Wood Employment Area</u> The spatial extent of the Gunnels Wood Employment Area is defined on the Proposals Map. <u>Policy EC2b: Gunnels Wood Edge-of-Centre Zone</u> Within the Edge-of-Centre Zone, as shown on the proposals map, planning permission will be granted

Ref	Page	Policy / Para	Proposed Change
			where or essential to the continued operation of an established B-class use.
MM19	76	Policy TC2	..... viii. Heritage assessment and design work to mitigate the impact on <u>preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u>
MM20	77	Policy TC3	..... f. A new Use Class C1 hotel, with <u>ancillary</u> conference facilities, close to the train station; g. A replacement main train station taxi rank; and ii. Landmark <u>High quality place-defining</u> buildings should be located in appropriate, prominent locations; v. Residential uses to be focused to the west and south <u>the east</u> of the site <u>will only be permitted above first floor level and will require appropriate noise mitigation due to its proximity to,</u> away from the East Coast Main Line; vi. Provision for the main train station a taxi rank in proximity to the train station;
MM21	78	7.33	It is anticipated that the replacement commercial and leisure uses will be focused to the east of the site, close to the train station, along with the new hotel, conference and office buildings. The residential uses are best focused to the west and south of the site, away from the noise of the East Coast Main Line. <u>Any residential use to the east will require noise mitigation.</u>
MM22	78	7.34	..... As a part of the intention to create a train station that genuinely has two faces, it is intended to provide a replacement station taxi rank on the Centre West site.
MM23	79	Policy TC4	..... a. <u>An extended and</u> regenerated train station;

Ref	Page	Policy / Para	Proposed Change
MM24	80	Policy TC5	<p>.....</p> <p>xi. Heritage assessment and design work to mitigate the impact on <u>preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u></p>
MM25	83	Policy TC7	<p>.....</p> <p>vii. Heritage assessment and design work to mitigate the impact on <u>preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u></p>
MM26	85	Policy TC8	<p>.....</p> <p>Within the TCSA, the following premises and areas are identified as Primary Frontages at ground floor level:</p> <ul style="list-style-type: none"> a. 4-8 (even) Town Square • b. 21-27-29 (odd) Town Square • c. 40- 50 and 66 - 96-98 (even) Queensway • d. 39-103 41 – 73 and 79 – 101 (odd) Queensway • 6 – 22 (even) The Forum; • 1 – 11 (odd) The Forum; and • e. The Westgate Centre. <p>.....</p> <p>a. The proposal is for use class A3 (restaurants & cafes) at the following locations:</p> <ul style="list-style-type: none"> • 52, 54, 56, 60, 64, 75 & 77 <u>50 – 56, 60 – 64 & 75</u> Queensway • 1-4 <u>2 – 6 & 20 – 22</u> The Forum and 98 & 103 Queensway;.....
MM27	86	Policy TC9	<p>.....</p> <p>b. Would not cause harm to the significance of any designated heritage asset(s) <u>including through harm to their setting;</u></p>

Ref	Page	Policy / Para	Proposed Change
MM28	88	Policy TC11	<p>New Class A1 convenience retail floorspace provision will be expected to follow the sequential test and the town's <u>Borough's</u> retail hierarchy.</p> <p>At least 1,500m² floorspace is reserved to be provided as extensions to existing stores in the retail hierarchy, then other stores in accordance with the sequential test.</p> <p>.....</p> <p>New Local Centres will be permitted in each of the Stevenage West and North of Stevenage new neighbourhoods, each with an anchor convenience store of <u>in</u> the order of 500m², together with related small-scale Use Class A1 shops, to meet the day-to-day needs of the residents of the respective new developments.</p> <p>A Neighbourhood Centre will be permitted in the South-East of Stevenage development <u>of no more than</u> in the order of 500m² with a convenience store and other related small-scale Use Class A1 shops, sufficient to meet the day-to-day need of the new neighbourhood.</p> <p>These new Local Centres and the Neighbourhood Centre will become a part of the town's <u>Borough's</u> retail hierarchy. They should, wherever possible, be co-located with other community uses such as schools and/or health or community facilities, where such facilities are being provided.</p> <p>A site for a major new foodstore of up to 7,600m² <u>4,600m² net (7,900m² gross)</u> trading floorspace to serve Borough-wide needs post-2023 is identified on the policies map at Graveley Road. A retail impact assessment will be required, particularly focusing upon the impact on Local Centres and Neighbourhood Centres.</p>
MM29	89	7.69	<p>Our evidence suggests that there is currently a small surplus of <u>need for</u> convenience floorspace in the town <u>Borough</u>. Only towards the middle of the plan period will a significant need for additional floorspace arise. This projected Borough-wide need is 7,000m², rising to 9,100m² of trading floorspace allowing for up to 20% of floorspace being devoted to ancillary comparison goods. <u>7,600m² net of convenience trading floorspace.</u></p>

Ref	Page	Policy / Para	Proposed Change
MM30	89	7.70	<p>At least 20% of the need (1,500m²) <u>1,500m² of the total need</u> is reserved to allow for extensions to existing centres in the retail hierarchy, then other stores in accordance with the sequential test. convenience stores, particularly in the Town Centre, the Old Town Major Centre, Poplars District Centre and Neighbourhood Centres, to preserve and strengthen their role. <u>A further 1,500m² is reserved to the new Local Centres at Stevenage West and North of Stevenage, and the new Neighbourhood Centre at South East Stevenage.</u> This will reduce the maximum size of a single new superstore to 7,600m², of which no more than 1,500m² of trading floorspace should be devoted to ancillary comparison goods. <u>An allocation for a large new store post 2023 will address the remaining 4,600m² net of identified need for convenience floorspace. Allowing for up to 20% (920m²) of additional net floorspace within the store to be devoted to ancillary comparison goods, the total floorspace increases to 5,520m². Assuming a 70% gross to net floorspace ratio, the maximum floorspace of the new superstore would be 7,900m² gross.</u></p>
MM31	89	Policy TC12	<p>Planning permission will be granted for additional comparison retail floorspace of the order of 4,600m² <u>4,700m²</u> within one or more of the Town Centre Shopping Area, the Marshgate MOA, the Central Core MOA, the Station Gateway MOA or the Northgate MOA.</p>
MM32	90	7.73	<p>Our evidence studies show that there is a projected need for 4,600m² <u>4,700m²</u> of additional comparison retail floorspace during the lifetime of this plan.</p>
MM33	90	Policy TC13	<p>Applications for main Ttown Centre uses should be located in the Town Centre, then in edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre sites, preference will be given to accessible sites that are well connected (preferably by multi-modal means) to the town eCentre.</p> <p>An impact assessment will be required for <u>any proposals in excess of 300m²</u> for main town centre uses outside the <u>Town Centre</u> which exceeds the following floorspace thresholds:</p> <ul style="list-style-type: none"> a. Town Centre: 2,500m² b. High Street Shopping Area: 1,000m² c. District Centre and Local Centres: 750m²

Ref	Page	Policy / Para	Proposed Change
			<p>d. Neighbourhood Centres: 500m2 e. Elsewhere: 300m2 The assessment This should include an assessment of:</p> <p>ii. The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the the <u>Town Centre</u> and wider area, up to five years from the time that the application is made. For major schemes, where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time that the application is made;</p> <p>iii. Proposals will be permitted unless they fail the sequential test, or are likely to have a significant adverse impact on one or both of the above factors.</p>
MM34	91	7.77	<p>We will follow the guidance in the NPPF (paragraphs 24 - 26) that we should apply a sequential test to planning applications for major Town Centre uses (as defined in Annex 2 to the NPPF) that are not in an existing centre <u>outside of the Town Centre</u>. We have set our own <u>a</u> local thresholds for centres <u>an impact assessment for proposals outside the</u> the <u>Town Centre</u>, as the alternative would be that applications should be are assessed against the national threshold (of 2,500m2), which our evidence suggests could be potentially harmful to centres.</p>
MM35	91	7.78	<p>..... When considering edge-of-centre and out-of-centre sites, preference will be given to accessible sites that are well connected (preferably by multi-modal means) to the Town Centre. </p>
MM36	91	7.79	<p><i>Delete entire paragraph.</i></p> <p>When assessing applications for main town centre uses outside of the town Centre, the Borough Council will require an impact assessment if the development is over the thresholds set in Policy TC13 above, which are indicated as being necessary by our evidence studies.</p>
MM37	92	Policy	<p>.....<u>Alternative</u> access points and solutions will only be permitted where they are demonstrably</p>

Ref	Page	Policy / Para	Proposed Change
		IT1	preferable in highways terms.
MM38	93	8.10	.....Alternative proposals will only be considered where they are robustly demonstrated to be preferable in terms of:
MM39	94	Policy IT3	Planning permission for significant development proposals <u>sites of 200 dwellings or more, including smaller sites being brought forward in phases that will cumulatively exceed this threshold</u> , will be granted where applicants satisfactorily demonstrate how infrastructure needs arising from their proposals will be met.
MM40	95 - 96	Policy IT4	Planning permission will be granted where: a. Development would not have an adverse impact upon highway safety; <u>b. Development reflects the principles of the Stevenage Mobility Strategy;</u> b. c. <u>Schemes exceeding the relevant thresholds are accompanied by a satisfactory Transport Statement or Assessment, which demonstrates that the residual cumulative impacts of development are not severe; and</u> i. no significant adverse impacts will result; or — ii. steps can be taken to mitigate any adverse impacts to an acceptable level <u>c. d. Residential Developments exceeding the Transport Assessment threshold are accompanied by an acceptable (green) travel plan.</u>
MM41	96	New para's. Insert before 8.21	<i>Add new paragraphs before para 8.21:</i> <u>8.21 The Stevenage Borough Council strategy is to support and encourage increasing Mobility by sustainable and inclusive modes. It is to support a mode shift over time from car driver to more space efficient, socially inclusive and less polluting forms of Mobility, and not simply to supply extra road capacity for the benefit of car borne commuters in peak periods.</u> <u>8.22 Stevenage is a Sustainable Travel Town and the Mobility Strategy focuses on reducing the need to travel overall and increasing the proportion of journeys made by sustainable modes (on foot, by bicycle, by public transport, or via schemes such as cycle hire and car clubs). The initiatives include walking,</u>

Ref	Page	Policy / Para	Proposed Change
			<p><u>cycling and shared mobility infrastructure and enhancements, together with behaviour schemes.</u></p> <p><u>8.23 The Strategy expects a step change in uptake of sustainable modes. It also advises that it is likely that some highway capacity would need to be reallocated for use by pedestrians, cyclists and bus users.</u></p> <p><u>8.24 A Mobility Steering Group formed of Hertfordshire County Council, Stevenage Borough Council and invited stakeholders will monitor progress of the delivery of the Stevenage Mobility Strategy.</u></p> <p><i>Update subsequent paragraph numbers accordingly.</i></p>
MM42	96	8.21	<p>Maintaining safe and effective access to homes, facilities, jobs and schools is essential to ensuring good quality of life and a prosperous economy. Development proposals will not be supported where <u>the residual cumulative impacts of development are severe.</u> they will have an unacceptable adverse impact on the highway</p>
MM43	96	8.23	<p>Transport modelling has been carried out to inform the production of this plan. Developers are encouraged to <u>agree the most appropriate approach to transport modelling with the highway authority and Stevenage Borough Council.</u> make use of this model when preparing their development proposals.</p>
MM44	96	8.24	<p>Travel plans set out measures that will be adopted by developers or businesses to encourage residents or staff to use more sustainable modes of transport for their journeys. Initiatives can include, <u>but are not limited to,</u> car sharing, cycle storage, showers, dedicated bus services, <u>and</u> homeworking, <u>smart technology, cycle training, personalised travel planning and education and behavioural change measures.</u></p>
MM45	97	Policy IT5	<p>Planning permission will be granted where proposals comply with the parking standards set out in this plan and have regard to the requirements of the Parking <u>Provision Standards</u> Supplementary Planning Document.</p>

Ref	Page	Policy / Para	Proposed Change
MM46	97	8.26	As such, it is important to ensure that new development provides appropriate levels of car parking to prevent existing problems being exacerbated. This is particularly true of new residential development. Residential car parking standards are contained in <u>Appendix B of this plan within the Parking Provision SPD</u> . These include the discounts that will be applied in more accessible locations. Relevant applications will be required to meet these standards.
MM47	98	Policy IT6	..... 6. New or improved <u>bus</u> services and facilities within 400 metres of major developments.
MM48	100	Policy IT7	<p>Planning permission will be granted where proposals maintain, enhance, reasonably provide or reasonably contribute towards these routes:</p> <p><u>Routes</u> <u>The following schemes are identified as priority new and improved links for pedestrians and cyclists:</u></p> <p><i>Retain existing list of routes.</i> </p> <p><u>Cycle Parking</u> <u>The Stevenage Cycle Strategy identifies improvements to cycle parking provision available to the public in Stevenage in terms of gaps in provision at appropriate locations as well as the quality of existing cycle parking.</u></p> <p><u>Wayfinding</u> <u>The Stevenage Cycle Strategy identifies improvements to wayfinding for pedestrians and cyclists in and around Stevenage, which includes signage and maps.</u></p>
MM49	101	New Para after	<i>Insertion of additional paragraph after 8.44</i> <u>The Stevenage Cycle Strategy will be regularly reviewed and updated over the plan period to ensure</u>

Ref	Page	Policy / Para	Proposed Change
		8.44	<u>that it is up to date in terms of the infrastructure needs for active travel.</u>
MM50	105	Table 3	<i>Delete row 2 relating to Bragbury End Sports Ground (This is covered by Policy HO4).</i>
MM51	105	Table 3	<i>Delete the third bullet point of row 3 relating to Bragbury End sports ground car park:</i> <ul style="list-style-type: none"> • The loss of sports facilities will need to be mitigated against.
MM52	106	Table 3	<i>Amendment to row 7 relating to Former Pin Green School playing field:</i> <ul style="list-style-type: none"> • No specific measures identified <u>The loss of sports facilities will need to be mitigated.</u>
MM53	106	Table 3	<i>Amendment to row 12 relating to Land West of North Road (Rugby Club):</i> <ul style="list-style-type: none"> • Satisfactory relocation/reprovision of existing sports facilities. <u>Replacement sports facilities in a suitable location, and of equivalent, or better, quantity and quality will be required, prior to development.</u>
MM54	107-108	Policy HO2	Land to the west of Stevenage, as defined by the proposals map, is allocated for the development of approximately 1,350 dwellings. A Masterplan for the whole site will be required as part of any outline planning application. The Masterplan must be approved prior to the submission of detailed development proposals for the site. Development proposals will be permitted where the following criteria are met:..... h. At least 30% affordable housing is provided in line with Policy HO7; k. Local facilities to serve the community are incorporated, including a GP surgery, <u>subject to demand</u> ; l. Sports facilities are provided on-site, in line with Policy HC8, including, <u>but not limited to:</u>

Ref	Page	Policy / Para	Proposed Change
			<p>i. A skate park or MUGA for children; and ii. <u>Land to accommodate a new cricket pitch facility;</u> <u>r. Electric car charging points are provided at an easily accessible location within the site.</u></p> <p><i>Additional text added to end of Policy HO2, as follows:</i></p> <p><u>It is recognised that the site may be delivered by a number of different developers. In this case, any phase of development would be required to demonstrate that it would enable the delivery of the policy objectives for the development as a whole and those relevant to that phase, and enable an expanded scheme within North Hertfordshire District Council. Community facilities should be provided in a location that allows them to be expanded to meet the needs of the site as a whole.</u></p>
MM55	109	9.18	<p>Sports facilities will also be required, in line with policy HC8. <u>As part of this requirement, our evidence identifies a need for an additional cricket pitch facility to be provided within the town, towards the end of the plan period. It recommends Stevenage West as the preferred location for this provision to be made. Subject to an up-to-date assessment of demand, the masterplan will be expected to show how this facility can be accommodated within the site. It is likely that additional (external) sources of funding will be required to deliver this facility. This will require further discussion at pre-application stage. In the event that no demand is shown for the proposed facility by an operator, equivalent quantitative sports pitch provision will be required in accordance with Policy HC8. A skate park / alternative youth facilities will also be required.</u></p>
MM56	109	9.21	<p><i>Add to end of paragraph 9.21...</i></p> <p><u>If self-build plots are not taken up by the public after being marketed for at least two years, we will allow these to revert to conventional build plots.</u></p>
MM57	109-111	Policy HO3	<p>..... f. At least 30% affordable housing is provided in line with policy HO7;</p>

Ref	Page	Policy / Para	Proposed Change
			<p>.....</p> <p>h. Local facilities to serve the community are incorporated, including a GP surgery, <u>subject to demand</u>;</p> <p>.....</p> <p>v. Existing Public Rights of Way are retained and designed into the development, where possible, <u>and diverted where necessary</u>; and</p> <p>vi. Building styles and layout <u>within the conservation area</u> to the east of the site should reflect the key features of the conservation area.</p> <p>.....</p> <p>p. <u>Electric car charging points are provided at an easily accessible location within the site.</u></p>
MM58	111	9.24	<p>There is currently no vehicular access to the site. The primary access route can be taken from North Road. An additional access point is likely to be required <u>for phases of development beyond 300 units (or equivalent traffic generating uses)</u>. The developer will need to work with the Highways Authority to ensure any required improvements to the road network are undertaken.</p>
MM59	111	9.29	<p><i>Add to end of para 9.29.....</i></p> <p><u>If self-build plots are not taken up by the public after being marketed for at least two years, we will allow these to revert to conventional build plots.</u></p>
MM60	112-113	Policy HO4	<p>.....</p> <p>e. At least 30% affordable housing is provided in line with policy HO7;</p> <p>.....</p> <p>g. The loss of sports facilities to the north of the A602 will need to be mitigated against;</p> <p>h. Local facilities to serve the community are incorporated, including a GP surgery;</p> <p><i>Update all subsequent criteria numbering following the deletions above.</i></p> <p><i>Add the following text to the end of the Policy:</i></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>n. Electric car charging points are provided at an easily accessible location within the site.</u></p> <p><u>The following will also be required to be provided within the parcel south of A602, unless demonstrated that these facilities are more satisfactorily accommodated on the northern part of the site:</u></p> <ul style="list-style-type: none"> i. <u>Local facilities to serve the community, including a GP surgery, subject to demand; and</u> ii. <u>On-site sports facilities in line with Policy HC8, including, but not limited to, the provision of a MUGA or Skate Park for children.</u>
MM61	113	9.37	<p>.....However, developers' contributions will be required towards improvements to existing public playing field sites in Stevenage, <u>as part of the requirement for sports provision arising from Policy HC8. A skate park or MUGA for children will also be required.</u></p>
MM62	114	9.41	<p><i>Add to end of para 9.41.....</i></p> <p><u>If self-build plots are not taken up by the public after being marketed for at least two years, we will allow these to revert to conventional build plots.</u></p>
MM63	116	Policy HO7	<p>Planning permission will be granted for residential developments that maximise affordable housing provision based on agreed values and viability at the time of application. The following target levels of affordable housing provision will apply <u>to schemes that meet the thresholds set out in national guidance:.....</u></p> <p><i>Add to end of Policy.....</i></p> <p><u>Residential or mixed use schemes, that are not compliant with the above targets, or fail to meet other Local Plan policies, must be accompanied by a financial appraisal, based on agreed costs and development values at the time of the application. Where an appraisal shows that affordable housing provision in excess of the relevant target level can be supported, a higher level of provision will be</u></p>

Ref	Page	Policy / Para	Proposed Change
			<u>encouraged.</u>
MM64	116	Para 9.53	All major residential or mixed use schemes, that are not target compliant or fail to meet other key Local Plan Policies (those that were inputs into the whole plan viability assessment), must be accompanied by a financial appraisal, based on current costs and development values at the time of the application. All appraisals will be subject to scrutiny and review by the Council's Housing team. It is our expectation that affordable housing provision will be maximised once reasonable costs and returns and other policy requirements have been taken into account. Where an appraisal shows that affordable housing provision in excess of the relevant target level can be supported, this a higher level of provision will apply. <u>be encouraged.</u>
MM65	117	9.57	At present, there is no national (or other, externally set) thresholds for sites on which affordable housing provision can be required and it will be sought on all sites. Currently, affordable housing can only be sought on sites of over 10 dwellings. Should these thresholds be adopted withdrawn in the future, the targets set out in Policy HO7 will apply to all schemes either by the council in response to a review of viability evidence, or by Government — these will apply. <u>The NPPG sets thresholds for sites on which affordable housing provision can be required and it will be sought on all sites. Currently, affordable housing can only be sought on sites of over 10 dwellings. Should these thresholds be adopted</u>
MM66	119	9.66	Alongside this, the requirements suggested by up-to-date housing and population projections and other relevant demographic evidence will be taken into account. Recent trends suggest a significant need for houses over flats. that the number of people living on their own will increase over time. We need to increase the number of flats and smaller houses that are available to provide a responsive range of accommodation, and also to provide greater opportunities for first time buyers. At the opposite end of the scale, Particularly, there are very few large family homes. Only 1 in 100 homes in Stevenage are in the highest Council Tax brackets⁽⁹³⁾. <u>a significant need for houses over flats.</u>
MM67	119	9.67	Delete paragraph 9.67. Taking these issues into account, schemes will be assessed against an overall ambition that new development will deliver a 60:40 split between small (defined as studio, 1- and 2-bed) and large (3 or more bed) market units.

Ref	Page	Policy / Para	Proposed Change
			<i>Update subsequent paragraph numbers accordingly.</i>
MM68	119	9.68	This small unit need supports the requirement for higher densities in more accessible locations. The original masterplan for Stevenage involved building at relatively low densities of 25-30 dwellings per hectare.
MM69	122	Policy HO11	Planning permission for major residential schemes will generally be conditioned to ensure at least 50% of all new dwellings are Category 2: wheelchair accessible and adaptable <u>dwellings</u>
MM70	123	9.86	.....As a result there needs to be an increase in the overall percentage of new homes built over the plan period that will be required to meet wheelchair accessible <u>and adaptable dwellings</u> standards.
MM71	123	Policy HO12	The following site, as shown on the policies <u>proposals</u> map, is allocated for permanent <u>accommodation</u> for Gypsies and Travellers (<u>including those who have ceased to travel permanently</u>) accommodation : <i>Add to end of Policy...</i> <u>The council is willing, if necessary, to consider using its Compulsory Purchase Order powers under section 236 of the Town and Country Planning Act 1990, if it appears that the site is not otherwise going to be delivered.</u>
MM72	125	9.93	<i>Add to end of para 9.93:</i> <u>Until the Gypsy and Traveller Accommodation Study is reviewed (anticipated in 2018), in assessing the need for additional Gypsy and Traveller pitches the Council will define Gypsies and Travellers as: <i>Persons of nomadic habit of life whatever their race or origin including persons who, on grounds only of their own or their family's or dependent's educational or health needs or old age, have ceased to travel temporarily or permanently.</i></u>

Ref	Page	Policy / Para	Proposed Change
MM73	125	Policy HO13	<p>Planning permission for accommodation for Gypsies and Travellers (<u>including those who have ceased to travel permanently</u>) or Travelling Showpeople on unallocated sites will only be granted where the proposal:</p> <p>a. Satisfies a demonstrated local need for accommodation and follows a sequential approach to site selection;</p>
MM74	126	9.96	<p><i>Add to end of para 9.96:</i></p> <p><u>Until the Gypsy and Traveller Accommodation Study is reviewed (anticipated in 2018), in assessing the need for additional Gypsy and Traveller pitches the Council will define Gypsies and Travellers as: Persons of nomadic habit of life whatever their race or origin including persons who, on grounds only of their own or their family's or dependent's educational or health needs or old age, have ceased to travel temporarily or permanently.</u></p>
MM75	127	Policy GD1	<p>.....</p> <p>ii. The car parking <u>and access</u> standards in Policy IT5 and the Parking Provision SPD;</p> <p>.....</p> <p>j. Meets, and where possible exceeds, the nationally described space standards;.....</p>
MM76	132	11.20	<p>Policy HC3 safeguards the existing hospital site, <u>including the main hospital buildings, residential accommodation for hospital employees to the east, offices, training facilities and parking provision</u>. This will allow the Lister Hospital to operate successfully throughout the plan period to 2031.</p>
MM77	132	New para after 11.21	<p><i>Add new para after 11.21. Update subsequent paragraph numbers.</i></p> <p><u>Planning permission for appropriate healthcare related uses within this area will be granted, including ancillary facilities (the definition of which includes residential accommodation for staff).</u></p>
MM78	132	11.22	<p>There is a A small parcel of undeveloped land within this campus, adjacent to the A602 provides the opportunity for additional healthcare related uses, including the expansion of the Lister Hospital. Development here will be restricted to healthcare related uses, which complement the existing facilities.</p>

Ref	Page	Policy / Para	Proposed Change
MM79	135	Policy HC7	..... c. <u>With the exception of sports facilities, a A-sequential approach to site selection has been followed</u>
MM80	137	11.43	<i>Add to end of para 11.43.....</i> <u>As detailed in paragraph 5.42, we are looking to implement CIL in Stevenage. Once implemented, standard charges will, instead, be collected to fund projects across the Borough.</u>
MM81	138	Policy HC9	..... The school will be required to provide a sports hall, at least 4 courts in size, which offers public access through a Community Use Agreement, <u>or a similar arrangement.</u>
MM82	143	Policy FP2	Planning permission for <u>all major</u> development sites that are one hectare or more will be granted where:
MM83	145	Policy FP3	..... ii. <u>That the development will not</u> Whether it will increase flood risk elsewhere; iii. <u>That</u> Whether the measures proposed to deal with these effects and risks are appropriate; iv. The evidence for us, as the local planning authority, to apply (if necessary) the Sequential Test; and v. <u>That</u> Whether the development will be safe and pass the Exception Test, if applicable.
MM84	149	Policy FP7	All development proposals should minimise, and where possible, reduce air, <u>water</u> , light and noise pollution.....
MM85	163	14.52	The provision of new public open space in this area <u>will comprise the open space provision for the North of Stevenage development allocated under HO3, but</u> could also allow for some offsetting of open space requirements arising from other developments in the plan period, or from the town as a whole, and any proposals will be viewed in this context.

Ref	Page	Policy / Para	Proposed Change
MM86	168	15.4	The amount of new development being planned for is significant. It cannot occur without significant investment in infrastructure and supporting facilities. Key items and facilities are <u>set out summarised in the Infrastructure Delivery Plan table on the following page</u> . Key delivery bodies are identified and costs are provided where known. This is based on the requirements identified in the IDP (137). The delivery of these schemes will be monitored on an on-going basis in our Authority Monitoring Reports.
MM87	169-179	Chapter 15	<i>Remove entire table at the end of chapter 15, which replicates the IDP schedule.</i>
MM88	195	Appendix B: Mobility Strategy	<p>Insertion of a new appendix after Appendix A, entitled Mobility Strategy and consisting of the Stevenage Mobility Strategy as set out in ED127, Transport Technical Paper, chapter 4.</p> <p><u>This Mobility Strategy for Stevenage makes commitments to tried, tested and innovative initiatives in Mobility and Behaviour, that do not just mitigate the demands from the Local Plan growth but will accelerate the more efficient use of transport infrastructure within the town. It enables growth, not just for this Local Plan but beyond, with a reduced reliance on the car and more active and integrated communities.</u></p> <p><u>It steers away from the historic, and now contra-policy, predict and provide car commuter peak as a proxy for transport and Mobility. Instead of prioritising road building schemes to satisfy a theoretical short lived car commuter demand, the strategy is to design for and prioritise Mobility as a whole. It is to create even more attractive choice in movement than already exists, committing funds to physical improvements to the higher capacity cycle network, which can be up to seven times more effective in terms of unit road space compared with car use, invest in public transport and make huge inroads in influencing behaviour by significant funding of new measures to promote and use the mobility options that already exist and will improve.</u></p> <p><u>The commuter peak periods are the times of the day when the highway network is under the most pressure. The National Travel Survey (NTS) shows that in the AM peak hour (08:00- 09:00), 25% of all movement is for commuting and business purposes and 50% is associated with education¹. Therefore,</u></p>

¹ National Travel Survey Table NTSS0502 Trip Start Time by Trip Purpose (Monday to Friday) England

Ref	Page	Policy / Para	Proposed Change
			<p><u>three quarters of all movement in the AM peak hour are focussed on just these two activities. In the PM peak hour (17:00-18:00), over 40% of all movement is associated with these purposes.</u></p> <p><u>In addition to this, Stevenage has a high level of internalisation of jobs, with many local residents taking up available jobs in Stevenage. Therefore, commuting distances will be short for many residents. A high proportion of all trips, not just commuter trips, are less than 5 miles.</u></p> <p><u>Figure 4.1 – Propensity to Increase Active Travel for Short Trips (as ED127, page 15)</u></p> <p><u>Given this, the strategy is to be cognisant of these trip purposes and to target in particular short trips made by car that could easily be made by active travel and public transport instead.</u></p> <p><u>Active Travel Strategy</u></p> <p><u>Existing Situation</u></p> <p><u>Stevenage’s cycle network was modelled on Dutch infrastructure and by the 1970s, when the network was finalised, Stevenage was held up as proof that the UK could build a Dutch-style cycle network.</u></p> <p><u>Stevenage’s good active travel infrastructure can easily become excellent with further investment. The cycle routes have the capacity to accommodate significant movement by bicycle, becoming material economic conduits for movement. Appendix i is the cycle map of the whole Stevenage network. (Stevenage Cycle Route Network map to be inserted at the end of the Mobility Strategy, as ED127, final page).</u></p> <p><u>Proposed Strategy</u></p> <p><u>Stevenage Borough Council will place a high priority on active travel. For the purposes of this Local Plan and beyond, it will plan on the basis that the proportion of travel by active travel will increase, that commuter peak car demand will remain broadly static and therefore that the proportion of travel by car</u></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>driver will decrease.</u></p> <p><u>The strategy is to further encourage this shift through the creation of an active travel /car differential whereby it is more attractive to cycle for short journeys than drive.</u></p> <p><u>The existence of the extensive, segregated cycle infrastructure means that Stevenage is better equipped than many towns to facilitate safe and convenient cycling and encourage this change in emphasis.</u></p> <p><u>In Hertfordshire, it has been estimated that 63% of all journeys are less than 5 miles. Not only has Stevenage been designed with cycling in mind, but the majority of trips are of a distance that can comfortably be accommodated by a choice of means of mobility.</u></p> <p><u>The strategy will focus on the following aspects:</u></p> <ul style="list-style-type: none"> • <u>Cycle Strategy: an up to date cycling strategy will be prepared for Stevenage that will set out the strategy, measures and timescales for implementation. The strategy will consider all potential cycle trip purposes, including commuting, cycling to school and recreational cycling.</u> • <u>An upgraded cycle network: the highest priority for investment will be the upgrade of the existing cycle network, which has suffered from a historic lack of investment. This will include improved surfacing, improved lighting, addressing missing links in the network and changes to priority where cycleways meet the highway in order to create continuous routes. In accordance with Policy IT5 of the Local Plan, developers will be required to provide safe, direct and convenient routes within the development, and link to existing cycleway and pedestrian networks.</u> • <u>Wayfinding: the former active travel Wayfinding Strategy that was developed, but not implemented, will be reviewed and updated where necessary. An Action Plan for its implementation will be included in the updated Cycle Strategy.</u> • <u>Cycle Storage: a review of existing cycle parking available to the public within Stevenage will be undertaken. The review will identify any gaps in existing cycle parking provision in terms of appropriate locations at trip ends as well as the quality of cycle parking. In addition, in accordance</u>

Ref	Page	Policy / Para	Proposed Change
			<p><u>with Policy IT5 of the Local Plan, developers will be required to provide secure cycle parking as part of any development coming forward.</u></p> <ul style="list-style-type: none"> • Cycle Training: <u>Positive actions to influence behaviour are education in, and awareness of, opportunities, including the opportunity to make best use of the active travel infrastructure. Cycle training, including for those of an early age, will help to broaden horizons and provide confidence.</u> <p><u>Public Transport Strategy</u></p> <p><u>Existing Situation</u></p> <p><u>Public transport (buses and trains) is well used in Stevenage. Approximately 6% of travel to work is by bus, and 7% by train. However, the existing bus and railway station have been underinvested for some time and require an upgrade in provision. The bus-rail transfer is currently relatively poor as the existing bus station is not located adjacent to the railway station to provide a seamless interchange.</u></p> <p><u>Proposed Strategy</u></p> <p><u>As part of the regeneration of the Town Centre it is proposed to close the existing bus station and replace it with new bus interchange at the railway station. It is also proposed to significantly improve bus connections into and through Stevenage, which will enable more employees in the town centre and Gunnels Wood employment area easily access their place of work.</u></p> <p><u>Through the Thameslink expansion, Stevenage will be directly connected, by fast services, to the heart of central London and a variety of destinations south of London, including Gatwick Airport. Services will also stop at Farringdon for easy connections onto the Elizabeth Line (i.e. Crossrail) to Heathrow, Canary Wharf and beyond. With new trains on both commuter and intercity services, by 2018 there will be a step change in the accessibility and attractiveness of travel by rail to/from Stevenage. The Local Plan identifies (Policy TC4 iv) a proposal for a radically improved new Stevenage railway station, with National Rail having plans for a 5th platform, as part of a broader central area regeneration scheme. This will also help to drive a shift in travel onto rail.</u></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>Car Parking Strategy</u></p> <p><u>Proposed Strategy</u></p> <p><u>Parking is no longer a stand-alone issue, but has become a key aspect of both transport and land use planning. Control over the availability of parking spaces is a key policy instrument in influencing car trips. The supply and pricing of car parking has a fundamental influence on the way people travel. Research has shown that even where good alternatives to the car exist, if cheap and convenient car parking is available then people with access to a car will tend to choose this mode of travel.</u></p> <p><u>The 2004 Parking Strategy will be updated as part of the development of the Stevenage Mobility Strategy as a tool for encouraging greater activity in the town centre whilst minimising the demand for commuter car parking.</u></p> <p><u>Stevenage Borough Council will take the lead in this by critically reviewing and managing its own staff car parking strategy.</u></p> <p><u>Car Sharing</u></p> <p><u>Existing Situation</u></p> <p><u>Hertfordshire County Council currently operates a Liftshare car-pooling scheme, which has over 1,000 members.</u></p> <p><u>Proposed Strategy</u></p> <p><u>Stevenage Borough Council will develop car-pooling within the Stevenage community, and expect new development, where appropriate, to invest in the development and encouragement of this type of mobility. It will stay abreast of the significant emerging European research in this field, and seek the</u></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>implementation of the most effective elements of this growing, and particularly socially inclusive, method of mobility.</u></p> <p><u>Workplace Travel Planning</u></p> <p><u>Existing Situation</u></p> <p><u>2011 Census data provides an insight into the main modes of travel for people working in Stevenage. This shows that 69% of people who work in Stevenage drive a car, 11% travel by public transport and 13% walk or cycle.</u></p> <p><u>Figure 4.2 – Mode of Travel to Work for People Working in Stevenage (2011 Census) (as ED127, page 19)</u></p> <p><u>The Hertfordshire 2015 Household Survey provides a useful insight into how far people travel to work and by which mode. Of particular interest are those trips that are under 3 miles, and therefore have the easiest potential to be made by sustainable modes. Figure 4.3 illustrates the mode share of journeys to work under 3 miles.</u></p> <p><u>Figure 4.3 – Mode of Travel for Journey to Work Trips under 3 miles (as ED127, page 19)</u></p> <p><u>The survey showed that 22% of journeys to work in Hertfordshire are within 3 miles and that over half (52%) of these journeys are made by car. There is a significant potential for mode shift for these short trips to be made by active travel, public transport or more efficient use of the car.</u></p> <p><u>Proposed Strategy</u></p> <p><u>Gunnels Wood, between the A1(M) and the town centre, is by far the largest employment site in Stevenage. The area is made up of a large range of businesses, from small and medium businesses through to some very large employers including GlaxoSmithKline (GSK) and MBDA. Around 19,000</u></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>employees work on the estate for approximately 300 different businesses and it is set to intensify as part of the Local Plan.</u></p> <p><u>The concentration of this many people, makes it an ideal area to target travel behaviour change through a range of travel planning measures. Major employers in this area, including GSK, are already part of the SmartGo Stevenage scheme, which offers a range of travel benefits and services to help make travel cheaper and easier for employees.</u></p> <p><u>The strategy is to concentrate infrastructure and behavioural influence initiatives in these concentrated areas of employment, which include the Council office in Stevenage. There are some significant mobility benefits to be had in this way, and a strong evidential basis already in the UK for the effectiveness of this.</u></p> <p><u>Education Travel Planning</u></p> <p><u>Existing Situation</u></p> <p><u>With regards to education trips, the Hertfordshire 2015 Household Survey shows that 40% of trips (all school ages) are made by car and the remaining 60% by non-car modes.</u></p> <p><u>Figure 4.4 – Mode of Travel for Education Trips (All School Ages) (as ED127, page 20)</u></p> <p><u>Short car trips have the greatest propensity to change to active travel. The short educational trips (under 3 miles) make up the vast majority of education related trips (over 70%) and, 30% of these are currently made by car. Therefore, any shift away from the car for these trips would have a positive effect on travel, particularly in the morning peak period.</u></p> <p><u>Figure 4.5 - Mode of Travel for Education Trips under 3 miles (as ED127, page 21)</u></p> <p><u>Proposed Strategy</u></p>

Ref	Page	Policy / Para	Proposed Change
			<p><u>The Transport Strategy for Stevenage will focus on encouraging a change in behaviour away from the car for education trips. There is a good evidential base² for the effectiveness and benefits of education related interventions on school related travel, to the extent that positive behavioural initiatives can have a substantial effect on the propensity to travel to school by healthy and sustainable means. The strategy is to promote a plethora of measures, including:</u></p> <ul style="list-style-type: none"> • <u>Development and enforcement of School Travel Plans;</u> • <u>Bikeability cycle training in schools; and</u> • <u>Continued development of education facilities within easy access by non-car modes.</u> <p><u>Highway Network Management</u></p> <p><u>Proposed Strategy</u></p> <p><u>For car travel in Stevenage to be sustainable, many people will need to travel by other means. It is unrealistic to expect traffic to flow unimpeded at peak times, or to design to accommodate that desire.</u></p> <p><u>The strategy is to prioritise delivery of the overall mobility network. In some cases, that might mean reallocation of road space between modes, and this may include junction or road improvements.</u></p> <p><u>In terms of traffic capacity, the Council will identify pinch points on the network in the first instance, and prioritise funding for road capacity improvements to relieve those pinch points in the context of the overarching mobility strategy. The IDP identifies the pinch points currently forecast by the traffic modelling exercise and assigns costs and priorities to those measures.</u></p>
MM89	195	Appendix B	<i>Delete Appendix B Residential car parking standards.</i>

² DfT Modeshift STARS; NICE Guidance “What can local authorities achieve by encouraging walking and cycling”; Living Streets “Making the Case for Investment in the Walking Environment, A Review of the Evidence”

