

Partial Update of the Stevenage Borough Local Plan 2011–2031

Main Modifications proposed by the Council to make the Local Plan sound

Stevenage Borough Council (the Council) undertook a formal review of the adopted Plan, as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the Regulations) and concluded that only parts of the adopted Plan required updating at that time and thus only a partial update to the adopted Plan was required.

The Council's process for reaching this decision is summarised in a briefing note available on the Examination Website (CD16). The Council therefore undertook a consultation under Regulation 19 of the Regulations in November 2024 on a schedule of changes it proposed to make to update the adopted Plan (Partial Update of the Stevenage Borough Local Plan 2011–2031 Schedule of Changes from Regulation 18 to Regulation 19) (CD2c), in other words the Council's proposed partial update.

However, the Council undertook a further consultation under Regulation 19 of the Regulations in August 2025 on an addendum which effectively set out a small number of further changes, superseding some of the changes detailed in CD2c (Partial Update of the Stevenage Borough Local Plan 2011–2031 Schedule of Changes from Regulation 19 to Pre Submission) (CD2b).

For the avoidance of any doubt, the Inspector appointed to examine the partial update to the adopted Plan, is examining the changes proposed in CD2c except where they have been superseded by the changes proposed in CD2b. He is not examining any elements of the adopted Plan which are not being updated or in other words sections Examination of the partial update to the Stevenage Borough Local Plan 2011–2031 of the adopted Plan which are not identified in CD2c or CD2b as subject to changes.

Sections of the adopted Plan which would be unchanged by the partial update are outside of the scope of the Examination. The Council has produced a consolidated document (Partial Update of the Stevenage Borough Local Plan 2011–2031 Schedule of Changes from Adopted Local Plan to Submission Version – Changes since Adoption of Local Plan in May 2019) ([CD3](#)) which simply combines CD2c and CD2b and is intended to assist the Examination. Thus, the schedule of main modifications proposed below, following the Examination hearings must be read alongside CD3.

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

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
MM1	001	<p>Introduction</p> <p>Paragraph 1.7</p>	<p>Why have we carried out a <u>partial</u> review and <u>partial</u> update of the plan?</p> <p>1.7A Local planning authorities are required to review their planning policies every five years to ensure that they remain fit for purpose. The Local Plan was adopted in May 2019 and the five-year period therefore elapsed in May 2024.<u>The requirement to review the plan was therefore triggered in May 2024 i.e. with just under seven years of the plan period remaining.</u></p> <p>1.7B <u>The Council carried out a full review of the plan, which revealed a number of areas where policies would benefit from updating. In light of the review, the following options were considered by the Council:</u></p> <ul style="list-style-type: none"> a) <u>Carry out a comprehensive update of the plan, with strategic policies looking ahead over the following 20 years (in effect, an entirely new Local Plan). Carry out a comprehensive update of the plan, with the plan period unchanged (a full update).</u> b) <u>Carry out a limited update of the plan, including only the changes most immediately necessary to keep the plan up-to-date and with the plan period unchanged (a partial update).</u> <p>1.7C <u>The Council considered that immediately proceeding to introduce a new 15-to-20-year strategic horizon was not realistic given the timetable and progress of its neighbouring authorities with their Local Plans and would have risked producing a strategy that was neither effective nor deliverable. On that basis, option (a) was discounted.</u></p> <p>1.7D <u>Whilst the picture of cross-boundary growth is largely settled for the remainder of the existing plan period up to 2031, a comprehensive update of the Local Plan as envisioned by option (b) would still have required a commensurate review of the Council's evidence base. In the Council's view, this would have amounted to an additional one to two years' worth of preparation and by the point of adoption, with so little time remaining in the plan period, the updated plan would be of limited benefit.</u></p>

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			<p><u>1.7E In any case, this option would have been subject to the same constraints in terms of updates to strategic policies as a more limited update of the plan. For these reasons, option (b) was discounted.</u></p> <p><u>1.7F The Council therefore decided to proceed with option (c) – a partial update of the Local Plan, with the changes limited to those most urgently necessary to ensure that the plan remains up-to-date and effective in dealing with the most pressing issues facing the borough. At the same time, the Council also committed to producing an entirely new Local Plan immediately upon the conclusion of the update process.</u></p> <p><u>1.7G This approach ensures that the most important elements of the current plan are kept up to date now, avoiding an extended period during which key policies would otherwise be out of date. It also enables the Council to align a new plan with the timetables of its neighbours and the emerging work on a joint strategic plan for the region.</u></p> <p><u>1.7HB</u> The review identified that the spatial strategy remains fit for purpose but a number of individual policies required updating. Consequently, a partial update was carried out to address those issues. The key changes are as follows:</p> <ul style="list-style-type: none"> • Climate Change: The updated plan takes a stronger approach to climate change, with a new strategic climate change policy, a new chapter of detailed climate change policies, and revised policies relating to sustainable drainage and flood risk. • Station Gateway: The detailed policy for the Station Gateway Major Opportunity Area has been updated to reflect the Station Gateway Area Action Plan. • Housing: The requirements for accessible and adaptable housing have been updated to reflect the latest evidence of need. • Use Classes: Changes have been made throughout the plan to reflect the changes to the Use Classes Order, which came into effect in 2020.

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MM2	007	Paragraph 4.6	4.6 Our strategy sets out how 7,600 homes will be built in and around Stevenage between 2011 and 2031 (4,956 homes between 2024 and 2031). This will mean that we can meet our objectively assessed housing needs within our own administrative boundaries, although we maintain an on-going dialogue with our neighbours on this topic.
MM3	008 010	Policy SP1 Paragraphs 5.1F and 5.1H	<p>Policy SP1: Climate Change</p> <p>We will require development to contribute to both mitigating and adapting to climate change. The extent to which developments reduce greenhouse gas emissions, sequester and store <u>carbon</u>, <u>consider the carbon stock and value on existing land</u>, prevent overheating and flooding and its negative effects, use water and other resources efficiently, produce clean energy, and contribute to a green local economy will be considered in the assessment of each planning application. Developments which demonstrate positive consideration of these issues will be supported.</p> <p>We will:</p> <ul style="list-style-type: none"> a. apply emission reduction targets to <u>major</u> developments according to their scale, supporting developments that achieve these targets by reducing overall energy demand, supplying energy efficiently, and generating ultra-low and zero carbon energy; b. require developments to prioritise active travel and public transport by providing the infrastructure necessary to maximise their use; c. ensure that any on-site shortfall against emission reduction targets is offset by an alternative off-site proposal; d. c. apply water usage targets to developments, seek rainwater harvesting and grey water recycling, and encourage water neutrality; e. d. encourage the sustainable use of all other resources throughout the development life-cycle;

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			<p> f. e. support the use of decentralised energy networks, district heat networks, and intelligent energy systems in developments; g. f. support the use of ultra-low and zero carbon combined heat and power systems in developments; h. g. strongly support development proposals whose primary purpose is to generate ultra-low and zero carbon energy with a surplus to be injected into the national grid; i. protect the borough's significant carbon sinks, support the creation of new carbon sinks, and encourage developments to deliver net gains in carbon sequestration; j. h. encourage urban greening, particularly through the use of green roofs and walls; k. i. promote a green economy through the provision of local green jobs, local food production, and supporting the principles of a circular economy; l. j. ensure site waste is disposed of as sustainably as possible; and m. k. work collaboratively with neighbouring authorities to exploit cross-boundary opportunities to mitigate and adapt to climate change. </p> <p>5.1F The planning system can aid these efforts by ensuring that places are designed to reduce greenhouse gas emissions. To this end, Policy SP1 promotes the sustainable use of resources, sustainable travel, green energy production, <u>and</u> energy efficiency and carbon sequestration, as well as outright emission reduction targets.</p> <p>5.1H Development proposals will be expected to contribute positively to mitigating and adapting to climate change. Planning applications will be assessed against the detailed policies in the new climate change chapter of this plan and applications which fail to make an acceptable <u>appropriate</u> contribution will be refused <u>supported</u>.</p>

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MM4	013	Paragraph 5.14	<p>5.14 The definition of “employment uses” is provided in appendix D to this plan.</p> <p><u>In planning, employment land usually refers to the following uses and is provided in appendix D:</u></p> <ul style="list-style-type: none"> • <u>Class E(g)(i) - offices</u> • <u>Class E(g)(ii) - research and development</u> • <u>Class E(g)(iii) - light industry</u> • <u>B2 - general industry; and</u> • <u>B8 - storage and distribution.</u>
MM5	018 019 021	Policy SP4 Paragraph 5.35 Paragraph 5.38	<p>Policy SP4: A vital Town Centre</p> <p>We will make provision for the type and range of retail facilities that are required to support Stevenage’s role, following the sequential test and the Borough's retail hierarchy. We will:</p> <ul style="list-style-type: none"> a. Maintain the current retail hierarchy: <ul style="list-style-type: none"> i. Stevenage Town Centre; ii. High Street, Major Centre; iii. Poplars, District Centre; iv. Seven Local Centres; and v. Seven Neighbourhood Centres b. Promote the comprehensive and co-ordinated regeneration of Stevenage Central (Town Centre plus adjoining sites). This will provide for in the order of 4,700m² of additional comparison retail floorspace, 3,000 new homes and an improved range of shopping, bars, restaurants, leisure, community, civic and cultural facilities. A n-extended-and-regenerated 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.

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			<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>c. d. Support the provision of up to 7,600 m² net of additional convenience floorspace within the Borough boundary by 2031 to meet the needs of the expanded town. This will include:</p> <ul style="list-style-type: none"> i. 1,500m² for extensions to existing centres in the retail hierarchy, then other stores in accordance with the sequential test; ii. A Local Centre in the west of Stevenage development in the order of 500m² to meet the day-to-day needs of the residents of the new neighbourhood; iii. A Local Centre in the north of Stevenage development in the order of 500m² to meet the day-to-day needs of the residents of the new neighbourhood; iv. A Neighbourhood Centre in the south-east of Stevenage development of no more than 500m² with a convenience store and other related small-scale Use Class E(a) shops sufficient to meet the day-to-day needs of the residents of the new neighbourhood; v. A new allocation for a large new store, in the order of 4,600m² net convenience goods floorspace and 920m² net comparison goods floorspace, at Graveley Road to meet identified needs post-2023. <p>d. e—Tightly regulate new out-of-centre comparison goods floorspace and refuse the relaxation or removal of conditions on the type of goods that can be sold from existing out-of-centre comparison retail units.</p> <p>5.35 Our evidence studies show that there is a projected need for 4,700m² of additional comparison retail floorspace during the lifetime of this plan. In accordance with the retail hierarchy, and to support the regeneration of the Town Centre, this floorspace will be directed to the Town Centre. The projected significant increase in the resident population in and around the Town Centre may support some further growth in comparison floorspace: in which case, this will be directed towards the creation of additional floorspace in appropriate locations within the Stevenage Central area. In order to avoid potential adverse</p>

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			<p>impacts upon the town centre, this area will be re-examined at a Full Review to ensure existing and future need for comparison has been updated to reflect changes since the Plan was adopted.</p> <p>5.38 Provision is made for a major new convenience store on Graveley Road in the north of the Borough (on the existing garden centre site) to help to meet identified needs towards the middle of the plan period. In order to avoid potential adverse impacts upon the existing retail hierarchy, this site will be re-examined at a full review to ensure existing and future need for convenience has been updated to reflect changes since the Plan was adopted.</p>
MM6	024	Policy SP6 New Paragraph 5.56A	<p>Policy SP6: Sustainable transport</p> <p>We will create the conditions for a significant increase in active travel and the use of public transport <u>and reduce the need to travel by directing new development to the most accessible locations</u>. We will <u>achieve this by</u>:</p> <ul style="list-style-type: none"> a. reduce the need to travel by directing new development to the most accessible locations; a. <u>requiring</u> developments to first prioritise active travel in the layout of sites and by; b. <u>providing connections to surrounding pedestrian and cycle networks and requiring developments to prioritise accessibility to public transport with layouts that maximise the catchment area for public transport services and infrastructure that encourages their use;</u> c. <u>requiring</u> developments to provide appropriate cycle parking and supporting facilities, having regard to the supplementary planning documents and relevant Hertfordshire County Council guidance; d. <u>requiring</u> developments to then prioritise accessibility to public transport with layouts that maximise the catchment area for public transport services and infrastructure that encourages their use;

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			<p>e. <u>supporting</u> the provision of new high-quality sustainable transport facilities <u>identified in the Infrastructure Delivery Plan</u>, including:</p> <ul style="list-style-type: none"> i. schemes identified in local transport plans and other relevant plans and strategies; ii. new pedestrian and cycle links, particularly between the town centre, the Gunnels Wood employment area, and Old Town; iii. a new borough-wide cycle hire scheme; a new bus termini and waiting facilities; and iv. a remodelled railway station that reflects Stevenage's position on the network and wider regeneration ambitions; <p>f. <u>reducing</u> car dependency by limiting the provision of car parking according to site accessibility;</p> <p>g. refuse permission where development proposals fail to provide any relevant plans or assessments relating to transport;</p> <p>h. seek any necessary developer contributions, in accordance with Policy SP5, to achieve all of the above.</p> <p><u>Development proposals should provide any relevant plans or assessments relating to transport necessary to the determination of the application.</u></p> <p><u>The Council will seek and to seek where required, any necessary developer contributions, in accordance with Policy SP5, to achieve all of the above.</u></p> <p><u>5.56A Active Travel comprises everyday journeys made by walking, wheeling (wheelchairs, scooters, adapted cycles), or cycling, aiming to make these low-carbon, healthy, and efficient transport choices for shorter trips, reducing car use and improving public health, air quality, and street life. Active travel is about creating communities where walking, wheeling, and cycling are safe, easy, and attractive alternatives to driving for everyday trips.</u></p>

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MM7	027	Policy SP7	<p>Policy SP7: High quality homes</p> <p>This Local Plan supports significant growth in and around Stevenage to help meet needs across the market area. We will:</p> <ul style="list-style-type: none"> a. Provide at least 7,600 new homes within Stevenage Borough between 2011 and 2031, of which no fewer than 4,956 will be provided between 2024 and 2031. b. Deliver these through the sites and broad locations identified in this plan that allow for: <ul style="list-style-type: none"> i. <u>2,950</u> new homes in and around the Town Centre; ii. <u>1,350</u> new homes in a new neighbourhood on undeveloped land to the west of the town within the Borough boundary; iii. <u>1,350</u> new homes to the north and south-east of the town on land removed from the Green Belt; iv. <u>1,950</u> new homes elsewhere in the Borough; and v. 11 new, permanent Gypsy and Traveller pitches on a new site close to Junction 8 of the A1(M). c. Ensure at least 60% of new homes completed within the Borough boundary between 2011 and 2031 are on previously developed land. d. Make sure there is always enough land to build homes for the next five years. e. Support applications for housing development on unallocated sites where they are in suitable locations and will not exceed our environmental capacity. 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: <ul style="list-style-type: none"> 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;
	028	Paragraph 5.67	
	029	Paragraph 5.68	
	031	Paragraph 5.68A Paragraphs 5.73 to 5.76	

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			<p>ii. An appropriate mix of housing sizes, in line with the most up-to-date evidence of need; and</p> <p>iii. At least 3% of new homes over the plan period to be 'aspirational' to deliver a more balanced housing stock; and</p> <p>iv. At least 1% of new homes on the urban extensions to be self-build.</p> <p>g. Supplement these homes through the provision of up to 200 bed spaces in supported accommodation subject to up-to-date evidence of need; and</p> <p>h. Work with North Hertfordshire District Council and, if necessary, East Hertfordshire District Council to ensure any homes provided on the edge of Stevenage but outside the Borough boundary are successfully integrated into the urban fabric of the town.</p> <p>5.67 The NPPF says that plans should normally meet the full, objectively assessed needs (OAN) for market and affordable housing in the housing market area. When the local plan was originally adopted in 2019, our evidence identifies a requirement for Stevenage of 7,300 homes over the period 2011-2031. This took <u>takes</u> into account migration trends over a 10-year period and also includes d adjustments in response to market signals in line with Government guidance.</p> <p>5.68 <u>This plan sets a target slightly above the identified level of OAN. This variously takes into account:</u></p> <ul style="list-style-type: none"> <u>The acute need for affordable housing in the town. A modest increase in the target allows more homes in response to this pressure and particularly reflects the Council's emerging housebuilding programme which will deliver up to 100% affordable homes on sites in the Borough;</u> <u>The fact that as people live for longer, and live in their own homes for longer, it may be appropriate to assume that more of their needs will be met in the normal housing stock;</u> <u>Official Government household projections for the Borough;</u> <u>The need to ensure development viability and set a challenging target that provides a clear signal that we are serious about delivering regeneration and change in the Borough; and</u> <u>What we consider to be a reasonable and achievable rate of housing delivery.</u>

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			<ul style="list-style-type: none"> • <u>The partial review and update of the local plan identifies a requirement for 4,956 homes to be delivered over the remainder of the plan period (to 2031). This figure represents the overall plan period target of 7,600 homes minus the net housing completions from 2011 to 2024.</u> <p>5.68A The housing requirement of the Plan is significantly above what would be required, using the National Planning Policy Framework's standard housing methodology calculation.</p> <p>5.73 Our most recent housing land study identifies sufficient sites within the Borough to meet our housing requirement to 2031. In trying to meet these needs, whilst ensuring sustainable development, we have chosen sites for development in the order shown below. The sites allocated in the 2019 version of the plan remain sufficient to meet our housing requirement to 2031. In trying to meet these needs, whilst ensuring sustainable development, we have chosen sites for development in the order shown below:</p> <ul style="list-style-type: none"> • Previously developed sites • Greenfield sites within the existing urban area • Greenfield sites outside of the existing urban area • Green Belt sites <p>5.74 A technical paper has been produced to explain how we have decided which sites from the land availability assessment to take forward and allocate within this plan. how these sites will continue to meet the borough's needs up to 2031.</p> <p><u>5.75 Since 2011, 593 homes have been completed, and a further 1,758 are already in the planning process. This means that land for a further 5,249 homes need to be identified.</u></p>

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			<u>Locations</u>	<u>Minimum target 2011-2031</u>	<u>Already completed or permitted</u>	<u>Minimum still to be planned for to 2031</u>
			<u>In and around the town centre</u>	<u>2,950</u>	<u>950</u>	<u>2,000</u>
			<u>New neighbourhood to the west of the town</u>	<u>1,350</u>	<u>0</u>	<u>1,350</u>
			<u>New neighbourhoods to the north and south-east on land removed from the Green Belt</u>	<u>1,350</u>	<u>0</u>	<u>1,350</u>
			<u>Elsewhere within the Borough</u>	<u>1,950</u>	<u>1,401</u>	<u>549</u>
			<p>5.76 <u>National guidance encourages the reuse of land that has been previously developed (brownfield land). Since the start of the plan period around 85% of new homes and planning permissions (including prior approvals) have been on previously developed land (PDL). We also plan to redevelop a number of large PDL sites in the future, including the Town Centre and some of the Neighbourhood Centres. However, Stevenage has a limited supply of these sites, so we will also require a number of greenfield sites to be developed. Our evidence suggests that just over 45% of future housing could be built on PDL. Overall, we expect that approximately 60% of all housing completions over the period 2011-2031 will be on PDL. National guidance encourages the reuse of land that has been previously developed (brownfield land). We plan to redevelop a number of large PDL sites in the future, including the Town Centre and some of the Neighbourhood Centres. However, Stevenage has a limited supply of these sites, so we will also require a number of greenfield sites to be developed. Our evidence suggests that just over 43% of</u></p>			

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			<u>future housing could be built on PDL. Overall, we expect that approximately 43% of all housing completions over the period 2011 – 2031 will be on PDL.</u>
MM8	036	Policy SP11	<p>Policy SP11: Flooding, <u>drainage</u> and pollution</p> <p>We will work to minimise flood risk, <u>surface water run-off</u> and all forms of pollution. We will:</p> <ul style="list-style-type: none"> a. direct development to areas at the lowest risk of flooding through the application of a sequential approach; b. determine planning applications in accordance with national flood risk planning policies; c. ensure development utilises sustainable drainage systems wherever possible, with a preference for the most sustainable, surface SuDS features; d. recognise the multifunctional benefits of SuDS; i. protect existing flood storage reservoirs and require new flood storage reservoirs to be provided where appropriate; j. protect existing watercourses, including requiring their re-naturalisation, where appropriate; and k. ensure that development does not result in unacceptable harm to human health or the natural environment as a result of pollution.

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MM9	038 039	Policy CC1 Paragraphs 6A.1 to 6A.11	<p>6A Climate change</p> <p>Efficiency</p> <p>Policy CC1: Energy efficiency</p> <p>Development proposals must demonstrate how they will maximise reductions in greenhouse gas emissions, with consideration for the following:</p> <p><u>Where appropriate, major development proposals should aim to achieve net zero regulated operational emissions, with consideration for the following:</u></p> <ul style="list-style-type: none"> a. <u>The provision of demand-side energy efficiency measures;</u> b. <u>The provision of supply-side energy efficiency measures; and</u> c. <u>The adoption of ultra-low and zero carbon energy generation.</u> <p><u>The council will apply Policy CC1 to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate to achieve net zero emissions.</u></p> <p><u>Any development proposal designed to be whole-life carbon net zero will be strongly supported.</u></p> <p>÷</p> <p><u>Major development</u></p> <p>Major development proposals (including large scale major development proposals) must achieve net zero regulated operational emissions.</p>

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			<p>At the application stage, an energy statement must be submitted to demonstrate how the proposal will meet the net zero target.</p> <p>Post permission, planning conditions will be used to ensure that the net zero target is met in practice.</p> <p><u>Large scale major development</u></p> <p>Outside of the town centre large scale major development proposals must also achieve net zero emissions during construction and demolition i.e be whole life carbon net zero.</p> <p>At the application stage, an energy statement, which includes a whole life cycle carbon (WLC) assessment, must be submitted to demonstrate how the target will be met.</p> <p>Post permission, planning conditions will be used to secure an updated WLC assessment, using actual emissions figures.</p> <p><u>Carbon offsetting</u></p> <p>Where it is clearly demonstrated that a development proposal cannot fully meet the relevant target on site, the shortfall may be offset by an alternative off site proposal but only where the proposal has already been identified and delivery is certain.</p> <p><u>6A.1</u> The council is committed to ensuring that Stevenage is net-zero carbon by 2030. Homes and workplaces account for a significant proportion of the borough's emissions and minimising these will be essential to meeting the 2030 target. For this reason, new <u>major</u> developments must should aim to meet the emissions targets set by Policy CG1 <u>achieve net zero regulated operational emissions where it is appropriate to do so.</u></p>

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			<p><u>6A.2 For the purposes of Policy CC1, “major development” has the meaning given in Annex 2 to the NPPF December 2023. Householder and minor development are excluded from the policy.</u></p> <p>The design, construction and operation of new buildings should be informed by the principles set out at the start of the policy. The priority is to implement demand-side efficiency measures before addressing supply-side efficiency measures and the production of clean energy.</p> <p><u>6A.3 “Net zero regulated operational emissions” will be achieved when the CO₂ emission rate for the development is equivalent to a 100% improvement on the Target Emission Rate determined using the Standard Assessment Procedure 10.2.</u></p> <p>Demand-side energy efficiency measures reduce the overall amount of energy required to operate and maintain a development. This includes energy conservation, monitoring, and the adoption of efficient design principles (e.g. those relating to the form, fabric and orientation of buildings).</p> <p><u>6A.4 The design, construction and operation of new buildings should be informed by the principles set out at the start of the policy. In achieving net zero regulated operational emissions, the priority is <u>should be</u> to implement demand-side efficiency measures before addressing supply-side efficiency measures and <u>finally</u>, the production of clean energy.</u></p> <p><u>6A.7 For the majority of developments, the production of clean energy is likely to involve the installation of solar panels but in some instances, there may be feasible alternatives. Where solar panels are considered, developers should be mindful of the benefits of combining them with green roofs to create bio-solar roofs.</u></p> <p>In practice, ensuring that the policy is effective will require the reporting of energy demand and emissions post construction. This should be done once for each development (or phase of development, where appropriate) at the earliest practicable opportunity following completion.</p>

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			<p><u>6A.8 Applicants for major development proposals will be expected to include details of how their proposal will comply with Policy CC1 as part of their submission. Major development proposals will be required to provide an energy statement which shows how the overall target net zero regulated operational emissions or a justified lower standard of operational emissions will be met achieved and the contribution made by each of the measures considerations listed under points (a) to (c) of the policy.</u></p> <p>Where the targets set by Policy CC1 cannot be wholly met on site, the calculated shortfall may be offset on a different site. However, the council will only consider this where the offsetting scheme has already been identified and its delivery can, for all intents and purposes, be guaranteed.</p> <p><u>6A.9 The council will apply Policy CC1 to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate to achieve net zero emissions. This will include instances where doing so would not be technically feasible, would not be financially viable, or would otherwise compromise the delivery of sustainable development.</u></p> <p>If permission is granted for a proposal, planning conditions and/or a legal agreement will be used to secure any measures agreed at the application stage.</p> <p><u>6A.10 The council will also support any development which is designed to be whole life carbon net zero. This is achieved when a development results in net zero greenhouse gas emissions over its entire life and includes operational emissions as well as the emissions arising from construction and demolition.</u></p> <p><u>6A.11 Applicants who wish to demonstrate that a development will be whole life carbon net zero should do so by submitting a whole life carbon assessment produced in accordance with a nationally recognised standard (e.g. the RICS WLCA Standard).</u></p>

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MM10	040 041	Policy CC2 Paragraphs 6A.11 to 6A.20	<p>Policy CC2: Heating and cooling</p> <p><u>Where appropriate, all development proposals should minimise demand for energy-dependent air conditioning systems, with consideration for the following:</u></p> <ul style="list-style-type: none"> a. Balancing solar gain and solar shading b. Minimising internal heat generation c. Managing the heat within the building d. Providing passive ventilation e. Providing mechanical ventilation <p>Major development proposals must demonstrate how buildings will be heated and cooled as part of an energy statement. Permission will be refused for proposals which rely on energy dependent cooling systems unless it is demonstrated that their use is essential.</p> <p><u>The council will apply Policy CC2 to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate to minimise demand for active cooling systems. This will include instances where alternatives are not technically feasible, would not be financially viable, or would otherwise compromise the delivery of sustainable development.</u></p> <p>6A.1211 Climate change means Stevenage is already experiencing higher temperatures compared to the long-term average and more frequent severe heat events. For the majority of people, the impact of this is feeling uncomfortable or being unable to sleep but for vulnerable people, the impacts can be much more serious. <u>These impacts are often compounded by the urban heat island effect, where concentrations of buildings, hard surfacing and waste heat lead to increased local temperatures.</u> It is important that new development is designed to mitigate this <u>these</u> risks.</p> <p>6A.1312 Active Air conditioning systems have significant energy requirements and also require maintenance <u>typically require significant amounts of energy to operate and thereby contribute to</u></p>

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			<p><u>greenhouse gas emissions. They also usually expel waste heat to the external environment, which exacerbates the urban heat island effect. In this way, use of mechanical cooling systems can create a feedback loop, whereby higher temperatures drive greater cooling demand, further increasing emissions and local heat stress. In addition, mechanical cooling systems require regular maintenance and replacement over the life of a building, resulting in ongoing resource use.</u></p> <p>6A.1429 For these reasons, they <u>air conditioning systems</u> are <u>usually</u> not <u>the most</u> sustainable <u>cooling</u> solution. Instead, <u>the risk of overheating should, first and foremost, be mitigated through building design</u> <u>The most sustainable approach to managing overheating is usually to reduce cooling demand at source through passive design measures.</u></p> <p>6A.15 13The impacts of excessive cold can be just as serious as those of excessive heat and it is therefore important that buildings are suitably warm during periods of colder temperatures. Designing buildings to be cool during the summer only to require additional energy for heating during the winter would be counterproductive.</p> <p>6A.16 14Therefore, the challenge is to ensure that buildings remain comfortable and safe throughout the year, including during periods of extreme temperatures, <u>without increasing whilst minimising energy demand for energy and other resources.</u> Policy CC2 explains how new development should approach this challenge.</p> <p>6A.17 15The priority should be to balance the warming effects of the sun (i.e. solar gain) and the cooling effects of shade (i.e. solar shading). This can be done through careful consideration of building orientation, building fabric, and fenestration. High-albedo materials can be used to reflect sunlight where necessary, while green infrastructure, such as green roofs and walls, can also be used to great effect, acting as insulation during winter and providing cooling through evapotranspiration during summer.</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>6A.18 ¹⁶Following this, consideration should be given to minimising internal heat generation. This can be achieved through energy efficiency, which will limit the amount of waste energy being lost as heat.</p> <p>6A.19 ¹⁷The heat within buildings can be managed effectively through the use of high ceilings and exposed internal thermal mass. Both of these measures make buildings take longer to heat up, making them less susceptible to sudden temperature shocks.</p> <p>6A.20 ¹⁸For ventilation, passive or mechanical methods may be appropriate, depending on the approach to building design and site context. In any case, single-aspect dwellings should still be avoided as far as possible.</p> <p>6A.19 Policy CC2 recognises that in some instances, the use of active cooling systems may be unavoidable. This may include healthcare and laboratory settings, where precise temperature control is essential to the use. In these circumstances, the cooling systems should ideally be designed to reuse the waste heat that they produce.</p> <p>6A.21 The council also recognises that many of the borough's existing buildings were constructed at a time when the risk of overheating was not a significant design consideration and as a result, may be vulnerable to higher summer temperatures. In these circumstances, Policy CC2 seeks to ensure that passive alternatives, such as shutters or improved glazing, are considered ahead of mechanical cooling systems. However, it is not intended as a prohibition of such systems where they are genuinely necessary to maintain safe and comfortable living conditions:-</p> <p>6A.22 ¹⁹In all cases where mechanical cooling systems are installed, these circumstances, the cooling systems <u>they</u> should ideally be designed to reuse <u>any</u> waste heat that they produce.</p> <p>6A.23 ²⁰ For major development proposals, applicants will be expected <u>should</u> include details of how Policy CC2 will be complied with as part of an energy statement at the point of application submission.</p>

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			Applicants f For householder and minor development proposals, <u>a shorter technical note is likely to be more appropriate, and applicants need only provide this information if the proposals involve mechanical cooling.</u> will not need to submit an energy statement but will still be expected to comply with the policy by taking account of heating and cooling in the design of developments and avoiding reliance on energy dependent cooling systems.
MM11	042 043	Policy CC3 Paragraphs 6A.23 to 6A.27	<p>Policy CC3: Water efficiency</p> <p>Development proposals involving the creation of new dwellings must ensure that water consumption does not exceed 110 litres per person per day, including external water use.</p> <p><u>Where appropriate,</u> development proposals involving the creation of new dwellings must additionally incorporate <u>should also provide</u> for rainwater harvesting schemes unless there is a clear and convincing reasons for not doing so.</p> <p><u>Where appropriate,</u> all non-residential development must <u>should</u> provide for the recycling of grey water unless there are clear and convincing reasons for not doing so.</p> <p><u>The Council will apply Policy CC3, insofar as it relates to rainwater harvesting and grey water recycling, to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate for development to provide for such systems.</u></p> <p><u>Where appropriate,</u> development proposals which demonstrate water neutrality will be strongly supported.</p>

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			<p><u>6A.24</u> 6A.21 Stevenage lies in an area of severe water stress and water consumption is above the national average. With a growing population, it is therefore essential that we use our limited water resources more efficiently. For this reason, new development must comply with Policy CC3.</p> <p><u>6A.25</u> 6A.22 Proposals for new dwellings must ensure that wholesome water consumption does not exceed 110 litres per person per day. This aligns with the Building Regulations optional requirement G2(2)(b). Where planning permission is granted, planning conditions will be used to ensure that this target is met.</p> <p><u>6A.26</u> 6A.23 Where appropriate, proposals for new dwellings must also incorporate <u>should provide for rainwater harvesting, which is typically achieved by storing the water captured by gutters in a water butt schemes unless there are clear and convincing reasons for not doing so. This may include instances where it is exceptionally difficult to install or impractical to maintain. Rainwater harvesting reduces demand on mains water supplies by substituting potable water with collected rainfall for appropriate non-potable uses, helping to conserve water resources and improve resilience to drought. By capturing water at source, it also reduces surface water runoff, easing pressure on drainage networks and lowering the risk of flooding.</u></p> <p><u>6A.27</u> 6A.24 Where appropriate, all non-residential development must <u>should provide for the recycling of grey water, which means treating the relatively clean wastewater from sources like basins, showers and laundry and re-using it for non-potable uses. Grey water recycling reduces demand on mains water supplies by reusing water that would otherwise be discharged to the sewer, helping to conserve water resources and improve resilience to water scarcity. It can significantly lower potable water consumption in buildings with high water use, reducing pressure on water infrastructure and associated energy use for water treatment and pumping. By decreasing wastewater volumes, grey water recycling can also reduce loads on sewerage networks unless there are clear and convincing reasons for not doing so. The council will consider this in the same way as rainwater harvesting for residential developments.</u></p>

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			<p><u>6A.28 6A.25 The council will apply Policy CC3, insofar as it relates to rainwater harvesting and grey water recycling, to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate for development to provide for such systems. This will include instances where it is not technically feasible, would not be financially viable, or would otherwise compromise the delivery of sustainable development. For the avoidance of doubt, financial cost will not, in and of itself, be accepted as a reason for failing to install rainwater harvesting or grey water recycling schemes. However, where the cost of installing these systems would demonstrably compromise other objectives in this plan (i.e. where a fully policy-compliant development is not viable), the council will seek to take a flexible and balanced approach to the requirements of Policy CC3.</u></p> <p><u>6A.29 6A.26 Notwithstanding the mandatory requirements of the policy, all types of development are encouraged to limit water consumption and incorporate both rainwater harvesting and greywater recycling as far as possible. Water neutrality is achieved when the total water demand arising from new development is equal to or less than savings delivered by offsetting measures within the same water resource zone. The entirety of Stevenage Borough falls within the same water resource zone: WRZ 3 Lee in the South-East Region. Where a proposal can demonstrate water neutrality (i.e. not increasing demand for water abstraction above existing levels), the council will strongly support it by attributing weight in favour of granting permission.</u></p> <p><u>6A.27 Where planning permission is granted, planning conditions will be used to secure any rainwater harvesting or greywater recycling measures agreed at the application stage.</u></p>

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MM12	044	Policy CC4	<p>Policy CC4: Energy infrastructure</p> <p><u>Where appropriate</u>, development proposals which create, utilise, or facilitate connection to decentralised energy networks (DENs) or district heat networks (DHNs) will be strongly supported.</p> <p><u>Where appropriate, development proposals which incorporate</u> The use of ultra-low and <u>or</u> zero-carbon combined heat and power (CHP) systems, <u>or Intelligent Energy Systems (IES)</u> will also be strongly supported.</p> <p><u>Where appropriate</u>, developments that <u>which</u> produce local ultra-low and <u>or</u> zero-carbon renewable energy with surplus injected into the grid will <u>also</u> be strongly supported.</p> <p>The implementation of Intelligent Energy Systems (IES) is strongly encouraged.</p> <p><u>6A.30</u> 6A.28 Almost all of Stevenage's energy needs are currently met from outside of the borough, with electricity imported via the National Grid and pipelines supplying natural gas for heating. Work is underway to decarbonise the National Grid but this is not expected to be completed until 2035 and at present, only about 40% of UK electricity comes from renewable sources. It will be impossible to decarbonise heating without moving away from natural gas.</p> <p><u>6A.31</u> 6A.29 For these reasons, the council will strongly support development proposals that incorporate sustainable energy infrastructure. This includes DENs, DHNs, ultra-low and zero carbon CHPs, and renewable energy production which generates a surplus. Where these are proposed, the council will apply weight in favour of granting planning permission.</p> <p><u>6A.32</u> 6A.30 It is recognised that any large-scale proposals for renewable energy generation are likely to be located beyond the borough boundary. The council will, in principle, be supportive of such schemes</p>
	045	Paragraphs 6A.28 to 6A.31	

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>and will seek to work with neighbouring authorities, energy companies and developers to implement any necessary supporting infrastructure within the borough boundary.</p> <p><u>6A.33</u> 6A.34 The council also strongly encourages developers to incorporate IES in their proposals. These are combinations of technologies which allow for the monitoring and management of energy usage, similar to smart meters but with a far greater level of detail. IES therefore acts as a tool to help understand and then reduce energy usage.</p>
MM13	046 047	Policy CC5 Paragraphs 6A.32 to 6A.34	<p>Policy CC5: Carbon sinks</p> <p>Development proposals should not result in the loss or deterioration of significant carbon sinks. Development proposals which deliver net gains in carbon sequestration and storage through the enhancement of existing carbon sinks or the provision of new carbon sinks will be strongly supported.</p> <p>6A.32 A carbon sink is anything which absorbs more carbon dioxide from the atmosphere than it releases. In Stevenage, grasslands, wetlands and woodlands are significant carbon sinks.</p> <p>6A.33 Some carbon sinks are already afforded a degree of protection by other policies in this plan. The council is also in the process of identifying specific carbon sinks within the borough and may, in the longer term, provide these with specific protection. In the interim, the contribution made by all significant carbon sinks to mitigating climate change will be recognised and proposals resulting in their loss or deterioration will be resisted on this basis.</p> <p>6A.34 In contrast, proposals resulting in net gains in carbon sequestration and storage through the enhancement of existing carbon sinks or the provision of new carbon sinks will be strongly supported.</p>

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MM14	048	Policy CC6	Policy CC6-CC5: Green roofs
	049	Paragraphs 6A.35 to 6A.39 (two paragraphs marked as 6A.39 in error)	<p>Where appropriate, development proposals which incorporate green roofs, blue-green roofs, bio-solar roofs or green walls will be strongly supported.</p> <p><u>6A.34 In Stevenage, the majority of land is already developed, which means that opportunities to provide new green space at ground level are often limited, especially in the town centre. As a result, roofs and vertical surfaces can play an important role in delivering green space and associated environmental benefits without placing additional pressure on scarce land resources.</u></p> <p>6A.35 Green roofs, also referred to as living roofs or sedum roofs, are rooftops covered by vegetation in a multi-layered system comprising a waterproof membrane, a substrate or growing medium and (usually) a drainage layer. Green roofs have a wide variety of benefits, including:</p> <ul style="list-style-type: none"> • sequestering carbon dioxide from the atmosphere; • delaying or reducing surface water run-off; • naturally treating surface water run-off before it is discharged; • increasing biodiversity by acting as a habitat; • insulating buildings during colder months; • cooling buildings through evapotranspiration during warmer months; • reducing the heat island effect in built-up areas; and • acting as a form of sound insulation <p>6A.36 In recognition of these benefits, Policy CC6 provides strong support for developments incorporating green roofs. This includes green roofs which have been combined with other technologies to deliver additional benefits.</p> <p><u>6A.36 6A.37 Blue roofs are roofs which store rainwater where it falls and then gradually release it through flow restrictor outlets. Although green roofs also naturally store rainwater, their effectiveness as a SuDS feature is limited by the fact that once the substrate is saturated, there is no control over the rate of</u></p>

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			<p><u>discharge. Blue-green roofs, as the name suggests, combine the benefits of blue and green roofs by providing an additional attenuation layer below the substrate and planted surface of the roof, with discharge rates then controlled by flow restrictor outlets.</u></p> <p><u>6A.37 6A.38 Green roofs and blue-green roofs are also compatible with solar panels. When designed properly, so-called biosolar roofs can actually improve the effectiveness of both the green roof (by providing shade) and the solar panels (by providing cooling).</u></p> <p><u>6A.38 Green walls are vegetated vertical building surfaces, typically consisting of climbing plants grown directly against a wall or supported by trellises, cables or mesh systems, or modular living wall systems in which plants are rooted in panels fixed to the building and supplied with water and nutrients. Green walls share many of the benefits of green roofs, although they are typically more difficult to install and maintain.</u></p> <p><u>6A.39 In recognition of the benefits provided by these systems, Policy CC5 provides strong support for developments incorporating green roofs, blue-green roofs, bio-solar roofs or green walls, where it is appropriate to do so. Appropriateness will vary between development proposals and will depend on a number of factors, most importantly whether green roofs or walls will be an effective means of achieving environmental benefits given the nature of the proposal and site context. They are most likely to be suitable on larger roof areas and developments in town centre or other highly constrained locations where opportunities for ground-level landscaping are limited.</u></p> <p><u>6A.40 6A.39 Given the wide array of potential benefits in providing green roofs, the council will take a flexible approach to visual considerations when proposals incorporating green roofs are assessed. Buildings which incorporate green roofs are currently the exception rather than the rule and to facilitate more widespread adoption, some degree of divergence from established character is likely to be necessary. However, applicants should note that this does not necessarily entail greater acceptance of flat roof designs, since solutions for pitched green roofs are now widely available.</u></p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p><u>6A.41</u> 6A.39 Visual considerations will be of greater importance where a site is located in an especially sensitive location or where there would be additional related impacts, for example on heritage assets. It is expected that proposals involving listed buildings or within conservation areas will generally not utilise green roofs but the council will support them where they are incorporated sensitively.</p>
MM15	050 051	Policy CC7 Paragraphs 6A.56 to 6A.60	<p>Policy CC7-CC6: The green economy</p> <p><u>Where appropriate</u>, development proposals which demonstrate consistency with the principles of a circular economy will be strongly supported.</p> <p><u>Where appropriate</u>, development proposals involving the provision of new local green jobs during the construction or operational phases will be strongly supported.</p> <p>Development proposals involving the loss of existing allotments, orchards, gardens and food markets will be refused unless there is clear and convincing justification. Where appropriate, development proposals involving their the provision or enhancement <u>of existing allotments, orchards, gardens and food markets</u> will be strongly supported.</p> <p><u>6A.42</u> 6A.56 A circular economy is one where materials are retained in use at their highest value for as long as possible, with minimal residual waste. A move to a more circular economy will save resources, increase the resource efficiency of businesses and help to drive down greenhouse gas emissions. For these reasons, the council will support development proposals which demonstrate consistency with the principles of a circular economy by applying weight in favour of granting permission.</p> <p><u>6A.43</u> 6A.57 In practice, the adoption of circular economy principles in development will mean designing buildings to be adapted, reconstructed and deconstructed. This is to extend the life of buildings and allow for their materials to be salvaged for reuse or recycling. How site waste is dealt with during demolition and construction will also be a key consideration. To this end, it is expected that applications for major</p>

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			<p>development will be accompanied by a site waste management plan. <u>Stevenage is a densely developed, growth-focused New Town with limited land availability and rising pressures on infrastructure, materials, energy and waste services. Supporting the provision of green jobs through development aligns with both Local Plan objectives and the Council’s wider corporate commitments.</u></p> <p><u>6A.44 6A.58</u> The definition of “local green jobs” is provided in appendix D to this plan. Development proposals resulting in the provision of new local green jobs will be strongly supported by the council, particularly where the positions would be filled by Stevenage residents. <u>In Stevenage it is estimated that 899 green jobs will be required by 2030, rising to 1,552 by 2050. These jobs include low carbon electricity, low carbon heat, alternative fuels, energy efficiency, low carbon services, and low emission vehicles and infrastructure.</u></p> <p><u>6A.45 6A.59</u> Producing food sustainably will also be an important component of the transition to a green economy. Producing food locally will reduce the greenhouse gas emissions associated with its transportation and processing, as well as reducing food waste and generally providing better nutrition. For these reasons, proposals that would reduce the borough’s ability to produce its own food will be refused unless there is clear and convincing justification. This is likely to be limited to instances where it would deliver overriding benefits when assessed against the objectives of this plan as a whole. Conversely, proposals that would increase local food production in appropriate locations through the provision or enhancement of allotments, orchards and gardens will be strongly supported.</p> <p><u>6A.46 6A.60</u> Food that is grown locally also requires space to be sold locally. For this reason, the council will apply similar protections to food markets and will strongly support the provision or enhancement of food markets in appropriate locations.</p>

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MM16	063	Policy TC2	<p>Policy TC2: Southgate Park Major Opportunity Area</p> <p>Within the Southgate Park Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ul style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New multi-storey or basement car parking; c. New Use F.1/F.2 <u>public services</u> civic-hub; d. A linear park running east-west parallel to Six Hills Way; and e. A new primary school on the Eastgate car park <p>7.23 Stevenage's original police station, The Towers residential block and its associated car parking, the Southgate Health Centre, NHS Southgate West, the central library, the Borough Council's Southgate surface car park, Matalan and The Plaza are the current principal uses in this area. <u>The planning application for the SG1 development references a public services hub.</u></p>
MM17	064 065	Policy TC3 Paragraph 7.30	<p>Policy TC3: Centre West Major Opportunity Area</p> <p>Within the Centre West Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ul style="list-style-type: none"> a. High-density Use Class C3 residential units; b. <u>Appropriate uses for main town centres as defined in Annex 2 of the NPPE.</u> b. Replacement Use Class E(b) restaurant and cafe, E(d) indoor sport and recreation, and sui generis leisure, bar and entertainment uses; c. New multi-storey or basement car parking; 95 d. New Use Class E(g)(i) office premises;

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			<p>e. New de minimis (by volume) Use Class E(a) shop units sufficient to serve the day-to-day convenience retail needs of the residents of Centre West;</p> <p>f. A new Use Class C1 hotel, with ancillary conference facilities, close to the train station;</p> <p>c. A taxi rank; and</p> <p>d. A series of interlinked public squares and open spaces;</p> <p><u>7.30A For the purposes of Policy TC3, “Main Town Centre Uses” has the meaning given in Annex 2 to the NPPF December 2023.</u></p>
MM18	066	Policy TC4	Policy TC4: Station Gateway Major Opportunity Area
	067	Paragraph 7.36	Within the Station Gateway Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:
	068	Paragraph 7.38	<p>a. A regenerated train station;</p> <p>b. High-density Use Class C3 residential units;</p> <p>c. New Use Class E(g)(i) office premises;</p>
	069	Paragraphs 7.38A to 7.38F	<p>d. A new Use Class C1 hotel;</p> <p>e. New Use Class E(a) <u>retail</u> and Use Class E(b) restaurant and cafe uses; and</p> <p>f. New Use Class E(g)(ii) research and development.</p>
	070	Paragraph 7.39	<p>g. <u>Appropriate uses for a main town centre (as referenced in Annex 2 of the NPPF December 2023), including and not limited to, F1 Use Class.</u></p>
	071	Paragraphs 7.39A to 7.39E	<p><u>A comprehensive and deliverable developer led Strategic Masterplan for the entire allocation is to be prepared and agreed between the landowner/developer and the Council which should address the following design and land use principles</u> Applications should address the following design and land use principles:</p>

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			<ul style="list-style-type: none"> i. <u>High-quality gateway and arrival experience to create a positive image of Stevenage for all visitors.</u> ii. Major reconfiguration of Lytton Way between Fairlands Way and Six Hills Way to incorporate sustainable travel and improved connectivity in all forms of travel; iii. <u>The creation of</u> Creating an exemplar, low carbon “urban village” with climate change consideration in all developments; iv. Demolition of the Arts & Leisure Centre to facilitate better east-west integration and create new development sites in the environs of the train station; v. The provision of replacement sports and theatre facilities elsewhere within Stevenage Central; vi. A significantly regenerated and enlarged high quality dual-frontage train station with associated facilities; vii. New public squares and the inclusion of green infrastructure on the eastern and western frontages of the train station; viii. High-quality, mixed-use developments within <u>close to</u> short walking distance of the train station to unlock economic and employment opportunities; ix. Improved cycle connectivity and <u>short stay</u> parking plus drop-off space to specifically serve train customers; x. Celebrate the heritage of the town in the fabric, layout and design of the Station Gateway; xi. Establishment of an attractive east - west pedestrian route across the East Coast Main Line; <p><u>7.36A Any application as part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</u></p> <p><u>7.36B For clarity, the following terms are defined as they are used in this policy:</u></p>

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			<ul style="list-style-type: none"> • <u>Urban Village: “Urban village” refers to creating a mixed-use neighbourhood around the railway station — combining homes, workspaces, shops, leisure, and public spaces in a walkable, community focused environment.</u> • <u>Stevenage Central: Is defined as the <i>primary town centre area</i> — the shopping precincts, civic buildings, and surrounding public spaces.</u> • <u>Dual Frontage: A dual frontage train station means a station that has two main entrances or “front doors”, each facing different sides of the surrounding urban area. In the context of Policy TC4, this principle is about ensuring the station is not just enlarged and modernised, but also designed to connect both the town centre side and the opposite side of the railway tracks.</u> • <u>New Public Square: This term is used to describe an open, accessible urban space designed for people to gather, move through, and enjoy in terms of the station and beyond. Its purpose acts as a focal point for community life, events, and social interaction; examples include (and are not limited to) paved areas, seating, lighting, landscaping, and sometimes fountains or public art; the function in the Station Gateway is to create welcoming entrances on both sides of the station; provide space for people to meet, wait, or host community activities; and improve the station’s identity as a civic landmark, not just a transport hub.</u> <p><u>7.36C Creating an attractive, healthy and memorable Station Gateway area will lay the foundation for high-quality mixed-use development that maximises the station’s potential and benefits the wider town.</u></p> <p>7.36 The Station Gateway area currently comprises the 1970s train station, the Arts and Leisure Centre (including the Gordon Craig Theatre), a series of surface level car parks and the southern section of Lytton Way. The train station is one of the top three busiest stations in Hertfordshire, alongside St Albans and Watford Junction. To ensure that such facilities continue to meet local shopping needs we will consider removing Permitted Development rights and / or using legal agreements under Policy SP4 to retain any new units in E(a) <u>retail</u> use.</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>7.38B Since 2019, ongoing work has been commissioned to review the needs of the area. The Stevenage Station Gateway Area Action Plan (AAP) resulted from a holding direction placed on the Stevenage Borough Local Plan in 2017. This led to two rounds of consultation in 2021 and 2023 to review the vision and proposals for the area. <u>Work is ongoing to prepare a masterplan for the opportunity area. This will provide a clear, long-term vision that guides regeneration, sets development principles, and coordinates investment in housing, jobs, infrastructure, and public spaces. It will act as both a design framework and a delivery tool, ensuring that growth is sustainable, inclusive, and well-integrated. The AAP will no longer be pursued; the masterplan will utilise the work undertaken to date.</u></p> <p>7.38C Within this policy context, high-level policy <u>principles</u> objectives were developed which align with the Local Plan and national policy direction for the AAP to respond to. These include:</p> <ul style="list-style-type: none"> • A new gateway and arrival experience; • Creating an exemplar, low carbon “urban village”; • Sustainable travel considered throughout; • Mixed-use development to unlock economic opportunity; • Blue-green infrastructure in the public realm; • Climate change consideration in all development decisions; • Design of the highest architectural standards; • Celebrating the heritage of the town; and • Making the most of digital connectivity and high-speed broadband. <p>7.38D Climate change is one of the most important objectives for the AAP to respond to. The Council declared a climate emergency in June 2019 and reconfirmed a commitment to tackling climate change and its impacts by setting a target to ensure that Stevenage has net zero carbon emissions by 2030. Added to this, the Government has strategic targets to have net zero emissions by 2050. The Council has been proactive in producing a Climate Change Strategy and outlined a Climate Change Action Plan. Both</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>the Strategy and Action Plan are being updated to ensure that the Council's commitment to battling climate change is kept at the top of its priorities.</p> <p>7.38E The high level, strategic options proposed for the area included within the AAP will be strongly influenced by the masterplan for the SG1 development, which lies to the east and within the town centre. Connections to this development and connections through into the town square and central area will form the emerging physical context within which the AAP sits.</p> <p><u>7.38E 7.38F</u> The Station Gateway area of Stevenage is a key location for economic competitiveness. Other locations which are a similar time distance away from London terminals are seeing considerable commercial growth, for example Reading, Slough, Milton Keynes and Croydon. Stevenage is perfectly placed in terms of mobility, and already hosts major international companies in the Gunnels Wood Industrial Area as well as GlaxoSmithKline (GSK) to the south, a major pharmaceutical company</p> <p>7.39 A high quality major mixed-use redevelopment around the train station that addresses these concerns is necessary to meet the growing expectations of a rising population and the international business community located in the Borough. Such schemes will enable the station to have an improved concourse and booking facilities, easy and improved accessibility for all pedestrians, introduce a customer-focused retail offer of an appropriate scale, create two passenger-friendly faces (to the Central Core and to Centre West MOAs) and to have active ground floor frontages. Taxi and <u>short stay parking drop-off facilities</u> should be <u>considered</u> designed with the proposals set out in the AAP and provide connectivity with the bus station and multi-storey car park to meet the growing needs of train passengers.</p> <p><u>7.39A The Station Gateway Major Opportunity Area will serve as a catalyst for the transformation of Stevenage, delivering a modern, dual frontage station, high quality public realm, and a balanced mix of homes, jobs, and cultural facilities. Development proposals should demonstrate how they contribute to an exemplar low carbon "urban village," integrate sustainable travel, and celebrate the heritage of the town. By aligning with the Council's Strategies, schemes brought forward under this policy will not only meet the</u></p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p><u>immediate needs of rail users and residents but also secure long-term economic competitiveness, resilience, and a renewed identity for Stevenage as a thriving regional centre.</u></p> <p>The AAP, through two rounds of consultation, has set out 4 “high-level” options or scenarios for the area adjacent to Stevenage Railway Station incorporating the section of Lytton Way, between Swingate and Danesgate:</p> <ul style="list-style-type: none"> • Option 0 – Do nothing. • Option 1 – All traffic modes: reduces the central area of Lytton Way between Swingate and Danesgate to a single carriageway suitable for all modes of traffic. • Option 2 – Bus and Taxi only: reduces the central area of Lytton Way between Swingate and Danesgate to a single carriageway and restricts movement to buses and taxis only. • Option 3 – Pedestrianised Plaza: removes regular vehicle movement from the front of the station and Lytton Way ceases to be a through-route. An access through-route is retained for emergency vehicles needing to access and egress the station and immediate environs. <p>7.39B There were two proposed cycle path options in the AAP. Potential Layout 1 retains the existing cycle route, running alongside the railway line and at the extreme western edge of the AAP site boundary and adds a cycle route alongside Lytton Way. Potential Layout 2 removes the existing cycle route and replaces it with a cycle route alongside Lytton Way.</p> <p>7.39C The proposed reconfiguration of Lytton Way is a bold idea but the options look to flexibility. The Preferred Options AAP presented the preferred approach as Option 2, but with flexibility to progress to Option 1 or Option 3 as and when circumstances developed. Potential Layout 1 for the cycle path option was taken forward in the Preferred Options AAP, as the preferred cycle layout.</p> <p>7.39D All proposed options for the reconfiguration of Lytton Way have a set of core enhancements, primarily in the northern and southern zones of the AAP area, north of Swingate and south of Danesgate. Further details can be viewed within the Stevenage Station Gateway Area Action Plan: Preferred Options</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>Report (2023)⁶⁶;</p> <p>7.39E Creating an attractive, healthy, memorable and enjoyable place in the Station Gateway area will provide the seeds for high quality mixed-use development to come forward and make the most of the station area and contribute widely across the town.</p>
MM19	073 074	Policy TC5 Paragraph 7.43	<p>Policy TC5: Central Core Major Opportunity Area</p> <p>Within the Central Core Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ul style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New Use Class E(a), E(b) <u>as within Main Town Centres Uses as defined by the NPPF; and sui generis which will be assessed on a case-by-case for their impact on vitality, amenity, and sustainability shop, bar, restaurant and café uses.</u> c. New multi-storey or basement car parking; d. New Use Class E(g)(i) office premises; e. New Use Class F.1 and E(d) leisure, cultural and civic uses, including a replacement theatre and museum; and f. Signature public spaces <p>Applications should address the following design and land use principles:</p> <ul style="list-style-type: none"> i. A replacement bus station, closer to the train station; ii. A southern extension to the Westgate Centre, containing in the order of 4,700m² additional comparison floorspace, facing onto an enlarged Town Square; iii. A continuation of the east - west pedestrian route linking Town Square with the train station; iv. Continuing preservation and enhancement of the Town Square Conservation Area;

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			<ul style="list-style-type: none"> v. Provision will be made for new green space within an enlarged Town Square; vi. A new municipal theatre and art gallery on the north-eastern edge of the enlarged Town Square; vii. New development should include active ground floor frontages to principal streets; viii. The layout of new streets and squares should facilitate east-west pedestrian access and create sequential views and vistas between the train station and Town Square; ix. High quality development with landmark buildings in appropriate locations, including fronting onto Town Square; x. High-rise buildings; and xi. Heritage assessment and design work to preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting. <p><u>7.43A For the purposes of Policy TC5, “Main Town Centre Uses” has the meaning given in Annex 2 to the NPPF December 2023.</u></p> <p>7.43 The Central Core currently comprises the buildings surrounding Town Square, the Borough Council's Danestrete and Swingate offices, Mecca bingo, the magistrates courts, surface car parking and Use Class E(a) <u>retail</u> shops, E(c)(i) financial services and E(c)(ii) professional services uses. To ensure that such facilities continue to meet local shopping needs we will consider removing Permitted Development rights and / or using legal agreements under Policy SP4 to retain any new units in E(a) use.</p>

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MM20	075	Policy TC6	Policy TC6: Northgate Major Opportunity Area
	076	Paragraph 7.50	<p>Within the Northgate Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ul style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New Use Class E(g)(i) office premises; c. New Use Class E(a), E(b) <u>as within Main Town Centres Uses as defined by the NPPF and sui generis which will be assessed on a case-by-case for their impact on vitality, amenity, and sustainability shop, bar, restaurant and café uses.</u> d. Replacement Use Class E(a) major foodstore; e. New multi-storey or basement car parking; f. Replacement cycle and pedestrian footbridge between Ditchmore Lane and Swingate; and g. Signature public spaces. <p><u>7.50A For the purposes of Policy TC6, “Main Town Centre Uses” has the meaning given in Annex 2 to the NPPF December 2023.</u></p> <p>7.50 Northgate currently includes the Tesco Extra store and its associated large surface car park, servicing and filling station, together with the Saffron Ground office building. To ensure that such facilities continue to meet local shopping needs we will consider removing Permitted Development rights and / or using legal agreements under Policy SP4 to retain any new units in E(a) <u>retail</u> use.</p>

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MM21	077	Policy TC7	Policy TC7: Marshgate Major Opportunity Area Within the Marshgate Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for: <ul style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New Use Class F.1 and E(d) leisure, cultural and civic uses; c. New Use Class E(a), E(b) <u>as within Main Town Centres Uses as defined by the NPPF and sui generis which will be assessed on a case-by-case for their impact on vitality, amenity, and sustainability</u> shops, bar, restaurant and café uses. d. New multi-storey or basement car parking. Applications should address the following design and land use principles: <ul style="list-style-type: none"> i. Rejuvenation through new retail units and public realm improvements, including the northern underpass to Town Centre Gardens; ii. Replacement retail units at the eastern end of The Forum connecting to a new surface-level pedestrian crossing of St George's Way to link with the new leisure complex and Town Centre Gardens; iii. Active retail frontages along St George's Way to redefine the eastern edge of the Town iv. Centre; v. New high-density residential development along St George's Way, orientated to have views over Town Centre Gardens; vi. A new sports/swimming complex with an interactive frontage onto Town Centre Gardens; vii. Creation of a critical mass of uses and activities to stimulate greater day-to-day and event use of Town Centre Gardens; and viii. Heritage assessment and design work to preserve and enhance the significance of the Town Square Conservation Area and the contribution made by its setting.
	078	Paragraph 7.54	

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<u>7.54A For the purposes of Policy TC7, “Main Town Centre Uses” has the meaning given in Annex 2 to the NPPF December 2023.</u>
MM22	079	Policy TC8 New Paragraph 7.61A	<p>Policy TC8: Town Centre Shopping Area</p> <p>The spatial extent of the Town Centre Shopping Area (TCSA) is defined on the policies map. Within the TCSA, uses appropriate to a town centre <u>falling with the definition of ‘main town centre uses’ in NPPF Annex 2 glossary will be permitted</u> will be permitted at ground floor level, including Use Classes E and G1, as well as some other sui generis uses.</p> <p><u>7.61A The Town Square Conservation Area, which falls within Stevenage’s Town Centre Shopping Area (TCSA) — is located around the Clock Tower and Town Square. Heritage assets are worthy of protection in all cases where they would be affected by development, regardless of their location or the nature of the proposal. This is reflected in national policy and in Local Plan policies SP13 and (specifically for Conservation Areas) Policy NH10.</u></p>
MM23	081	Policy TC9	<p>Policy TC9: High Street Shopping Area</p> <p>The spatial extent of the High Street Shopping Area (HSSA) is defined on the policies map.</p> <p>Within the HSSA, planning permission for development of a scale appropriate to the High Street's location in the retail hierarchy and <u>falling within the definition of ‘main town centre use’ in the NPPF Annex 2 except for hot food takeaway uses</u> which falls into Use Classes E, G1, G3, F.1 or F.2 will be granted where it:</p>

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MM24	086	Paragraph 7.70	7.70 A site on Graveley Road, currently already in Class E(a) use as a garden centre, is identified to accommodate such a large store. The northern tip of the garden centre site lies in North Hertfordshire District: as it is outside of the Borough, this local plan cannot allocate that part of the site. Given the fact that there is no immediate need for additional floorspace, and allowing for construction and trading establishment, we will entertain a planning application for this store from 2018 onwards. This new store should not be trading before 2023. Although on the northern edge of the Borough, this store will be well located in respect of the new neighbourhood North of Stevenage (see Policy HO3). Also, there are no alternative sites capable of accommodating a store of the required size. In order to avoid potential adverse impacts upon the existing retail demand, this site will be re-examined at a full review to ensure existing and future need for convenience has been updated to reflect changes since the plan was adopted.
MM25	087	Paragraph 7.75	7.75 Because of the very significant quantum of out-of-centre comparison floorspace, and its adverse impact upon the vitality and viability of the Town Centre Shopping Area, the Borough Council will also resist any proposals to relax or remove conditions controlling the type of goods that can be sold from existing out-of-centre comparison units. In order to avoid potential adverse impacts upon the existing retail demand, this policy will be re-examined at a full review to ensure existing and future need for convenience has been updated to reflect changes since the plan was adopted.
MM26	090	Policy IT1	<p>Policy IT1: Strategic development access points</p> <p>The preferred vehicular access points to strategic development sites from the existing road network are shown on the policies map:</p> <ul style="list-style-type: none"> To land west of Stevenage via the existing road network at Bessemer Drive and Meadway; To land north of Stevenage from B197 North Road approximately 250 metres north of the junction with Granby Road;

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			<ul style="list-style-type: none"> • To land south-east of Stevenage from a new roundabout on the A602 approximately 200 metres east of the junction with Bragbury Lane; • To Stevenage Leisure Park from Argyle Way and Six Hills Way; and • To Stevenage town centre from reconfigured junctions between: <ul style="list-style-type: none"> ○ Fairlands Way and Lytton Way; and ○ Six Hills Way, Lytton Way and London Road <p>Planning permission will be granted where proposals demonstrate:</p> <ol style="list-style-type: none"> a. That these preferred access points have been incorporated into the scheme design; b. That new junctions adequately consider the needs of all users, including bus priority, and. <u>This includes, but is not limited to, pedestrians, cyclists, horse riders, mobility scooter users, wheelchair users, and other groups requiring safe and accessible movement. Development proposals should ensure that infrastructure improvements and design standards support inclusivity across this broad spectrum of users;</u> and c. For the development areas to the north and west of Stevenage, how they would integrate with any future phases of development beyond the Borough boundary. <p>Alternative access points and solutions will be permitted where they are demonstrably preferable in highway terms.</p>

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MM27	093 094	Policy IT4 Paragraph 8.26	<p>Policy IT4: Transport assessments and travel plans</p> <p>Planning permission will be granted where:</p> <ul style="list-style-type: none"> a. Development would not have an unacceptable <u>adverse</u> impact upon highway safety; b. Development reflects the principles of the Stevenage Mobility Strategy; 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 d. Developments exceeding the relevant thresholds are accompanied by an acceptable (green) travel plan. <p>8.26 The County Council, as highway authority, support the use of Transport Statements and Transport Assessments to assess the impact of new development upon the wider network as well as being a means to ascertain internal infrastructure needs. Guidance sets out the thresholds at which these are presently required <u>Highways Place and Movement Planning Design Guidance for Hertfordshire(HCC, 2024)</u>. Site-specific circumstances might result in an assessment or statement being requested for developments below these:</p>
MM28	098	Paragraph 9.2A	<p>9.2A The partial review and update of the local plan identifies a requirement for 4,956 homes to be built from 2024 to the end of the plan period in 2031. This figure represents the overall plan period target of 7,600 homes minus the net housing completions from 2011 to 2024.</p>
MM29	099	Paragraph 9.3	<p>9.3 Policy HO1 includes continues to include sufficient sites to meet the target, whilst also allowing for <u>some flexibility if any of these sites do not come forward. Sites have been allocated where we think at least five homes can be built.</u> A technical paper explains why this is the case.</p>

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MM30	100	Policy HO2	<p>Policy HO2: Stevenage West</p> <p>Land to the west of Stevenage, as defined by the policies 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 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> <ul style="list-style-type: none"> a. The applicant can demonstrate that development can be expanded beyond the Borough boundary in the future, into safeguarded land within North Hertfordshire; b. The development incorporates employment floorspace of 10,000m², in accordance with Policy EC1; c. Improvements to existing access routes across the A1(M), via Bessemer Drive and Meadway, are provided, which link effectively into the existing road, cycleway and pedestrian networks; d. The scheme is designed to encourage the use of sustainable modes of transport; e. An appropriate buffer to mitigate against noise impacts from A1(M) is included; f. At least 5% aspirational homes are provided in line with Policy HO9; g. Plots to accommodate at least 1% new homes are made available for self-build purposes; h. <u>30-40% affordable housing is provided in accordance with Policy HO7;</u> i. Provision for supported or sheltered housing is made in line with Policy HO10; j. A primary school is provided in line with the most up-to-date evidence of need; k. Local facilities to serve the community are incorporated, including a GP surgery, subject to demand; l. Sports facilities are provided on-site, in line with Policy HC8, including, but not limited to: <ul style="list-style-type: none"> i. A skate park or MUGA for children; and
	101	Paragraph 9.21A	

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>ii. Land to accommodate a new cricket facility;</p> <p>m. A full archaeological assessment is undertaken;</p> <p>n. A full flood risk assessment is undertaken;</p> <p>o. The scheme incorporates a network of green infrastructure, with an emphasis on high quality landscaping within and around the development to reduce the impact of the development on the surrounding greenfield / Green Belt land;</p> <p>p. Existing Public Rights of Way retained and incorporated, where possible;</p> <p>q. The impact of noise pollution from London Luton Airport is mitigated; and</p> <p>9.21A The partial review and update of the local plan introduces an uplift in the proportion of affordable houses required on greenfield sites. However, planning permission has already been granted for the Stevenage West site. For this reason, the affordable housing requirement for the Stevenage West site remains at the level set in the 2019 version of the plan i.e. 30%.</p>
MM31	102 104	Policy HO3 Paragraph 9.34A	<p>Policy HO3: North of Stevenage</p> <p>Land to the North of Stevenage, as defined by the policies map, is allocated for the development of approximately 800 dwellings.</p> <p>A Masterplan for the whole site will need to be submitted as part of an 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>a. The applicant can demonstrate that development can be expanded beyond the Borough boundary, and fully integrated with a wider, cross-boundary scheme;</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<ul style="list-style-type: none"> b. Satisfactory vehicular access is provided. At least two access points to and from the site will be required, which link effectively into the existing road, cycleway and pedestrian networks; c. The scheme is designed to encourage the use of sustainable modes of transport; d. At least 5% aspirational homes are provided in line with Policy HO9; e. Plots to accommodate at least 1% new homes are made available for self-build purposes; f. 30-40% affordable housing is provided <u>in accordance with Policy HO7</u>; g. Provision for supported or sheltered housing is made in line with Policy HO10; h. Local facilities to serve the community are incorporated, including a GP surgery, subject to demand; i. A primary school is provided in line with the most up-to-date evidence of need; j. A skate park or MUGA for children is provided on-site; k. A full archaeological assessment is undertaken; l. A full flood risk assessment is undertaken; m. The proposal seeks to preserve or enhance the conservation area, including the setting of adjacent listed buildings. The following mitigation measures should be incorporated; <ul style="list-style-type: none"> i. As much of the requirement for aspirational homes (criteria d) as possible should be met on the part of the site that lies within the conservation area. Development within this area should also be heavily landscaped to reduce the visual impact of development; ii. Existing hedgerows should be maintained and additional screening implemented to reduce the visual impact of the development; iii. Tall buildings will not be permitted. Building heights will be a maximum of two storeys within the eastern part of the site; iv. No vehicular access to the site will be permitted from the east of the site, across the open fields; v. Existing Public Rights of Way are retained and designed into the development, where possible, and diverted where necessary; and

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			<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> <p>n. The scheme incorporates a network of green infrastructure, with an emphasis on high quality landscaping within and around the development to reduce the impact of the development on the surrounding greenfield / Green Belt land;</p> <p>o. An appropriate buffer around existing power lines is incorporated; and</p> <p>p. Electric car charging points are provided at an easily accessible location within the site</p> <p>As part of any development proposal, we will require the open space to the east of the boundary to be retained as such, either via a Legal Agreement or through the transfer of land to the Borough Council.</p> <p>9.34A The partial review and update of the local plan introduces an uplift in the proportion of affordable houses required on greenfield sites. However, planning permission has already been granted for the North of Stevenage site. For this reason, the affordable housing requirement for the North of Stevenage site remains at the level set in the 2019 version of the plan i.e. 30%.</p>
MM32	111	<p>Policy HO10</p> <p>New Paragraph 9.85A</p>	<p>Policy HO10: Sheltered and supported housing</p> <p>Planning permission for sheltered and supported housing schemes will be <u>supported</u> granted where they comply with other relevant policies in this plan.</p> <p>On large developments in excess of 200 units, an element of sheltered or supported accommodation within use classes C3 should be provided where practicable as part of the general housing mix requirements of Policy HO9. The new neighbourhoods to the north and west of Stevenage should additionally include an element of accommodation in use class C2 as part of a comprehensive offer.</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>Schemes that would result in a net loss of sheltered or supported housing will not normally be permitted.</p> <p><u>9.85A The council will apply Policy HO10 to decisions on planning applications flexibly. This will include instances where doing so would not be technically feasible, would not be financially viable, or would otherwise compromise the delivery of sustainable development.</u></p>
MM33	113 115 117	Policy HO11 Paragraph 9.87A to 9.87E Paragraph 9.89	<p>Policy HO11: Accessible and adaptable housing</p> <p>At least 10% of dwellings within major residential developments to which Part M of the Building Regulations applies should comply with optional standard M4(3)(2)(b) for wheelchair user dwellings, with a further 40% complying with optional standard M4(2) for accessible and adaptable dwellings.</p> <p><u>The Council will apply Policy HO11 to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate to provide M4(2) or M4(3) dwellings.</u></p> <p>Minor residential developments which meet these standards will be strongly supported.</p> <p>9.87A <u>Building Regulation M4(1) is mandatory for all new dwellings unless a planning condition requires compliance with one of the optional requirements M4(2) or M4(3). Where requirement M4(3) applies, a dwelling may either be designed to be readily adapted to the needs of a wheelchair user or designed to meet the needs of a wheelchair user from the outset. The former is known as a 'wheelchair adaptable' dwelling and conforms to requirement M4(3)(2)(a), while the latter is known as a 'wheelchair accessible' dwelling and conforms to requirement M4(3)(2)(b). Where no specific requirement is specified, the requirement defaults to a M4(3)(2)(a) wheelchair adaptable dwelling.</u></p> <p>9.87D Taking all of this evidence into account, Policy HO11 requires at least 10% of new dwellings within major residential developments to comply with optional requirement M4(3)(2)(b) and a further 40% to</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>comply with optional requirement M4(2), <u>where appropriate</u>. This applies to major developments which are entirely residential and major mixed-use developments which include a residential component.</p> <p>9.87E <u>The council will apply Policy HO11 to decisions on planning applications flexibly, in recognition of the fact that it may not always be appropriate to provide M4(2) or M4(3) dwellings. This will include instances where providing step-free access would not be technically feasible, would not be financially viable, or would otherwise compromise the delivery of sustainable development. All such developments should ensure the targets set by Policy HO11 are met unless there are clear and convincing reasons as to why it would be inappropriate. This may include practical difficulties, for example in converting existing buildings, or instances where compliance with the targets would compromise other Local Plan objectives, for example the delivery of affordable housing. In these circumstances, a revised requirement will be negotiated having regard to site-specific circumstances.</u></p> <p>9.89 Compliance with the standard will ultimately be assessed through the Building Regulations process. However, any preceding planning application should clearly set out the extent of intended compliance.</p>
MM34	119 120	Policy HO14 Paragraph 9.98A	<p>Policy HO14: Houses in Multiple Occupation</p> <p><u>Proposals for new HMOs and extensions to existing HMOs that require planning permission (C4 or sui generis) will be supported where effective measures are proposed to mitigate any significant adverse effect on the living or working conditions of those living or working nearby or on highway safety. To achieve this, developers are expected to ensure:</u></p> <p>a. <u>Off street parking and manoeuvring space is provided to meet the Council's Standards or, if on-street parking is necessary, it would not result in unacceptable congestion in the surrounding area, would not prejudice highway safety; and does not materially reduce the availability of existing on-street parking.</u></p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p>b. <u>Appropriate provision for secure cycle parking is made in accordance with the Council's Standards;</u></p> <p>c. <u>Sufficient space is made available for storage provision for waste / recycling appropriate to the number of occupants in a suitable enclosure within the curtilage of the property.</u></p> <p>d. <u>Any external alterations or physical extensions to HMO's meet the requirements of Policy GD1 and the Council's Design Standards. As contained within the Stevenage Design Guide Supplementary Planning Document.</u></p> <p><u>Planning permission will be granted for new similar (use class C4) and larger (sui generis) houses in multiple occupation where the proposed scheme would have an acceptable impact on housing supply and comply with other relevant policies in the plan.</u></p> <p>9.98A Houses in Multiple Occupation (HMOs) can serve an important purpose within the housing market, fulfilling a need for low-cost accommodation when self-contained affordable houses or flats are <u>unavailable</u>. A house in multiple occupation (HMO) is a house occupied by two or more separate households who share basic amenities such as cooking and washing facilities. For planning purposes, there are two types of HMO: 'smaller HMOs', which house up to and including six residents and fall within use class C4; and 'larger HMOs', which house more than six residents and are sui generis.</p>
MM35	124	Policy GD2	<p>Policy GD2: Design certification</p> <p><u>The Council will support developments that are designed to achieve high levels of certification against nationally and internationally recognised sustainability standards. This includes but is not limited to:</u></p> <p>Development proposals which demonstrate that they have been designed to achieve a rating of excellent or higher against the a relevant BREEAM standard;</p> <p>Development proposals which demonstrate that they have been designed to achieve the Secured by Design silver award or higher;</p>

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			And Residential development proposals which demonstrate that they have been designed to achieve the BRE Home Quality Mark will also be strongly supported.
MM36	137	Policy FP1	<p>13 Flooding, <u>drainage</u> and pollution</p> <p>Water management and flood risk</p> <p>Policy FP1: Sustainable drainage</p> <p>All major and minor development proposals <u>should utilise</u> sustainable drainage systems (SuDS) <u>unless it is demonstrated that their use would be impracticable unless there are clear and convincing reasons for not doing so. Development proposals involving SuDS should be supported by an appropriate SuDS strategy which demonstrates how principles a to e below will be complied with. Where relevant, this should include evidence of agreement to the proposed discharge rates with the appropriate statutory undertaker.</u></p> <p>SuDS proposals <u>should</u> must:</p> <ol style="list-style-type: none"> be designed to ensure that peak discharge rates from the site will not increase; on greenfield sites, achieve greenfield run-off rates; on brownfield sites, aim to achieve greenfield run-off rates; be designed in accordance with the surface water disposal hierarchy, as shown in Table 4; and be designed in accordance with the SuDS hierarchy, as shown in Table 5 below. <p>Proposals reliant on surface water discharge to the foul network will be refused unless it can be shown to be unavoidable.</p>

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			<p>Proposals reliant on underground attenuation features or impervious hard surfaces will be refused unless their use can be shown to be unavoidable.</p> <p>At the application stage, development proposals involving SuDS must, as a minimum, be supported by a SuDS strategy which demonstrates how the above principles will be complied with. Where relevant, this must include evidence of agreement to the proposed discharge rates by the appropriate statutory undertaker.</p> <p>Post-permission, conditions will be used to secure the final detailed design of the drainage system and measures for management and maintenance.</p>
MM37	141	Policy FP2	<p>Policy FP2: Flood risk management</p> <p>All development proposals will be assessed <u>against national planning policies for flood risk and should must:</u></p> <ul style="list-style-type: none"> a. <u>Appropriately protect the integrity of adjacent flood defences and allow sufficient space for access, maintenance, future upgrades and new flood defence schemes;</u> b. <u>Provide an appropriate undeveloped buffer zone from the top of the bank of any adjacent main rivers or ordinary watercourses; and</u> c. <u>Unless impracticable, provide for the re-naturalisation of any on-site culverted watercourses;</u> <p>a. Ensure that flood risk, whether on-site or elsewhere, is not increased and is reduced where appropriate, taking into account the future impacts of climate change;</p> <p>b. Where appropriate¹¹⁹, be supported by a site-specific flood risk assessment at the application stage;</p> <p>c. Pass the sequential and exception tests, as required¹²⁰, and then apply the sequential approach to site layout;</p> <p>d. Preserve the functional floodplain, also known as Flood Zone 3b;</p>

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			<p>e. Protect the integrity of adjacent flood defences and allow sufficient space for access, maintenance, future upgrades and new flood defence schemes;</p> <p>f. Provide an 8m undeveloped buffer zone from the top of the bank of any adjacent main rivers;</p> <p>g. Provide a 3m undeveloped buffer zone from the top of the bank of any adjacent ordinary watercourses;</p> <p>h. Provide for the re-naturalisation of any on-site culverted watercourses;</p> <p>i. Where appropriate, provide flood warning and evacuation plans; and</p> <p>j. Be appropriately flood resistant and resilient.</p>
MM38	149	Policy NH5a	<p>Policy NH5a: Trees and woodland</p> <p><u>Proposals which affect, or are likely to affect, existing trees, will require an arboricultural report. Existing trees must be protected and retained where possible, and sensitively incorporated into developments.</u></p> <p><u>Planning permission for proposals where the loss of trees is demonstrated to be unavoidable will be granted where:</u></p> <p>a. <u>Sufficient land is reserved for appropriate replacement planting and landscaping;</u></p> <p>b. <u>Replacement trees or planting are provided which are:</u></p> <p><u>i. Of equal or better quality than the trees which are lost</u></p> <p><u>ii. Sensitively incorporated into the development; and</u></p> <p><u>iii. Where appropriate, locally native species of similar maturity; and</u></p> <p>c. <u>In the case of a loss of woodland:</u></p> <p><u>i. It can be demonstrated that any adverse affects can be satisfactorily mitigated;</u></p> <p><u>ii. The need for the use of the site outweighs the amenity of the woodland; or</u></p>
	150	Policy NH5b	
	151	Paragraph 14.32	
	152	Paragraphs 14.32A to 14.32E	
	153	Paragraph 14.33	
	154	Paragraph 14.34	

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3																	
	155	Paragraphs 14.34A to 14.34C	<p>iii. <u>It can be demonstrated that there would be a net gain in the quality of any remaining woodland through the enhancement of the recreational, amenity, landscape and/or nature conservation value of the remaining woodland and that there would be provision for its improved long-term management.</u></p> <p>All development proposals which involve works to, or within the vicinity of, existing trees or woodland must be accompanied by an arboricultural impact assessment (AIA) at the application stage.</p> <p><u>Individual trees</u> Development proposals resulting in harm to the health or longevity of existing individual trees which are worthy of retention will be refused unless:</p> <p>a. The harm is demonstrated to be unavoidable;</p> <p>b. Replacement trees would be planted in accordance with Table 6 below; and</p> <p>c. Any replacement trees would be of an appropriate size and species, and planted in an appropriate location.</p> <p>Post-permission, conditions will be used to secure any replacement planting and safeguard any retained trees.</p> <table><tr><th colspan="2">Trees Felled</th><th rowspan="2">Replacements</th></tr><tr><th>Category</th><th>Diameter at Breast Height</th></tr><tr><td>Small</td><td>Less than or equal to 30cm</td><td>2</td></tr><tr><td>Medium</td><td>Greater than 30cm and less than or equal to 60cm</td><td>5</td></tr><tr><td>Large</td><td>Greater than 60cm and less than or equal to 90cm</td><td>10</td></tr><tr><td>Very Large</td><td>Greater than 90cm</td><td>21</td></tr></table>	Trees Felled		Replacements	Category	Diameter at Breast Height	Small	Less than or equal to 30cm	2	Medium	Greater than 30cm and less than or equal to 60cm	5	Large	Greater than 60cm and less than or equal to 90cm	10	Very Large	Greater than 90cm	21
Trees Felled		Replacements																		
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Table 6 – Individual tree replacement standard

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p><u>Woodland</u> Development proposals resulting in the loss or deterioration of existing woodland will be refused unless:</p> <ul style="list-style-type: none"> a. There are exceptional reasons which justify the loss or deterioration; b. Replacement habitat would be provided in accordance with the statutory biodiversity metric; c. Following replacement, there would be no net-loss of woodland by area; and d. Appropriate measures are proposed for the long-term management of any replacement woodland. <p>Post-permission, the planting and management of any replacement woodland will be secured by conditions or legal agreement.</p> <p><u>Ancient and veteran trees</u> Development proposals resulting in the loss or deterioration of ancient or veteran trees will be refused unless:</p> <ul style="list-style-type: none"> a. There are wholly exceptional reasons which justify the loss or deterioration; and b. A suitable compensation strategy exists. <p>Post-permission, any compensation will be secured by conditions or legal agreement.</p> <p><u>Arboricultural offsetting</u> Replacement trees or woodland must be provided on-site unless there are clear and convincing reasons for not doing so. Where it is satisfactorily demonstrated that a development proposal cannot fully provide the necessary replacement planting on-site, any shortfall must be offset by either:</p> <ul style="list-style-type: none"> a. A cash in lieu contribution to the Council; or b. An alternative off-site proposal, where this has already been identified and delivery is certain. <p>The acceptability of option (b) will be subject to agreement with the Council and will be considered on a case-by-case basis.</p>

MM Ref	CD3 Ref	Policy / Paragraph of the Adopted Plan	Proposed Main Modification to the changes proposed in CD3
			<p><u>14.31 Significant areas of woodland were retained by the masterplans for the New Town to help create an attractive environment within Stevenage. Many of these areas are protected, either in their own right as Principal Open Spaces and wildlife sites (see Policies NH1 and NH2) or as part of the network of Green Links and Green Corridors identified across the town (see Policies NH3 and NH4).</u></p> <p><u>14.32 However, it is important that all woodlands and trees of amenity value are retained where this is practicable and desirable. An arboricultural report will be required where trees are to be affected. This should provide details about the location and characteristics of existing trees and clearly indicate which are to be removed or retained.</u></p> <p><u>14.33 Without sensitive planning, mature trees can be permanently damaged during construction or create long-term problems for the occupiers of new developments such as shade, storm damage and subsidence. Where new planting takes place, trees may not mature and achieve a similar canopy, ground cover or ecological value if inappropriate species or techniques are used.</u></p> <p><u>14.34 Tree Preservation Orders (TPOs) are used to protect important specimens. Consent is required to fell or carry out any tree surgery work on a TPO'd tree. Where individual trees, groups of trees or woodlands of particular value are under threat, the Council will consider making new TPOs. In considering TPO applications, the Council will have regard to expert advice, relevant British Standards and any other appropriate information.</u></p> <p>Policy NH5b: Tree-lined streets</p> <p>Development proposals involving the creation of new streets must ensure that those streets are tree-lined unless there are clear, justifiable and compelling reasons why this would be inappropriate.</p>

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			<p>14.31—Significant areas of woodland were retained by the masterplans for the New Town to help create an attractive environment within Stevenage. Many of these areas are protected, either in their own right as Principal Open Spaces and wildlife sites (see Policies NH1 and NH2) or as part of the network of Green Links and Green Corridors identified across the town (see Policies NH3 and NH4).</p> <p>14.32—However, it is important that all woodlands and trees of amenity value are retained where this is practicable and desirable. An arboricultural method statement will be required where trees are to be affected. This should provide details about the location and characteristics of existing trees and clearly indicate which are to be removed or retained.</p> <p>14.32A Where it is proposed to fell individual trees, they should be replaced in accordance with Table 6. This tree replacement standard has been informed by the statutory biodiversity net gain (BNG) provisions insofar as the value of the existing tree is determined by its diameter at breast height (1.3 metres above ground level) and the number of replacements is equal to the number of small replacement trees required to achieve a 10% net gain according to the statutory metric.</p> <p>14.32B For applications subject to the statutory BNG provisions, Policy NH5a will effectively act as an additional trading rule, requiring that individual trees be replaced by individual trees. In all other cases, the policy will operate as an independent standard.</p> <p>14.32C Where replacement planting takes place, trees may not mature and achieve a similar canopy, ground cover or ecological value if inappropriate species or techniques are used. For these reasons, the acceptability of the size, species and location of replacement trees will be assessed on a case-by-case basis.</p> <p>14.32D The loss or deterioration of existing woodland should only take place where it is justified by exceptional reasons. In this context, “exceptional reasons” should be understood to mean instances where the proposed development is of an unusual nature, where the public benefits of the proposal would</p>

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			<p>outweigh the harm caused by the loss of woodland, and where there is no reasonable and viable alternative to the loss or deterioration. Most residential development¹ will fail these tests and the council expects that the loss or deterioration of woodland will usually only be justified by proposals for public service infrastructure.</p> <p>14.32E The loss or deterioration of ancient or veteran trees should only take place where it is justified by wholly exceptional reasons. Here, “wholly exceptional reasons” should be understood to mean instances where refusal of the application would be very obviously contrary to the objectives of this plan when read as a whole.</p> <p>14.34 Tree Preservation Orders (TPOs) are used to protect important specimens. Consent is required to fell or carry out any tree surgery work on a TPO tree. Where individual trees, groups of trees or woodlands of particular value are under threat, the Council will consider making new TPOs. In considering TPO applications, the Council will have regard to expert advice, relevant British Standards and any other appropriate information.</p> <p>14.34A The NPPF requires new streets to be tree-lined unless there are clear, justifiable and compelling reasons why this would be inappropriate. This is reflected in Policy NH5b.</p> <p>14.34B In applying Policy NH5b, the council will be particularly mindful of the need to ensure that new trees are of an appropriate species and planted using appropriate techniques. When implemented poorly, tree-lined streets can discourage active travel and their other benefits (air quality, shelter, biodiversity, among others) can be significantly diminished.</p> <p>14.34C For these reasons, tree planting for new streets should be designed with regard to the width of the adjacent foot and cycleways, and the need to provide adequate cover whilst allowing pollution to disperse</p>

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			through the canopy. Trees that are fast growing, thorny, or with destructive root systems or delicate leaves should be avoided. In some instances, it may also be necessary to provide separate lighting for pedestrians and cyclists.
MM39	157 159	Paragraph 15.2 Paragraph 15.10 (table)	<p>15.2 It is a key test of local plans that they are deliverable. The Local Plan is supported by a wide-ranging evidence base which demonstrates how and when the sites and proposals in this plan can be brought forward. Our Strategic Land Availability Assessments (SLAA) for both housing and employment demonstrate commitment from relevant landowners to ensure their sites are delivered. The IDP examines the cumulative impacts of providing 7,600 homes over the plan period (4,956 homes between 2024 and 2031) and identifies a series of interventions.</p> <p>At least 7,600 new homes to be completed 2011-2031 (4,956 homes between 2024 and 2031)</p>
MM40	160	Appendix D: Glossary	<p>Active travel: Everyday journeys made by walking, wheeling (wheelchairs, scooters, adapted cycles), or cycling, aiming to make these low-carbon, healthy, and efficient transport choices for shorter trips, reducing car use and improving public health, air quality, and street life.</p> <p>Major Development: Major development has the meaning given in Annex 2 to the NPPF December 2023. Householder and minor development are excluded from this definition.</p> <p>Whole Life Carbon: Whole life carbon refers to the carbon impacts over the entire cycle of a built asset, from its construction through to its end of life. A whole life carbon assessment (WLCA) is the calculation and reporting of the quantity of carbon impacts expected throughout all life cycle stages of a project. It also includes an assessment of the potential benefits and loads occurring beyond the system boundary. https://www.rics.org/content/dam/ricsglobal/documents/standards/%20Whole_life_carbon_assessment_PS_Sept23.pdf</p>

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Footnotes			
MM7	029	Paragraph 5.68	<p>(Footnote 30)</p> <p>Our previous SHMA (DCA, 2013) said 575 affordable homes were required each year. The latest SHMA suggests that our Objectively Assessed Needs should contain a 10% uplift in response to market signals and affordable housing needs. These extra homes would equate to a 14% uplift.</p>
MM7	029	Paragraph 5.68	<p>(Footnote 31)</p> <p>The 2012-based household projections (DCLG, 2015) suggest 7,700 households will form over the plan period. Although the evidence suggests our housing requirements should be calculated in a slightly different way, we think it is also important to aim towards this higher number.</p>
MM7	031	Paragraphs 5.73 to 5.76	<p>(Footnote 35)</p> <p>Strategic Land Availability Assessment: Housing. Update 2015</p>
MM7	031	Paragraphs 5.73 to 5.76	<p>(Footnote 37)</p> <p>Excludes some schemes that we know are unlikely to come forward in their current form, to avoid double-counting.</p>
MM7	031	Paragraphs 5.73 to 5.76	<p>(Footnote 38)</p> <p>Housing Technical Paper (SBC, 2015)</p>

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MM15	051	Paragraphs 6A.56 to 6A.60	(New Footnote) The Council's wider corporate commitments sit under its "transforming our town" priority regarding enterprise and skills (link: https://www.stevenage.gov.uk/about-the-council/plans-and-performance/corporate-plan-making-stevenage-even-better-2024-2027).
MM15	051	Paragraphs 6A.56 to 6A.60	(New Footnote) These figures are modelled estimates provided through the Local Government Inform Service (https://lginform.local.gov.uk/reports/view/lga-research/estimated-total-number-of-direct-jobs-in-low-carbon-and-renewable-energy-sector?mod-area=E07000243&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup)
MM27	094	Paragraph 8.26	(New Footnote) https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide