



Stevenage Borough Local Plan: Sustainability Appraisal of Proposed Main Modifications

May 2017

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1 . Non Technical Summary

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1 Non Technical Summary

1 As part of the preparation of the Stevenage Borough Local Plan (SBLP), there is a statutory requirement to undertake a Strategic Environmental Assessment and Sustainability Appraisal. These procedures have been combined into a single appraisal entitled 'Sustainability Appraisal' or 'SA', for which the overall aim is to ensure that the SBLP contributes to the achievement of sustainable development. The use of the term SA throughout this document also encompasses any relevant requirements of an SEA.

2 This report is an addendum to the SA submitted with the SBLP Submission Draft for examination by the Secretary of State in July 2016. During the examination process a number of main modifications (changes) to the SBLP have been proposed. This report assesses whether the main modifications to the SBLP are likely to have significant effects on sustainability.

3 Each of the main modifications have been assessed using Sustainability Objectives and criteria that evolved from earlier scoping work. In summary this assessment found no significant effects against the SA Sustainability Objectives.

4 This addendum to the SA (July 2016) is being published for consultation alongside the main modifications proposed to the SBLP following the examination hearings. This document should be read alongside the main SA Report (July 2016) and Scoping Report (May 2013).



2 . Introduction

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2 Introduction

2.1 The SA is a process of assessment to ensure that sustainability is at the heart of decisions on the preparation of new planning policies. In relation to the SBLP it helps ensure that the planning policies achieve an appropriate balance of positive social, environmental and economic outcomes for Stevenage and that any adverse effects are minimised or effectively mitigated.

2.2 Stevenage Borough Council (SBC) has been undertaking SA since 2011 to inform the preparation of the SBLP. It has been an iterative process that intends to provide constructive assessment of policy options to ensure that negative impacts on sustainability are minimised. The SA and SBLP progress to date may be summarised as follows:

Table 1 Stevenage Borough Local Plan and Sustainability Appraisal Progress to date

SBLP Stage and Documents	SA/SEA Stage and Documents
Consultation	Consultation
First Consultation Public consultation June to July 2013	SA Scoping Report Public consultation June to July 2013
Further Consultation - Revised Housing Targets Public consultation June to July 2015	SA Supplementary Report - Revised Housing Targets Public consultation June to July 2015
Publication Local Plan Public consultation January to February 2016	Publication SA Report Public Consultation January to February 2016
Submission Local Plan Submitted 21 July 2016 to be examined by an independent inspector	Submission SA Report Submitted alongside the Stevenage Borough Local Plan in July 2016 to be examined by an independent inspector
Proposed Modifications Public consultation from 12 June to 24 July 2017	SA Addendum Report (May 2017) Public consultation from 12 June to 24 July 2017
Proposed Modifications Submitted to Inspector August 2017	SA Addendum Report (May 2017) Submitted to Inspector August 2017
Inspectors Report Provisionally scheduled for September 2017	
Adoption of Local Plan Provisionally scheduled for October 2017	SA/SEA Adoption Statement Provisionally scheduled for October 2017

2.3 The SBLP and all associated documents, including the SA Report, were submitted to the Secretary of State for Communities and Local Government on 21 July 2016 for independent examination. Hearing sessions were held between January and March 2017.

2.4 This SA of Proposed Main Modifications has been produced following the close of the examination hearing sessions. SBC has produced a proposed schedule of main modifications following these hearings which has been published alongside this document. These main modifications are likely to be required to make the plan sound and legally compliant. This report has been produced in order to consider any significant changes that may not have been appraised previously and should be read alongside the previous SA documents which have been prepared in accordance with government guidance and fulfil the requirements of the Planning and Compulsory Purchase Act 2004 and the European Strategic Environmental Assessment Directive (2001/42/EC).



3 . Methodology

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3 Methodology

3.1 Each main modification has been assessed to determine first whether or not the proposed modification is likely to have any significant implications and these are summarised in **Appendix 1**. Many of the proposed modifications are concerned with correcting errors, addressing omissions, providing more clarity, and updating of information.

3.2 The main modifications have been assessed in **Appendix 2** to identify any new or altered sustainability impacts against the SA objectives listed in Table 2 below (each objective is supported by a number of criteria to assist assessment as to the potential impacts).

3.3 In order to ensure consistency, the additional appraisal work has been carried out using the same objectives as those used at previous stages of the SA process and test the proposed main modifications in the same manner. A set of 13 key SA objectives were developed through the SA Scoping Report, and any changes to these objectives following the SA process have been incorporated.

Table 2 SA Objectives

SA Objective	The policy should....
Biodiversity <i>SEA themes: Biodiversity, flora and fauna</i>	
1. To protect and enhance biodiversity in all areas and maintain and restore the full range of habitats and species to viable levels.	<ul style="list-style-type: none"> ● protect and enhance designated and locally valued habitats and species? ● prevent and reverse habitat fragmentation, where possible promote understanding of and access to biodiversity? ● provide opportunities for provision and enhancement of a network of greenspaces?
Health and population <i>SEA themes: Population, human health</i>	
2. To protect and enhance human health & wellbeing, meeting the needs of existing residents and encourage local population growth.	<ul style="list-style-type: none"> ● protect and increase the provision of and accessibility to community, cultural and recreational facilities? ● require design that ensures safe, attractive places and engenders a sense of place? ● require design that promotes healthy lifestyles and increased physical activity? ● increase accessibility to health facilities and encourage multi-functional use of facilities? ● ensure residents have access to healthy and affordable food through, for example, the provision of allotments? ● meet the needs of an ageing population?
Water <i>SEA themes: Water, soils, biodiversity, flora and fauna</i>	
3. To protect and enhance water quality, encourage water conservation and reduce flood risk.	<ul style="list-style-type: none"> ● require the use of water efficiency measures? ● manage and minimise risk of flooding including regard to future climate change (promotion of adaptation measures)? ● promote the adoption and use of sustainable drainage systems? ● protect ground and surface water sources: quality & quantity? ● progress compatibility with the objectives of the Water Framework Directive? ● promote access to water for recreation, enjoyment and understanding (including valued biodiversity/ habitats)?

SA Objective	The policy should....
Soil <i>SEA themes: Soils</i>	
4. To reduce land contamination and safeguard soil quality.	<ul style="list-style-type: none"> ● prioritise the use of previously developed land to minimise greenfield development? ● protect soil resources and manage in a sustainable way? ● make the best use of available land?
Waste and recycling <i>SEA themes: Material assets</i>	
5. To minimise waste and increase recycling.	<ul style="list-style-type: none"> ● help reduce waste and facilitate recycling in construction and operation? ● encourage composting?/ ● encourage development that is self-sufficient in waste management? ● support the recovery of energy from waste?
Environmental quality <i>SEA themes: Air quality, climatic factors, human health, soils, water</i>	
6. To maximise the quality of environmental conditions by limiting noise and air pollution, reducing greenhouse gas and carbon emissions and maximising the potential for renewable energy production.	<ul style="list-style-type: none"> ● improve air quality, e.g. through transport management and reduction of employment related emissions? ● reduce and manage noise pollution? ● reduce and manage the impact of light pollution? ● ensure there is no pollution of water sources? ● ensure there is no pollution of the soil? ● require the use of sustainable building standards?
Heritage <i>SEA themes: Cultural heritage</i>	
7. To preserve and enhance areas and buildings designated for their historic and/or archaeological interest and protect their settings.	<ul style="list-style-type: none"> ● protect and where appropriate enhance the historical and archaeological environment (landscapes, sites, buildings and settings), including resources of local value? ● support, develop and where appropriate enhance and increase access to cultural & heritage resources and activities? ● help accommodate new development without detriment to the existing built and cultural heritage?
Good design <i>SEA themes: Cultural heritage, population, human health</i>	
8. To create places, spaces and buildings that work well, age well, look well and which enhance the diversity and distinctiveness of the local character and landscape.	<ul style="list-style-type: none"> ● promote recognition of local distinctiveness and a sense of place in style, materials and scale within the public realm? ● make best use of existing buildings through reuse and conversion? ● promote innovation in sustainable design for new and heritage development? ● promote integration of new development with existing context/design? ● recognise the role of the community in securing good design? ● maintain important landscape features?
Access to services <i>SEA themes: Material assets, population and human health</i>	
9. To improve access to all services, taking into consideration inequalities relating to age,gender, disability, race and faith.	<ul style="list-style-type: none"> ● ensure inclusion of all sections of the community? ● ensure equality of access to services? ● integrate new and existing communities? ● encourage community cohesion and a sense of community ownership?

SA Objective	The policy should....
	<ul style="list-style-type: none"> ● reduce social exclusion of disadvantaged groups? ● support the provision of community facilities, for example cultural, health, recreational and social facilities? ● ensure the delivery of infrastructure that meets the needs of new and existing development? ● ensure appropriate timing and phasing?
Housing <i>SEA themes: Population and human health</i>	
10. To address the causes of deprivation and ensure everyone has access to decent, appropriate and affordable housing.	<ul style="list-style-type: none"> ● deliver affordable and sustainable housing both in keeping with local character? ● support the sympathetic accommodation of housing growth in sustainable locations? ● balance housing and employment land delivery with community facilities and environmental capacity? ● provide for an appropriate mix of dwelling size, type, density and phasing to meet local needs? ● provide for a range of housing to meet the needs of specific groups, (e.g. the elderly, disabled, young, Gypsies and Travellers) and adaptable housing that meets the needs of people in different life stages?
Travel <i>SEA themes: Air quality, climatic factors, population, material assets</i>	
11. To reduce the need to travel and increase the use of sustainable methods of transportation.	<ul style="list-style-type: none"> ● support delivery of quality public transport that is accessible to all sections of the community? ● enable the enhancement of a network of footpaths and cycle links between homes and work and community facilities? ● support the need to reduce travel, especially during peak times? ● locate new development to reduce the need to travel? ● help create an integrated sustainable transport system, for example through providing for safe storage for cycles, respect for users of shared road space, green lane linkages?
Skills <i>SEA themes: Population & human health, material assets</i>	
12. To improve access to skills, knowledge and education to ensure that people can gain access to appropriate and satisfying work.	<ul style="list-style-type: none"> ● help improve educational attainment? ● help promote higher level education? ● provide jobs matching local skills? ● improve access to jobs? ● provide land allocations in appropriate locations to meet the needs of new and existing businesses?
Investment <i>SEA themes: Population and human health</i>	
13. To support and grow the local economy, increase investment in people, equipment, employment, infrastructure and other assets ensuring that economic and employment centres remain efficient and viable.	<ul style="list-style-type: none"> ● provide a diverse range of jobs that meet the needs of local people? ● ensure jobs are located in sustainable locations? ● reduce both out commuting and in commuting? ● support the regeneration of the town centre? ● support live work units & working from home? ● balance suitable employment with housing growth?

SA Objective	The policy should....
	<ul style="list-style-type: none"> encourage environmentally and socially responsible employment and help to create local markets for local goods/services? aim towards establishing a low carbon economy for Stevenage?

3.4 In order to attribute likely impacts against these objectives a matrix was developed that included the objectives and columns for carrying out the appraisal. Within the matrix, the effects on the issues are depicted by symbols (below), and a commentary is provided to state the reasoning behind this appraisal.

Table 3 - Short, medium and long term assessment

Significance of effect		Description of the effect
++	Major positive	Option actively encouraged as it would resolve an existing sustainability problem. Likely to benefit the whole of Stevenage and beyond or a large number of people and receptors. The effects are likely to be direct and permanent and the magnitude will be major
+	Minor positive	No sustainability constraints and option acceptable. The extent of predicted beneficial effects is likely to be limited to small areas within Stevenage or small groups of people and receptors. The effects can be direct or indirect, temporary or reversible. The magnitude of the predicted effects will be minor.
0	Neutral	Neutral effects are predicted where the option being assessed is unlikely to alter the present or future baseline situation.
?	Unknown	Unknown or uncertain effects. This significance criterion is applied to effects where there is insufficient information to make a robust assessment.
-	Minor negative	Potential sustainability issues; mitigation and /or negotiation possible. Minor negative effects are likely to be limited to small areas within Stevenage, or limited to small groups of people and receptors. The effects can be direct or indirect, temporary or reversible. The importance of the receptor that is effect is likely to be minor as is the magnitude of the predicted effect.
--	Major negative	Problematical & improbable because of known sustainability issues; mitigation or negotiation difficult and /or expensive. Likely to affect the whole, or large areas of Stevenage or wider area. Also applies to effects on nationally or internationally important assets. The effects are likely to be direct, irreversible and permanent. The magnitude of the predicted effects will also be major.
x	Absolute sustainability constraints	Absolute sustainability constraints.



4 . Sustainability Appraisal Findings

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4 Sustainability Appraisal Findings

Findings

4.1 The main findings of the appraisal work is set out below according to themes:

Strong, Competitive Economy

- SA objective 13 looks to encourage and accommodate sustainable economic growth and employment opportunity. The additional text proposed in Policies EC1 and EC2 further reinforces the importance of the Use Classes in the Gunnels Wood Industrial Area as a centre for employment and requires redevelopment proposals for employment uses. It also clarifies the spatial extent of Gunnels Wood Employment Area and the Gunnels Wood Edge-of-Centre Zone. These modifications will likely have minor positive effects on the sustainability impact of the Plan.

Vital Town Centre

- A number of changes have been proposed to Policies TC2, TC5, TC7 and TC9 in the SBLP to recognise the significance of heritage assets in the Town Centre. These changes were recommended by Historic England. While the SBLP recognises the importance of conservation and the historic environment, the modifications provide awareness and greater attention to the significance of heritage assets in the Town Centre in particular. These changes cumulatively are considered to have minor positive impacts against SA objective 7 for the protection and enhancement of the historic environment.
- The proposed modifications to Policy TC3 and TC4 and their associated paragraphs, relating to the Councils expectations for high quality place-defining buildings with a mix of uses which complement the site and each other, are considered to have minor positive impacts in relation to SA objective 11 and 13 and retaining key services in proximity to good public transport access.
- The proposed modifications to Policy TC8 corrects an error in the Primary Frontage units in the Town Centre Shopping Area. It is unlikely that the modification will have any positive or negative impacts against the SA objective 13 and the regeneration of the Town Centre.
- The proposed modifications to Policy TC11 and TC12, and their associated paragraphs, provide clarification for the provision of convenience and comparison retail floor space and the form that this should take across the Borough. It is unlikely that the modification will have any impact against SA objective 13.
- The proposed modification to Policy TC13 and the associated paragraphs reduces the parameters for the requirement of a Retail Impact Assessment for town centre uses outside the Town Centre. This will have minor positive impacts against SA objective 13 and the regeneration of the Town Centre.

Infrastructure and Transport

- SA Objective 11 is concerned with reducing reliance on private transport modes. The requirement for development which increases the use of sustainable forms of transport will likely have positive effects in encouraging more people to use this mode of transport ahead of more private modes.

- The proposed modifications to Policy IT1, IT3, IT5 and IT6 are all unlikely to have any positive or negative impacts against the SA objective 11. The modifications simply provide clarification to the Policy and their context.
- The proposed modifications to IT4 and IT7 have minor positive impacts against SA objective 11. The additional wording ensures that new development reflects the principles of the Stevenage Mobility Strategy and that the residual cumulative impacts of development are not severe. The changes also reflect the investment proposed to prioritise active travel as a form of sustainable transport in the Borough.

High Quality Housing

- The proposed modifications to Policy SP7 have minor positive impacts against SA objective 10, particular in relation to the mix of housing sizes being in line with the most up-to-date evidence of need.
- The proposed modifications to Policies HO2 - HO4 have minor positive impacts against SA objectives 8, 10 and 11. The modifications enable and control the phasing of development, ensures that new development integrates with existing design/context and helps create an integrated sustainable transport system.
- The proposed modifications to Policy HO7 in terms of the reduction of overall affordable housing target may have minor negative impacts against SA objective 10. This is mitigated partially by the overall housing target remaining the same.
- The proposed modifications to policy HO11 and associated paragraphs relating to adaptable homes reflect discussions during the hearing sessions. These changes are likely to have a minor negative impact on SA objectives compared to the original wording, but are considered necessary to comply with the Government's revised approach to technical standards for new development.
- The proposed modifications to Policy HO13 and associated paragraph 9.96 may have minor positive impacts against the SA objective 10, particular in relation to the demonstrated need for accommodation beyond that which is local.

Good Design

- The proposed modification brings Policy GD1 in line with Policy IT5 and the nationally described space standards. These changes are unlikely to have any positive or negative effect on SA objective 8.

Healthy communities

- A small number of changes have been proposed to Policies HC7 and HC9 to clarify the context of the policies. These changes cumulatively are considered to have minor positive impacts against SA objective 9 for the improvement of access to services.

Flooding and Pollution

- Proposed modifications to Policy FP2 and FP3, relating to flood risk and its appropriate assessment, are considered to have minor positive impacts against SA objective 3 and the reduction of flood risk in Stevenage.
- The proposed modification to Policy FP7 and the introduction of of reducing pollution of the water environment will have a minor positive impact against SA objective 3 and 6 by enhancing water quality and maximising the quality of environmental conditions.



5 . Conclusion

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5 Conclusion

Conclusion

5.1 The proposed main modifications do not significantly affect the overall findings of the Submission version of the SA (July 2016) in terms of delivering positive sustainability outcomes when set against the relative Sustainability Objective criteria. If anything they will assist in providing greater clarity.

5.2 In general the proposed main modifications will have positive sustainability impacts, by introducing references to ways in which the SBLP can contribute to the sustainability objectives. In the very few instances the proposed modifications will have negative impacts, these are either compensated for by significant positive impacts against other sustainability criteria or mitigation measures have been set out within the description of the implications.



Appendix 1

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Appendix 1

Table 4 Summary of sustainability implications

Mod Ref	Policy / Paragraph no.	Main Modification	SA Implications
Vision and objectives			
MM1	New Para after 4.26	<p>Add new paragraph after 4.26</p> <p>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.</p> <p>Update subsequent paragraph numbers.</p>	Minor positive. Added text provides greater emphasis on the significance of WFD.
MM2	4.28	<p>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:</p> <ul style="list-style-type: none"> ● protecting existing open space and areas designated for environmental purposes; ● requiring new developments to include open space to meet locally defined targets; ● requiring developments to make links to the surrounding countryside; ● seeking to create an ecological network; and ● protecting and enhancing our heritage assets. 	Minor positive. Added text provides greater emphasis on the significance of the natural environment.
Strategic Policies			
MM3	Policy SP3	<p>.....</p> <p>e. Work with Central Bedfordshire Council and 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> <p>i. A new, strategic employment allocation at Baldock to be delivered through North Hertfordshire's local plan; and/or</p> <p>ii. The continued development of the Stratton Farm Business Park at Biggleswade through Central Bedfordshire's local plan; and/or</p>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM4	5.23	<p>iii: The retention of key employment areas within Welwyn Garden City through Welwyn Hatfield's local plan:</p> <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. (include footnote reference to Employment Technical Paper)</u></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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM5	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 North Hertfordshire and Welwyn Hatfield</u> councils while recognising that they will make the final decision on the amount and type of employment provision in their own areas.</p> <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 provision to meet any unmet needs; <u>and</u> ● The continued development of Stratton Farm-Business Park, Biggleswade. This lies beyond Stevenage's immediate sub-market but within the wider FEMMA 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> ● <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 FEMMA 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).</u> 	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM6	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 provision to meet any unmet needs; <u>and</u> ● The continued development of Stratton Farm-Business Park, Biggleswade. This lies beyond Stevenage's immediate sub-market but within the wider FEMMA 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> ● <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 FEMMA 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).</u> 	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM7	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> <p>i. <u>1,500m² for e</u>Extensions to existing centres in the retail hierarchy, then other stores in accordance with the sequential test;</p> <p>ii. A Local Centre in the west of Stevenage development <u>in with an anchor store of the order of 500m² and related small-scale Use-Class A1 shops sufficient</u> to meet the day-to-day needs of the residents of the new neighbourhood;</p> <p>iii. A Local Centre in the north of Stevenage development <u>in with an anchor store of the order of 500m² and related small-scale Use-Class A1 shops sufficient</u> 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 <u>no more than the order of 500m² with a convenience store and other related small-scale Use Class A1 shops</u> 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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM8	5.34	Our evidence studies show that there is a projected need for <u>4,600m²</u> 4,700m² of additional comparison retail floorspace during the lifetime of this plan.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM9	Policy SP5	<i>Add additional criteria to the end of the Policy</i>	Minor positive. Added text provides greater emphasis on the significance of SPA assets.

		<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>		
MM10	Policy SP6	..... e. Assess proposals against the car and cycle parking standards set out in this Plan and the Supplementary Planning Documents; and.....		Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM11	Policy SP7	..... 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: 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; ii. <u>Approximately 60% of new homes to be 1- or 2-bed, to be measured and reviewed on a rolling basis. An appropriate mix of housing sizes, in line with the most up-to-date evidence of need;</u> and		Minor positive. Added text provides greater emphasis on the significance of housing mix delivery being evidenced by up-to-date information.
MM12	5.86	Diversifying the Borough's housing stock in terms of housing types and sizes away from the 3-bed terraced homes that typified the Development Corporation is another key priority. In particular, we We need to ensure the provision of homes 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.		Minor positive. Added text provides greater emphasis on the significance of housing mix delivery being evidenced by up-to-date information.
MM13	Policy SP11	..... 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;		Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM14	Policy SP12	The green infrastructure, and natural environment and landscape of Stevenage will be protected, and enhanced and managed, and we will <u>positively acknowledge its influence on Knebworth Woods SSSI and Lee Valley SPA</u> . We will:		Minor positive. Added text provides greater emphasis on the significance of Knebworth Woods SSSI and the Lee Valley SPA assets.

		<p>a. <u>Identify, and ensure the ongoing protection of, Create, protect and enhance key areas of open space and biodiversity value including:</u></p> <p>.....</p> <p>b. <u>Preserve, create, protect and enhance locally important linear features including:</u></p> <p>.....</p> <p>c. <u>Provide Create and protect 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</u></p> <p>d. <u>Only allow Mitigate or, as a last resort, compensate for the loss of green infrastructure or assets of biodiversity importance where they meet the detailed criteria set out in this plan resulting from development; and</u></p> <p>e. <u>Only grant planning permission if an adequate assessment of priority habitats and species has been undertaken. Any identified impact on these habitats and/or species will need to be avoided, mitigated or compensated.</u></p>	<p>The further text also reiterates the 'create, protect and enhance' hierarchy as set out in NPPF.</p>
MM15	5.149	<p>As well as sites specifically designed for public use, we will preserve important natural habitats. The plan recognises 45 sites in Stevenage for their wildlife value and local importance. Although there are no European or nationally designated sites in the Borough, 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. This plan recognises 45 sites in Stevenage for their wildlife value.</p>	<p>Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.</p>
<p>A Strong , Competitive Economy</p>			
MM16	Policy EC1	<p><i>Amended wording for Use Class of EC1/1, as follows:</i></p> <p>B1(b), B1(c) with ancillary uses</p>	<p>Minor positive. Added text provides greater emphasis on the Use Classes acceptable in the GSK/Stevenage Bioscience Catalyst site.</p>
MM17	6.2	<p>The future phase of the Bioscience Catalyst will draw 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). 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</p>	<p>Minor positive. Added text provides greater emphasis on the significance of Knebworth Woods SSSI and the Lee Valley SPA assets. The further text also reiterates the 'create, protect and enhance' hierarchy as set out in NPPF.</p>

		<p><u>floor space would need to be the subject of a fresh planning application. Other B-Class uses will be allowed where they are ancillary to these uses and help to nurture the continued growth of this international facility.</u></p>	
MM18	Policy EC2	<p><u>Split Policy EC2 into two separate policies, EC2a and EC2b, as follows:</u></p> <p><u>Policy EC2a: Gunnels Wood Employment Area</u></p> <p>The spatial extent of the Gunnels Wood Employment Area is defined on the Proposals Map.</p> <p><u>Policy EC2b: Gunnels Wood Edge-of-Centre Zone</u></p> <p>Within the Edge-of-Centre Zone, as shown on the proposals map, planning permission will be granted where</p> <p>... or essential to the continued operation of an established B-class use.</p>	<p>Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.</p>
A Vital Town Centre			
MM19	Policy TC2	<p>.....</p> <p>viii. <u>Heritage assessment and design work to mitigate the impact on preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u></p>	<p>Minor positive. Added text provides greater emphasis on the significance of heritage assets.</p>
MM20	Policy TC3	<p>.....</p> <p>a. A new Use Class C1 hotel, with ancillary conference facilities, close to the train station;</p> <p>b. A replacement main train station taxi rank; and</p> <p>.....</p> <p>i. Landmark <u>High quality place-defining buildings</u> should be located in appropriate, prominent locations;</p> <p>.....</p> <p>i. Residential uses to be focused to the west and south <u>the east of the site will only be permitted above first floor level and will require appropriate noise mitigation due to its proximity to, away from</u> the East Coast Main Line;</p> <p>ii. Provision for the main train station <u>a taxi rank in proximity to the train station;</u></p>	<p>Minor positive. Added text provides greater emphasis on the significance of built form.</p>

MM21	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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM22	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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM23	Policy TC4	..... a. <u>An extended and regenerated train station</u> ;	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM24	Policy TC5	..... xi. <u>Heritage assessment and design work to mitigate the impact on preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u>	Minor positive. Added text provides greater emphasis on the significance of heritage assets.
MM25	Policy TC7	..... vii. <u>Heritage assessment and design work to mitigate the impact on preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u>	Minor positive. Added text provides greater emphasis on the significance of heritage assets.
MM26	Policy TC8	..... Within the TCSA, the following premises and areas are identified as Primary Frontages at ground floor level: a: 4-8 (even) Town Square b: 2427-29 (odd) Town Square c: 40-50 and 66-96-98 (even) Queensway d: 39-403 41-73 and 79-101 (odd) Queensway 6-22 (even) The Forum; 1-11 (odd) The Forum; and e: The Westgate Centre.	Neutral. Amended text provides greater clarification of the Primary Frontages in the Town Centre. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM27	Policy TC9	<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;..... <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>	Minor positive. Added text provides greater emphasis on the significance of heritage assets.
MM28	Policy TC11	<p>New Class A1 convenience retail floorspace provision will be expected to follow the sequential test and the <u>town's 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 Borough's 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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM29	7.69	Our evidence suggests that there is currently a small surplus of need for convenience floorspace in the town Borough. Only towards the middle of the plan period will a significant need for additional floorspace arise. This projected Borough-wide need is 7,000m ² , rising to 9,400m ² of trading floorspace allowing for up to 20% of floorspace being devoted to ancillary comparison goods: 7,600m ² net of convenience trading floorspace.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM30	7.70	At least 20% of the need (1,500m ²) of the total need 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. A further 1,500m ² is reserved to the new Local Centres at Stevenage West and North of Stevenage, and the new Neighbourhood Centre at South East Stevenage. This will reduce the maximum size of a single new superstore to 7,600m ² , of which no more than 1,500m ² of trading floorspace should be devoted to ancillary comparison goods. An allocation for a large new store post 2023 will address the remaining 4,600m ² net of identified need for convenience floorspace. Allowing for up to 20% (920m ²) of additional net floorspace within the store to be devoted to ancillary comparison goods, the total floorspace increases to 5,520m ² . Assuming a 70% gross to net floorspace ratio, the maximum floorspace of the new superstore would be 7,900m ² gross.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM31	Policy TC12	Planning permission will be granted for additional comparison retail floorspace of the order of 4,600m ² to 4,700m ² 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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM32	7.73	Our evidence studies show that there is a projected need for 4,600m ² to 4,700m ² of additional comparison retail floorspace during the lifetime of this plan.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM33	Policy TC13	Applications for main Town 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 Centre. An impact assessment will be required for any proposals in excess of 300m ² for main town centre uses outside the Town Centre which exceeds the following floorspace thresholds: a. Town Centre: 2,500m ² b. High Street Shopping Area: 1,000m ² c. District Centre and Local Centres: 750m ²	Minor positive. Amended text provides greater emphasis on the significance of assessing town centre uses that are proposed to be located outside the Town Centre.

		<p>d. Neighbourhood Centres: 500m²</p> <p>e. Elsewhere: 300m²</p> <p>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 town centre 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;²</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>			Minor positive. Amended text provides greater emphasis on the significance of assessing town centre uses that are proposed to be located outside the Town Centre.
MM34	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 outside of the Town Centre. We have set our own a local thresholds for centres an impact assessment for proposals outside the town centre, 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> <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>			Minor positive. Amended text provides greater emphasis on the significance of assessing town centre uses that are proposed to be located outside the Town Centre.
MM35	7.78				Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM36	7.79	<p>Delete entire paragraph.</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>			Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Infrastructure and Transport					
MM37	Policy IT1	<p>..... Alternative access points and solutions will only be permitted where they are demonstrably preferable in highways terms.</p>			Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM38	8.10	.....Alternative proposals will only be considered where they are robustly demonstrated to be preferable in terms of:	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM39	Policy IT3	Planning permission for <u>significant development proposals</u> sites of 200 dwellings or more, including smaller sites being brought forward in phases that will cumulatively exceed this threshold, will be granted where applicants satisfactorily demonstrate how infrastructure needs arising from their proposals will be met.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM40	Policy IT4	Planning permission will be granted where: a. Development would not have an adverse impact upon highway safety; b. <u>Development reflects the principles of the Stevenage Mobility Strategy</u> ; c. Schemes exceeding the relevant thresholds are accompanied by a satisfactory Transport Statement or Assessment, which demonstrates that <u>the residual cumulative impacts of development are not severe; and</u> i. <u>no significant adverse impacts will result; or</u> ii. <u>steps can be taken to mitigate any adverse impacts to an acceptable level</u> e. <u>Residential Developments exceeding the Transport Assessment threshold are accompanied by an acceptable (green) travel plan.</u>	Minor positive. Amended text provides greater emphasis on the significance of the Stevenage Mobility Strategy and the cumulative impact of development in Stevenage.
MM41	New para's. Insert before 8.21	<i>Add new paragraphs before para 8.21:</i> 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. 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, cycling and shared mobility infrastructure and enhancements, together with behaviour schemes.	Minor positive. Additional text provides greater emphasis on the significance of the Stevenage Mobility Strategy in Stevenage.

		<p>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.</p> <p>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.</p> <p><i>Update subsequent paragraph numbers accordingly.</i></p>		
MM42	8.21	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 the residual cumulative impacts of development are severe. they will have an unacceptable adverse impact on the highway	Minor positive. Amended text provides greater emphasis on the significance of the cumulative impact of development in Stevenage.	
MM43	8.23	Transport modelling has been carried out to inform the production of this plan: Developers are encouraged to agree the most appropriate approach to transport modelling with the highway authority and Stevenage Borough Council, make use of this model when preparing their development proposals.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.	
MM44	8.24	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, but are not limited to, car sharing, cycle storage, showers, dedicated bus services, and homeworking, smart technology, cycle training, personalised travel planning and education and behavioural change measures.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.	
MM45	Policy IT5	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 Provision Standards Supplementary Planning Document.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.	
MM46	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 Appendix B of this plan within the Parking Provision SPD. These include the discounts that will be applied in more accessible locations. Relevant applications will be required to meet these standards.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.	

MM47	Policy IT6	<p>.....</p> <p>6. New or improved <u>bus</u> services and facilities within 400 metres of major developments.</p>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM48	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></p> <p>The following schemes are <u>identified as priority new and improved links for pedestrians and cyclists</u>:</p> <p><i>Retain existing list of routes.</i></p> <p>.....</p> <p><u>Cycle Parking</u></p> <p>The Stevenage Cycle Strategy identifies improvements to <u>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></p> <p>The Stevenage Cycle Strategy identifies improvements to <u>wayfinding for pedestrians and cyclists in and around Stevenage, which includes signage and maps.</u></p>	Minor positive. Additional text provides greater emphasis on the significance of measures to assist residents with adopting sustainable transport measures in Stevenage.
MM49	New Para after 8.44	<p><i>Insertion of additional paragraph after 8.44</i></p> <p>The Stevenage Cycle Strategy will be <u>regularly reviewed and updated over the plan period to ensure that it is up to date in terms of the infrastructure needs for active travel.</u></p>	Minor positive. Additional text provides greater emphasis on the significance of measures to assist residents with adopting sustainable transport measures in Stevenage.
High Quality Homes			
MM50	Table 3	Delete row 2 relating to <i>Bragbury End Sports Ground (This is covered by Policy HO4).</i>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM51	Table 3	<p>Delete the third bullet point of row 3 relating to <i>Bragbury End sports ground car park</i>:</p> <ul style="list-style-type: none"> The loss of sports facilities will need to be mitigated against. 	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM52	Table 3	<p>Amendment to row 7 relating to <i>Former Pin Green School playing field</i>:</p> <ul style="list-style-type: none"> No specific measures identified. <u>The loss of sports facilities will need to be mitigated.</u> 	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM53	Table 3	<p>Amendment to row 12 relating to <i>Land West of North Road (Rugby Club)</i>:</p> <ul style="list-style-type: none"> Satisfactory relocation/reprovision of existing sports facilities: <p><u>Replacement sports facilities in a suitable location, and of equivalent, or better, quantity and quality will be required, prior to development.</u></p>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM54	Policy HO2	<p>Land to the west of Stevenage, as defined by the proposals map, is allocated for the development of approximately 1,350 dwellings.</p> <p>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.</p> <p>Development proposals will be permitted where the following criteria are met:.....</p> <p>h. <u>At least</u> 30% affordable housing is provided in line with Policy HO7;</p> <p>.....</p> <p>k. Local facilities to serve the community are incorporated, including a GP surgery, <u>subject to demand</u>;</p> <p>l. Sports facilities are provided on-site, in line with Policy HC8, including, <u>but not limited to</u>:</p> <p>i. A skate park or MUGA for children; and</p> <p>ii. <u>Land to accommodate a</u> new cricket pitch facility;</p> <p>.....</p> <p>r. <u>Electric car charging points are provided at an easily accessible location within the site.</u></p>	Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing and amenity provision.

MM55	9.18	<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>	
MM56	9.21	<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>	<p>Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for amenity provision.</p>
MM57	Policy HO3	<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> <p>.....</p> <p>f. <u>At least 30% affordable housing is provided in line with policy HO7;</u></p> <p>.....</p> <p>h. <u>Local facilities to serve the community are incorporated, including a GP surgery, subject to demand;</u></p> <p>.....</p> <p>v. <u>Existing Public Rights of Way are retained and designed into the development, where possible, and diverted where necessary;</u> and</p> <p>vi. <u>Building styles and layout within the conservation area to the east of the site should reflect the key features of the conservation area.</u></p>	<p>Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing.</p>
			<p>Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing.</p>

		<p>.....</p> <p>p. <u>Electric car charging points are provided at an easily accessible location within the site.</u></p> <p>.....</p>		
MM58	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 for phases of development beyond 300 units (or equivalent traffic generating uses). The developer will need to work with the Highways Authority to ensure any required improvements to the road network are undertaken.</p>		Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM59	9.29	<p><u>Add to end of para 9.29</u></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>		Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing.
MM60	Policy HO4	<p>.....</p> <p>e. <u>At least 30% affordable housing is provided in line with policy HO7;</u></p> <p>.....</p> <p>g. <u>The loss of sports facilities to the north of the A602 will need to be mitigated against;</u></p> <p>h. <u>Local facilities to serve the community are incorporated, including a GP surgery;</u></p> <p><u>Update all subsequent criteria numbering following the deletions above.</u></p> <p><u>Add the following text to the end of the Policy:</u></p> <p>n. <u>Electric car charging points are provided at an easily accessible location within the site.</u></p> <p>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:</p> <p>i. <u>Local facilities to serve the community, including a GP surgery, subject to demand; and</u></p> <p>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></p>	Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing.	

MM61	9.37	.....However, developers' contributions will be required towards improvements to existing public playing field sites in Stevenage, as part of the requirement for sports provision arising from Policy HC8. A skate park or MUGA for children will also be required.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM62	9.41	<i>Add to end of para 9.41</i> 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.	Minor positive. The modifications do not materially change the Plan's approach but provide greater emphasis about the priority for housing.
MM63	Policy HO7	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 to schemes that meet the thresholds set out in national guidance:..... <i>Add to end of Policy</i> <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 encouraged.</u>	Minor negative as the amendment of this requirement could make delivery for this particular housing need more difficult to achieve.
MM64	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 be encouraged.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM65	9.57	At present, there is no national (or other, externally set) 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 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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM66	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 ⁽⁸³⁾ .	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM67	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. <i>Update subsequent paragraph numbers accordingly.</i>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM68	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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM69	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 dwellings.	Minor negative as the removal of this requirement could make delivery for this particular housing need more difficult to achieve.
MM70	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 and adaptable dwellings standards.	Minor negative as the removal of this requirement could make delivery for this particular housing need more difficult to achieve.
MM71	Policy HO12	The following site, as shown on the policies proposals map, is allocated for permanent accommodation for Gypsies and Travellers (including those who have ceased to travel permanently) accommodation: <i>Add to end of Policy ...</i> 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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM72	9.93	<p><i>Add to end of para 9.93:</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:</u></p> <p><u>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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM73	Policy HO13	<p>Planning permission for accommodation for Gypsies and Travellers (including those who have ceased to travel permanently) or Travelling Showpeople on unallocated sites will only be granted where the proposal:</p> <p>a. Satisfies a demonstrated need for accommodation and follows a sequential approach to site selection;</p>	Minor positive. The modification acknowledges that identified need doesn't have to be local need and addresses the wider Gypsy and Traveller population.
MM74	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:</u></p> <p><u>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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Good Design			
MM75	Policy GD1	<p>.....</p> <p>ii. The car parking and access 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>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Healthy Communities			

MM76	11.20	Policy HC3 safeguards the existing hospital site, including the main hospital buildings, residential accommodation for hospital employees to the east, offices, training facilities and parking provision. This will allow the Lister Hospital to operate successfully throughout the plan period to 2031.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM77	New para after 11.21	<i>Add new para after 11.21. Update subsequent paragraph numbers.</i> 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).	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM78	11.22	There is 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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM79	Policy HC7	..... c. With the exception of sports facilities, a sequential approach to site selection has been followed	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM80	11.43	<i>Add to end of para 11.43.....</i> <i>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.</i>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM81	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, or a similar arrangement.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Flooding and Pollution			
MM82	Policy FP2	Planning permission for all major development sites that are one hectare or more will be granted where:	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

MM83	Policy FP3	<p>.....</p> <p>ii. <u>That the development will not</u> Whether it will increase flood risk elsewhere;</p> <p>iii. <u>That</u> Whether the measures proposed to deal with these effects and risks are appropriate;</p> <p>iv. The evidence for us, as the local planning authority, to apply (if necessary) the Sequential Test; and</p> <p>v. <u>That</u> Whether the development will be safe and pass the Exception Test, if applicable.</p> <p>.....</p>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM84	Policy FP7	All development proposals should minimise, and where possible, reduce air, <u>water</u> , light and noise pollution.....	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Natural and Historic Environment			
MM85	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</u> , but 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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
Delivery and Monitoring			
MM86	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.	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.
MM87	Chapter 15	<i>Remove entire table at the end of chapter 15, which replicates the IDP schedule.</i>	Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

<p>Appendix B</p>	<p>Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.</p>
<p>MM88</p>	<p>Appendix B: Mobility Strategy</p> <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 education⁽¹⁾. Therefore, 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>Active Travel Strategy</p> <p>Existing Situation</p>

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

	<p>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.</p> <p>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).</p> <p>Proposed Strategy</p> <p>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 driver will decrease.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The strategy will focus on the following aspects:</p> <ul style="list-style-type: none"> · 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. · 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. 	
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	<p><u>Wayfinding</u>: 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.</p> <p><u>Cycle Storage</u>: 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 with Policy IT5 of the Local Plan, developers will be required to provide secure cycle parking as part of any development coming forward.</p> <p><u>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.</p>
	<p>Public Transport Strategy</p> <p>Existing Situation</p> <p>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.</p>
	<p>Proposed Strategy</p> <p>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.</p> <p>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 IC4 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.</p> <p>Car Parking Strategy</p>

	<p><u>Proposed Strategy</u></p> <p>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.</p> <p>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.</p> <p>Stevenage Borough Council will take the lead in this by critically reviewing and managing its own staff car parking strategy.</p> <p><u>Car Sharing</u></p> <p><u>Existing Situation</u></p> <p>Hertfordshire County Council currently operates a Liftshare car-pooling scheme, which has over 1,000 members.</p> <p><u>Proposed Strategy</u></p> <p>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 implementation of the most effective elements of this growing, and particularly socially inclusive, method of mobility.</p> <p><u>Workplace Travel Planning</u></p> <p><u>Existing Situation</u></p> <p>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.</p> <p>Figure 4.2 – Mode of Travel to Work for People Working in Stevenage (2011 Census) (as ED127, page 19)</p>
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	<p>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.</p> <p><u>Figure 4.3 – Mode of Travel for Journey to Work Trips under 3 miles (as ED127, page 19)</u></p> <p>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.</p> <p><u>Proposed Strategy</u></p> <p>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 employees work on the estate for approximately 300 different businesses and it is set to intensify as part of the Local Plan.</p> <p>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.</p> <p>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.</p> <p><u>Education Travel Planning</u></p> <p><u>Existing Situation</u></p> <p>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.</p> <p><u>Figure 4.4 – Mode of Travel for Education Trips (All School Ages) (as ED127, page 20)</u></p> <p>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.</p>
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	<p>Figure 4.5 - Mode of Travel for Education Trips under 3 miles (as ED127, page 21)</p> <p>Proposed Strategy</p> <p>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:</p> <ul style="list-style-type: none"> ● Development and enforcement of School Travel Plans; ● Bikeability cycle training in schools; and ● Continued development of education facilities within easy access by non-car modes. <p>Highway Network Management</p> <p>Proposed Strategy</p> <p>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.</p> <p>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.</p> <p>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.</p>	
MM89	Appendix B	Delete Appendix B Residential car parking standards.
		Neutral. The modifications do not materially change the Plan's approach and therefore will have no effect on the sustainability impact of the Plan.

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"



Appendix 2

Stevenage Borough Local Plan: Sustainability Appraisal of Proposed
Main Modifications

Appendix 2

Table 5 SA assessment of main modifications of the Stevenage Borough Local Plan

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
Vision and Objectives																	
MM1	22	New Para after 4.26	<p>Add new paragraph after 4.26</p> <p>We will require developers to contribute towards <u>Water Framework Directive (WFD)</u> actions on sites adjacent to watercourses and improve the <u>quality of water that enters groundwater aquifers across the Borough.</u></p> <p>Update subsequent paragraph numbers.</p>	0	0	+	0	0	0	0	0	0	0	0	0	0	0
MM2	22	4.28	<p>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.</p>	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
		Summary of Main Modification	<ul style="list-style-type: none"> protecting existing open space and areas designated for environmental purposes. requiring new developments to include open space to meet locally defined targets; requiring developments to make links to the surrounding countryside; seeking to create an ecological network; and protecting and enhancing our heritage assets. 													
Strategic Policies																
MM3	29	Policy SP3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		<p>.....</p> <p>e. Work with Central Bedfordshire Council and 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>														

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
			Summary of Main Modification												
			<p>i. A new, strategic employment allocation at Baldock to be delivered through North Hertfordshire's local plan; <u>and/or</u></p> <p>ii. The continued development of the Stratton Farm Business Park at Biggleswade through Central Bedfordshire's local plan; <u>and/or</u></p> <p>iii. The retention of key employment areas within Welwyn Garden City through Welwyn</p> <p>Hatfield's local plan:</p>												
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. A shortfall of around 11.5ha has been identified by the <u>most up-to-date evidence on employment needs.</u> (include footnote reference to Employment Technical Paper)</p>												

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM5	32	5.25	<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> <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; and North Hertfordshire and Wetyn-Hatfield councils while recognising that they will make the final decision on the amount and type of employment provision in their own areas.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>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 provision to meet any unmet needs; and</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; and The retention of appropriate areas and premises in Welwyn Garden City, Welwyn Hatfield's 													

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			Summary of Main Modification													
			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	..... b. Promote the comprehensive and co-ordinated regeneration of Stevenage Central (Town Centre plus adjoining sites). This will provide	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</p> <p>for in the order of 4,700m² additional comparison retail floorspace, 3,000 new homes and an improved range of shopping, bars, restaurants, leisure, community, civic and cultural facilities. A extended and regenerated new 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 Shopping Area 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>													

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
			Summary of Main Modification												
			<p>i. <u>1,500m² for</u> extensions to existing centres in the retail hierarchy, then other stores in accordance with the sequential test;</p> <p>ii. A Local Centre in the west 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>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 <u>no more than the order of 500m²</u> 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>												

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			v. A new allocation for a large new store, in the order of 4,600 m ² net (7,900m ² gross), at Graveley Road to meet identified needs post-2023.														
MM8	34	5.34	Our evidence studies show that there is a projected need for 4,600m ² 4,700m ² of additional comparison retail floorspace during the lifetime of this plan.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM9	36	Policy SP5	Add additional criteria to the end of the Policy..... 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.	+	0	+	0	0	0	0	0	0	0	0	0	0	0
MM10	39	Policy SP6	..... e. Assess proposals against the car and cycle parking standards set out	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM11	42	Policy SP7	0	0	0	0	0	0	0	0	0	+	0	0	0
			in this Plan and the Supplementary Planning Documents; and.....												
														
			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:												
			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;												
			ii. <u>Approximately 60% of new homes to be 1- or 2-bed, to be measured and reviewed on a rolling basis.</u> An appropriate mix of housing sizes, in line with the most up-to-date evidence of need; and												
MM12	46	5.86	0	0	0	0	0	0	0	0	0	+	0	0	0
			Diversifying the Borough's housing stock in terms of housing types and sizes away from the 3-bed terraced homes that typified the Development Corporation												

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			is another key priority. It is particular <u>particular</u> we need to ensure the provision of homes <u>is in line with the most up-to-date</u> assessment of need, including <u>at the small/entry level and also for the large / family market homes</u> , referred to in this <u>plan as aspirational homes</u> .														
MM13	57	Policy SP11	..... a. ensure new development minimises and mitigates its impact on the environment and climate change by considering matters relating (but not necessarily limited) to the <u>provision of green space</u> , renewable energy, energy efficiency, water consumption, drainage, waste, pollution, contamination and sustainable construction techniques;	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM14	59	Policy SP12	The green infrastructure, and <u>and</u> natural environment and landscape of Stevenage will be protected, and <u>and</u> enhanced and managed, and we <u>and we</u> will positively acknowledge its influence	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>on Knebworth Woods SSSI and Lee Valley SPA. We will:</u></p> <p>a. <u>Identify, and ensure the ongoing protection of, Create, protect and enhance key areas of open space and biodiversity value including:</u></p> <p>.....</p> <p>b. <u>Preserve, create, protect and enhance locally important linear features including:</u></p> <p>.....</p> <p>c. <u>Provide Create and protect 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</u></p> <p>d. <u>Only allow Mitigate or as a last resort, compensate for the loss of green infrastructure or assets of biodiversity importance where they meet the detailed criteria</u></p>													

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				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>set out in this plan resulting from development, and</u></p> <p>e. <u>Only grant planning permission if an adequate assessment of priority habitats and species has been undertaken. Any identified impact on these habitats and/or species will need to be avoided, mitigated or compensated.</u></p>														
MM15	60	5.149	<p>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. Although</u> There are no European or nationally designated sites in the Borough, however, there are a significant number of <u>locally important sites</u> outside the Borough boundary including <u>Knebworth Woods SSSI, Rye Meads SSSI, Chilterns AONB and the Lee Valley SPA. This plan recognises 45 sites in Stevenage for their wildlife value.</u></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A Strong, Competitive Economy																	

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM16	64	Policy EC1	Amended wording for Use Class of EC1/1, as follows: B1(b), B1(c) with ancillary uses	0	0	0	0	0	0	0	0	0	0	0	0	0	+
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 50,000m ² of new floorspace. The significant majority of this is for research and development (B1(b) uses). 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. Other B-Class uses will be allowed where they are ancillary to this these uses and help to nurture the continued growth of this international facility.	0	0	0	0	0	0	0	0	0	0	0	0	0	+

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM18	65	Policy EC2	<p><i>Split Policy EC2 into two separate policies, EC2a and EC2b, as follows:</i></p> <p><u>Policy EC2a: Gunnels Wood Employment Area</u></p> <p>The spatial extent of the Gunnels Wood Employment Area is defined on the Proposals Map.</p> <p><u>Policy EC2b: Gunnels Wood Edge-of-Centre Zone</u></p> <p>Within the Edge-of-Centre Zone, as shown on the proposals map, planning permission will be granted where</p> <p>... or essential to the continued operation of an established B-class use.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A Vital Town Centre																	
MM19	76	Policy TC2	<p>.....</p> <p>viii. Heritage assessment and design work to <u>mitigate the impact on preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.</u></p>	0	0	0	0	0	0	+	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
		Summary of Main Modification	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM20	77	Policy TC3 a. A new Use Class C1 hotel, with ancillary conference facilities, close to the train station; b. A replacement main train station taxi rank; and i. Landmark High quality place-defining buildings should be located in appropriate, prominent locations; i. Residential uses to be focused to the west and south the east of the site will only be permitted above first floor level and will require appropriate noise mitigation due to its proximity to; away from the East Coast Main Line; ii. Provision for the main train station	0	0	0	0	0	0	0	+	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM21	78	7.33	<p>a taxi rank in proximity to the train station;</p> <p>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></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM22	78	7.34	<p>..... 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.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM23	79	Policy TC4	<p>.....</p> <p>a. An extended and regenerated train station;</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM24	80	Policy TC5	<p>.....</p> <p>xi. Heritage assessment and design work to mitigate the impact on preserve and enhance the significance of the Town Square</p>	0	0	0	0	0	0	+	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment		
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13		
MM25	83	Policy TC7	<p>Conservation Area <u>and</u> the <u>contribution made by its setting.</u></p> <p>.....</p> <p>vii. Heritage assessment and design work to <u>mitigate the impact on</u> preserve and enhance <u>the significance of the</u> Town Square Conservation Area and <u>the contribution made by its setting.</u></p>	0	0	0	0	0	0	+	0	0	0	0	0	0	0	
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. <u>4-8 (even) Town Square</u> • <u>2-27-29 (odd) Town Square</u> • <u>40- 50 and 66 -96-98 (even) Queensway</u> • <u>39-403 41 - 73 and 79 - 101 (odd) Queensway</u> • <u>6 - 22 (even) The Forum;</u> 	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<ul style="list-style-type: none"> ● 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 50 – 56, 60 – 64 & 75 Queensway ● 4-4 2 – 6 & 20 – 22 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) including through harm to their setting.</p>	0	0	0	0	0	0	+	0	0	0	0	0	0	0
MM28	88	Policy TC11	New Class A1 convenience retail floorspace provision will be expected to follow the sequential test and the town's Borough's retail hierarchy.	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</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 in 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 of no more than 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>													

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>These new Local Centres and the Neighbourhood Centre will become a part of the town's Borough's 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 7,000m² net (7,900m² gross) 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 need for convenience floorspace in the town Borough. 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</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			9,100m ² of trading floorspace allowing for up to 20% of floorspace being devoted to ancillary comparison goods. 7,600m ² net of convenience trading floorspace.														
MM30	89	7.70	At least 20% of the need (4,500m ²) 1,500m ² of the total need 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. A further 1,500m ² is reserved to the new Local Centres at Stevenage West and North of Stevenage, and the new Neighbourhood Centre at South East Stevenage. This will reduce the maximum size of a single new superstore to 7,600m ² , of which no more than 4,500m ² of trading floorspace should be devoted to ancillary comparison goods. An allocation for a large new	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</p> <p>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 Centre.</p> <p>An impact assessment will be required for any proposals in excess of 300m² for main town centre uses outside the Town Centre which exceeds the following floorspace thresholds:</p> <p>a. Town Centre: 2,500m²</p> <p>b. High Street Shopping Area: 1,000m²</p> <p>c. District Centre and Local Centres: 750m²</p> <p>d. Neighbourhood Centres: 500m²</p> <p>e. Elsewhere: 300m²</p>													

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				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM34	91	7.77	<p>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 town centre 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> <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 outside of the Town Centre. We have set our own a local thresholds for centres an</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	+

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM35	91	7.78	<p><u>impact assessment for proposals outside the Town Centre</u>, as the alternative would be that applications should be assessed against the national threshold (of 2,500m²), which our evidence suggests could be potentially harmful to centres.</p> <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>	0	0	0	0	0	0	0	0	0	0	0	0	0	+
MM36	91	7.79	<p>Delete entire paragraph.</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 TG13 above, which are indicated as being necessary by our evidence studies:</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Infrastructure and Transport

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM37	92	Policy IT1	0	0	0	0	0	0	0	0	0	0	0	0	0
		Summary of Main Modification	.....Alternative access points and solutions will only be permitted where they are demonstrably preferable in highways terms.												
MM38	93	8.10	0	0	0	0	0	0	0	0	0	0	0	0	0
			.....Alternative proposals will only be considered where they are robustly demonstrated to be preferable in terms of:												
MM39	94	Policy IT3	0	0	0	0	0	0	0	0	0	0	0	0	0
			Planning permission for significant development proposals sites of 200 dwellings or more, including smaller sites being brought forward in phases that will cumulatively exceed this threshold, will be granted where applicants satisfactorily demonstrate how infrastructure needs arising from their proposals will be met.												
MM40	95 - 96	Policy IT4	0	0	0	0	0	0	0	0	0	0	+	0	0
			Planning permission will be granted where: a. Development would not have an adverse impact upon highway safety; b. Development reflects the principles of the Stevenage Mobility Strategy.												

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>b. c. 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</p> <p>i. no significant adverse impacts will result; or</p> <p>ii. steps can be taken to mitigate any adverse impacts to an acceptable level</p> <p>e. d. Residential Developments exceeding the Transport Assessment threshold are accompanied by an acceptable (green) travel plan.</p>														
MM41	96	New para's. Insert before 8.21	<p>Add new paragraphs before para 8.21:</p> <p>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</p>	0	0	0	0	0	0	0	0	0	0	+	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Invest-ment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>polluting forms of Mobility, and not simply to supply extra road capacity for the benefit of car borne commuters in peak periods.</u></p> <p><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, 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</u></p>													

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>monitor progress of the delivery of the Stevenage Mobility Strategy.</u></p> <p><u>Update subsequent paragraph numbers accordingly.</u></p>														
MM42	96	8.21	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 the residual cumulative impacts of development are severe. they will have an unacceptable adverse impact on the highway	0	0	0	0	0	0	0	0	0	0	+	0	0	
MM43	96	8.23	<u>Transport modelling has been carried out to inform the production of this plan: Developers are encouraged to agree the most appropriate approach to transport modelling with the highway authority and Stevenage Borough Council. make use of this model when preparing their development proposals.</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM44	96	8.24	Travel plans set out measures that will be adopted by developers or businesses to encourage	0	0	0	0	0	0	0	0	0	0	0	0	0	

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			residents or staff to use more sustainable modes of transport for their journeys. Initiatives can include, but are not limited to, car sharing, cycle storage, showers, dedicated bus services, and homeworking, smart technology, cycle training, personalised travel planning and education and behavioural change measures.														
MM45	97	Policy IT5	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 <u>Parking Provision Standards Supplementary Planning Document</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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</u> within the <u>Parking Provision SPD</u> . These	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			Summary of Main Modification													
			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 bus services and facilities within 400 metres of major developments.	0	0	0	0	0	0	0	0	0	0	0	0	0
MM48	100	Policy IT7	Planning permission will be granted where proposals maintain, enhance, reasonably provide or reasonably contribute towards these routes: Routes The following schemes are identified as priority new and improved links for pedestrians and cyclists. Retain existing list of routes. Cycle Parking	0	0	0	0	0	0	0	0	0	+	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><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>Wayfinding</p> <p><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 8.44	<p><i>Insertion of additional paragraph after 8.44</i></p> <p><u>The Stevenage Cycle Strategy will be regularly reviewed and updated over the plan period to ensure that it is up to date in terms of the infrastructure needs for active travel.</u></p>	0	0	0	0	0	0	0	0	0	+	0	0	
High Quality Homes																

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM50	105	Table 3	<p>Delete row 2 relating to Bragbury End Sports Ground (This is covered by Policy HO4).</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM51	105	Table 3	<p>Delete the third bullet point of row 3 relating to Bragbury End sports ground car park:</p> <ul style="list-style-type: none"> The loss of sports facilities will need to be mitigated against. 	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM52	106	Table 3	<p>Amendment to row 7 relating to Former Pin Green School playing field:</p> <ul style="list-style-type: none"> No specific measures identified. The loss of sports facilities will need to be mitigated. 	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM53	106	Table 3	<p>Amendment to row 12 relating to Land West of North Road (Rugby Club):</p> <ul style="list-style-type: none"> Satisfactory relocation/reprovision of existing sports facilities. <p>Replacement sports facilities in a suitable location, and of equivalent, or better, quantity and quality will be required, prior to development.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM54	107-108	Policy HO2	<p>Land to the west of Stevenage, as defined by the proposals map, is allocated for the development of approximately 1,350 dwellings.</p> <p>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.</p> <p>Development proposals will be permitted where the following criteria are met:.....</p> <p>h. At least 30% affordable housing is provided in line with Policy HO7; 0</p> <p>.....</p> <p>k. Local facilities to serve the community are incorporated, including a GP surgery, subject to demand;</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
													+				

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</p> <p>I. Sports facilities are provided on-site, in line with Policy HC8, including, but not limited to:</p> <p>i. A skate park or MUGA for children; and</p> <p>ii. <u>Land to accommodate a new cricket pitch facility;</u></p> <p>.....</p> <p>r. <u>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>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. <u>Community facilities</u></p>													

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM55	109	9.18	<p>should be provided in a location that allows them to be expanded to meet the needs of the site as a whole.</p> <p>Sports facilities will also be required, in line with policy HC8. 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.</p>	0	0	0	0	0	0	0	+	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM56	109	9.21	<p>Add to end of paragraph 9.21...</p> <p>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.</p>	0	0	0	0	0	0	0	0	0	+	0	0	0
MM57	109-111	Policy HO3	<p>.....</p> <p>f. At least 30% affordable housing is provided in line with policy HO7;</p> <p>.....</p> <p>h. Local facilities to serve the community are incorporated, including a GP surgery, subject to demand;</p> <p>.....</p> <p>v. Existing Public Rights of Way are retained and designed into the development, where possible, and diverted where necessary; and</p> <p>vi. Building styles and layout within the conservation area to the east of the site should reflect the key features of the conservation area.</p>	0	0	0	0	0	0	0	0	0	+	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			..... p. <u>Electric car charging points are provided at an easily accessible location within the site.</u>														
MM58	111	9.24	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 for <u>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.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM59	111	9.29	<u>Add to end of para 9.29.....</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.	0	0	0	0	0	0	0	0	0	+	0	0	0	0
MM60	112-113	Policy HO4	.....	0	0	0	0	0	0	0	0	0	+	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</p> <p>e. <u>At least 30% affordable housing is provided in line with policy HO7;</u> g. <u>The loss of sports facilities to the north of the A602 will need to be mitigated against;</u> h. <u>Local facilities to serve the community are incorporated, including a GP surgery;</u> Update all subsequent criteria numbering following the deletions above. Add the following text to the end of the Policy: n. <u>Electric car charging points are provided at an easily accessible location within the site.</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:</p>													

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>i. <u>Local facilities to serve the community, including a GP surgery, subject to demand; and</u></p> <p>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></p>														
MM61	113	9.37	<p>.....However, developers' contributions will be required towards improvements to existing public playing field sites in Stevenage, as part of the requirement for sports provision arising from Policy HC8. A skate park or MUGA for children will also be required.</p>	0	0	0	0	0	0	0	0	+	0	0	0	0	0
MM62	114	9.41	<p><u>Add to end of para 9.41</u></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>	0	0	0	0	0	0	0	0	0	+	0	0	0	0
MM63	116	Policy HO7	<p>Planning permission will be granted for residential developments that</p>	0	0	0	0	0	0	0	0	0	-	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>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 to schemes that meet the thresholds set out in national guidance:.....</p> <p><i>Add to end of Policy.....</i></p> <p>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 encouraged.</p>														
MM64	116	Para 9.53	<p>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).</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			Summary of Main Modification													
			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 higher level of provision will apply be encouraged.													
MM65	117	9.57	At present, there is no national (or other, externally-set) 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/withdrawn in the future, the targets set out in Policy HO7 will apply to all schemes either by	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			the council in response to a review of viability evidence, or by Government—these will apply.														
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 ⁽⁸⁹⁾ .	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM67	119	9.67	Delete paragraph 9.67. Taking these issues into account, schemes will be assessed against an overall ambition that new	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM68	119	9.68	0	0	0	0	0	0	0	0	0	0	0	0	0
			development will deliver a 60-40 split between small (defined as studio, 1- and 2-bed) and large (3- or more bed) market units. <i>Update subsequent paragraph numbers accordingly.</i>												
			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	0	0	0	0	0	0	0	0	0	-	0	0	0
			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 dwellings.												
MM70	123	9.86	0	0	0	0	0	0	0	0	0	-	0	0	0
		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												

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				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM71	123	Policy HO12	<p>where their accessible and adaptable dwellings standards.</p> <p>The following site, as shown on the policies map, is allocated for permanent accommodation for Gypsies and Travellers (including those who have ceased to travel permanently) accommodation:</p> <p>....</p> <p><i>Add to end of Policy ...</i></p> <p>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.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM72	125	9.93	<p><i>Add to end of para 9.93:</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</u></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>Council will define Gypsies and Travellers as:</u></p> <p><u>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>														
MM73	125	Policy HO13	<p>Planning permission for accommodation for Gypsies and Travellers (including those who have ceased to travel permanently) or Travelling Showpeople on unallocated sites will only be granted where the proposal:</p> <p>a. Satisfies a demonstrated need for accommodation and follows a sequential approach to site selection;</p>	0	0	0	0	0	0	0	0	0	+	0	0	0	0
MM74	126	9.96	<p>Add to end of para 9.96:</p> <p><u>Until the Gypsy and Traveller Accommodation Study is reviewed</u></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			<p>(anticipated in 2018), in assessing the need for additional Gypsy and Traveller pitches the Council will define Gypsies and Travellers as:</p> <p><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></p>	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
Good Design																	
MM75	127	Policy GD1	<p>.....</p> <p>ii. The car parking and access 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>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Healthy Communities																	

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM76	132		0	0	0	0	0	0	0	0	0	0	0	0	0
		Summary of Main Modification	0	0	0	0	0	0	0	0	0	0	0	0	0
		11.20	0	0	0	0	0	0	0	0	0	0	0	0	0
		Policy HC3 safeguards the existing hospital site, including the main hospital buildings, residential accommodation for hospital employees to the east, offices, training facilities and parking provision. This will allow the Lister Hospital to operate successfully throughout the plan period to 2031.													
MM77	132		0	0	0	0	0	0	0	0	0	0	0	0	0
		New para after 11.21	0	0	0	0	0	0	0	0	0	0	0	0	0
		11.21	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add new para after 11.21. Update subsequent paragraph numbers.													
		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).													
MM78	132		0	0	0	0	0	0	0	0	0	0	0	0	0
		11.22	0	0	0	0	0	0	0	0	0	0	0	0	0
		There is 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													

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				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
MM79	135	Policy HC7	<p>related uses, which complement the existing facilities:</p> <p>.....</p> <p>c. <u>With the exception of sports facilities, a sequential approach to site selection has been followed</u></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM80	137	11.43	<p><u>Add to end of para 11.43</u></p> <p><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></p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MM81	138	Policy HC9	<p>.....</p> <p>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, or a similar arrangement.</p>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flooding and Pollution																	

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
				SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
MM82	143	Policy FP2	Planning permission for <u>all major development sites that are one hectare or more</u> will be granted where:	0	0	0	0	0	0	0	0	0	0	0	0	0
MM83	145	Policy FP3	..... ii. That the development will <u>not</u> Whether it will increase flood risk elsewhere; iii. That 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. That Whether the development will be safe and pass the Exception Test, if applicable.	0	0	0	0	0	0	0	0	0	0	0	0	0
MM84	149	Policy FP7	All development proposals should minimise, and where possible, reduce air, water, light and noise pollution.....	0	0	0	0	0	0	0	0	0	0	0	0	0
Natural and Historic Environment																

Mod Ref.	Page no.	Policy/ Para no.	Summary of Main Modification	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environ-mental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
MM85	163	14.52	The provision of new public open space in this area will comprise the open space provision for the North of Stevenage development allocated under HO3, but 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.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery and Monitoring																	
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 set out summarised in the Infrastructure Delivery Plan table on the following page. 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.	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment
MM87	169-179	Chapter 15	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13
			0	0	0	0	0	0	0	0	0	0	0	0	0
Appendix B															
MM88	195	Appendix B: Mobility Strategy	0	0	0	0	0	0	0	0	0	0	0	0	0
		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. 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. 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													

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			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p>Summary of Main Modification</p> <p><u>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</u></p>													

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>education</u> ⁽³⁾. Therefore, <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>													

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

Mod Ref.	Page no.	Policy/ Para no.	Bio-diversity	Health and population	Water	Soil	Waste and recycling	Environmental quality	Heritage	Good design	Access to services	Housing	Travel	Skills	Investment	
			SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	
			<p><u>Active Travel Strategy</u></p> <p><u>Existing Situation</u></p> <p>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.</p> <p><u>Stevenage's good active travel infrastructure can easily become excellent with further investment.</u></p> <p><u>The cycle routes have the capacity to accommodate significant movement by bicycle, becoming material economic conduits for movement.</u> Appendix 1 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).</p> <p><u>Proposed Strategy</u></p> <p>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</p>													

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			<p>Summary of Main Modification</p> <p>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 driver will decrease.</p> <p>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.</p> <p>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.</p> <p>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.</p>													

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			<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</u> 													

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			<p><u>development, and link to existing cycleway and pedestrian networks.</u></p> <p>· <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></p> <p>· <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 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> <p>· <u>Cycle Training: Positive actions to influence behaviour are education in, and awareness of, opportunities, including the opportunity to make</u></p>													

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			<p><u>best use of the active travel infrastructure.</u> <u>Cycle training, including for those of an early age, will help to broaden horizons and provide confidence.</u></p> <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.</u> <u>Approximately 6% of travel to work is by bus, and 7% by train.</u> <u>However, the existing bus and railway station have been underinvested for some time and require an upgrade in provision.</u> <u>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</u></p>													

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			<p>connections into and through <u>Stevenage</u>, which will enable more employees in the town centre and <u>Gunnels Wood</u> employment area easily access their place of work.</p> <p>Through the <u>Thameslink expansion</u>, <u>Stevenage</u> will be directly connected, by fast services, to the heart of central London and a variety of destinations south of London, including <u>Gatwick Airport</u>. Services will also stop at <u>Farringdon</u> for easy connections onto the <u>Elizabeth Line</u> (i.e. <u>Crossrail</u>) to <u>Heathrow</u>, <u>Canary Wharf</u> 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 <u>Stevenage</u>. The Local Plan identifies (Policy TC4 iv) a proposal for a radically improved new <u>Stevenage</u> railway station, with <u>National Rail</u> having plans for a 5th platform, as part of a broader central area regeneration</p>													

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			<p>Summary of Main Modification</p> <p>scheme. <u>This will also help to drive a shift in travel onto rail.</u></p> <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 will 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>													

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			<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 Lifshare 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 implementation of the most effective elements of this growing, and particularly socially inclusive, method of mobility.</u></p>													

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			<p><u>Workplace Travel Planning</u></p> <p><u>Existing Situation</u></p> <p>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.</p> <p>Figure 4.2 – Mode of Travel to Work for People Working in Stevenage (2011 Census), (as ED127, page 19)</p> <p>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.</p> <p>Figure 4.3 – Mode of Travel for Journey to Work Trips under 3 miles (as ED127, page 19)</p>													

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			<p>Summary of Main Modification</p> <p>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.</p> <p>Proposed Strategy</p> <p>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 employees work on the estate for approximately 300 different businesses and it is set to intensify as part of the Local Plan.</p> <p>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</p>													

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			<p>Summary of Main Modification</p> <p>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.</p> <p>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.</p> <p>Education Travel Planning</p> <p>Existing Situation</p> <p>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.</p> <p>Figure 4.4 – Mode of Travel for Education Trips (All School Ages) (as ED127, page 20)</p>													

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			<p>Summary of Main Modification</p> <p>Short car trips have the <u>greatest propensity to change to active travel</u>. 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.</p> <p>Figure 4.5 - Mode of Travel for Education Trips under 3 miles (as ED127, page 21)</p> <p>Proposed Strategy</p> <p>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 base⁴ 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</p>													

4 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”

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			<p>Summary of Main Modification</p> <p>to travel to school by healthy and sustainable means. The strategy is to promote a plethora of measures, including:</p> <ul style="list-style-type: none"> ● Development and enforcement of School Travel Plans; ● Bikeability cycle training in schools; and ● Continued development of education facilities within easy access by non-car modes. <p>Highway Network Management</p> <p>Proposed Strategy</p> <p>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.</p> <p>The strategy is to prioritise delivery of the overall mobility network. In some cases, that might mean reallocation of road space between modes.</p>													

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			and this may include junction or road improvements. 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.												
MM89	195	Appendix B	0	0	0	0	0	0	0	0	0	0	0	0	0
			Delete Appendix B Residential car parking standards.												

