

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

ID	Position	Text
001	After 1.7	<p data-bbox="488 384 1391 416"><u>Why have we carried out a partial review and update of the plan?</u></p> <p data-bbox="488 453 1966 549"><u>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></p> <p data-bbox="488 587 2029 651"><u>1.7B 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:</u></p> <ul data-bbox="546 689 2022 1002" style="list-style-type: none"> <li data-bbox="546 689 2022 785">• <u>Climate Change:</u> 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. <li data-bbox="546 794 1984 858">• <u>Station Gateway:</u> The detailed policy for the Station Gateway Major Opportunity Area has been updated to reflect the Station Gateway Area Action Plan. <li data-bbox="546 868 1957 932">• <u>Housing:</u> The requirements for accessible and adaptable housing have been updated to reflect the latest evidence of need. <li data-bbox="546 941 2022 1002">• <u>Use Classes:</u> Changes have been made throughout the plan to reflect the changes to the Use Classes Order, which came into effect in 2020.
002	After 2.13	<p data-bbox="488 1038 837 1070"><u>Geography and population</u></p> <ul data-bbox="537 1109 2018 1348" style="list-style-type: none"> <li data-bbox="537 1109 2018 1173">• Stevenage Borough is ‘underbounded’ and surrounded by Green Belt. The urban area already extends beyond the local authority boundary. <li data-bbox="537 1182 1944 1246">• There are not the types or amount of brownfield land to build on that you might find in other areas. This is because most of the town was built in the last 50 years. <li data-bbox="537 1256 1850 1287">• <u>Stevenage population projections show an increase in the older population during the plan period.</u> <li data-bbox="537 1297 1899 1348">• Stevenage is the most deprived local authority area in Hertfordshire. There are some areas of serious deprivation, particularly in the Bedwell neighbourhood.

003	3.14	3.14 Our evidence shows that the whole of Stevenage is located within a single functional HMA. This stretches from Welwyn Garden City in the south to Sandy in the north and broadly follows the A1(M) / A1 corridor. It ranges from the edges of Luton in the west to Royston in the east. The HMA covers the significant majority of North Hertfordshire's administrative area, smaller parts of Welwyn Hatfield, Central Bedfordshire and East Hertfordshire and a miminal minimal area within South Cambridgeshire. This functional HMA has a population of around 350,000. This area is shown green in the map on the previous page.															
004	Before 3.30	<table border="1" data-bbox="490 467 1688 778"> <thead> <tr> <th data-bbox="499 467 891 504">Healthy Economy</th> <th data-bbox="891 467 1290 504">Healthy Communities</th> <th data-bbox="1290 467 1688 504">Healthy People</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 504 891 571">Improve the local economy and housing</td> <td data-bbox="891 504 1290 571">Encourage healthy lifestyle choices</td> <td data-bbox="1290 504 1688 571">Ensure clean and green spaces</td> </tr> <tr> <td data-bbox="499 571 891 639">Increase skills and employability</td> <td data-bbox="891 571 1290 639">Support good mental health</td> <td data-bbox="1290 571 1688 639">Help people feel safe</td> </tr> <tr> <td data-bbox="499 639 891 708">Help residents manage their money</td> <td data-bbox="891 639 1290 708"></td> <td data-bbox="1290 639 1688 708">Support and encourage volunteering</td> </tr> <tr> <td data-bbox="499 708 891 778">Understand and address child proverty poverty</td> <td data-bbox="891 708 1290 778"></td> <td data-bbox="1290 708 1688 778">Support healthy ageing</td> </tr> </tbody> </table>	Healthy Economy	Healthy Communities	Healthy People	Improve the local economy and housing	Encourage healthy lifestyle choices	Ensure clean and green spaces	Increase skills and employability	Support good mental health	Help people feel safe	Help residents manage their money		Support and encourage volunteering	Understand and address child proverty poverty		Support healthy ageing
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005	3.37	3.37 As set out above, the North Hertfordshire Local Plan and East Hertfordshire District Plan will be of particular relevance due the to the 'underbounded' nature of the Borough and the potential for these authorities to include proposals around the edge of the existing town.															
006	3.40	3.40 Finally, relevant European directives and requirements need to be incorporated. Of particular relevance to this Plan is the Water Framework Directive , which seeks to improve the quality of all water bodies as well as those directives relating the to the protection of key species and the environmental assessment of relevant plans and strategies.															
007	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.															
008	Policy SP1	<p>Sustainable development</p> <p>Policy SP1: Presumption in favour of sustainable development</p>															

~~When considering development proposals, we will take a positive approach that reflects a presumption in favour of sustainable development.~~

~~We will work proactively with applicants to find solutions that will allow proposals to be approved where possible. We will secure development that improves social, environmental and economic conditions in the area.~~

~~We will permit planning applications that accord with the policies in this Local Plan and, where relevant, any Neighbourhood Plans unless material considerations indicate otherwise.~~

~~Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, we will grant permission unless material considerations indicate otherwise. In these cases we will take into account whether:~~

- ~~a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF, or any other relevant planning guidance issued by the Government, taken as a whole; or~~
- ~~b. Specific policies in that guidance indicate that permission should be refused or development should be restricted.~~

Climate Change

Policy SP1: Climate Change

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 carbon, 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.

We will:

- a. apply emission reduction targets to 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;

		<ul style="list-style-type: none"> b. <u>require developments to prioritise active travel and public transport by providing the infrastructure necessary to maximise their use;</u> c. <u>ensure that any on-site shortfall against emission reduction targets is offset by an alternative off-site proposal;</u> d. <u>apply water usage targets to developments, seek rainwater harvesting and grey water recycling, and encourage water neutrality;</u> e. <u>encourage the sustainable use of all other resources throughout the development life-cycle;</u> f. <u>support the use of decentralised energy networks, district heat networks, and intelligent energy systems in developments;</u> g. <u>support the use of ultra-low and zero carbon combined heat and power systems in developments;</u> h. <u>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;</u> i. <u>protect the borough's significant carbon sinks, support the creation of new carbon sinks, and encourage developments to deliver net gains in carbon sequestration;</u> j. <u>encourage urban greening, particularly through the use of green roofs and walls;</u> k. <u>promote a green economy through the provision of local green jobs, local food production, and supporting the principles of a circular economy;</u> l. <u>ensure site waste is disposed of as sustainably as possible; and</u> m. <u>work collaboratively with neighbouring authorities to exploit cross-boundary opportunities to mitigate and adapt to climate change.</u>
009	5.1 to 5.4	<p>5.1 'Sustainable Development' is a phrase that has been widely used since the 1980s. It means making economic progress while also looking after our social and environmental needs. It also means not using, or permanently removing, too many of the resources that future generations may need.</p> <p>5.2 The Government wants to make sure that the planning system helps the country as a whole to achieve sustainable development. Planning has a vital role to play. It determines how many homes will be built, the types of employment opportunities that are provided and which open spaces and habitats are protected from development.</p> <p>5.3 We have a legal duty to contribute towards sustainable development through our plans¹². This means getting the balance right between:</p> <ul style="list-style-type: none"> • Our economic role in supporting a strong economy; • Our social role in providing necessary housing and services; and • Our environmental role in protecting and enhancing the natural, built and historic environment.

		<p>5.4 The Borough Council fully supports the concept of Sustainable Development. Policy SP1 is a 'model policy' previously published by The Planning Inspectorate that is included as standard in all Local Plans. It shows how we will work to meet the requirements of Government policy. We will take a positive approach that ensures we continue to permit the significant majority of planning applications for new development.</p>
010	After Policy SP1	<p><u>5.1A Climate change refers to long-term changes in temperatures and weather patterns. Such changes occur naturally but for the last 200 years, human activity has been the main driver of climate change, primarily due to the burning of fossil fuels.</u></p> <p><u>5.1B The average temperature of Earth's surface is now roughly 1.2°C warmer than it was before the industrial revolution, which is warmer than at any time in the last 100,000 years. 2011 to 2020 was the warmest decade on record and each of the last four decades has been warmer than any previous decade since 1850¹².</u></p> <p><u>5.1C The UK has warmed by at least 1°C since the 1950s. Temperatures reached 34°C seven times between 2011 and 2020, which is as many times as in the preceding 50 years between 1961 and 2010. A new record high temperature of 40.3°C was reached in the summer of 2023, beating the previous record set only three years before that in 2019. Six of the ten wettest years on record have occurred since 1998¹³.</u></p> <p><u>5.1D Climate change is placed at the forefront of this plan in recognition of the serious and immediate challenge it presents. Policy SP1 sets out the council's strategic approach to mitigating and adapting to climate change.</u></p> <p><u>5.1E Mitigating climate change means reducing the flow of greenhouse gasses into the atmosphere in order to limit further warming. Under the Paris Agreement, the UK has committed to reducing greenhouse gas emissions in an effort to limit global warming to 1.5°C above pre-industrial levels. Locally-driven action will be crucial to meeting this target. Accordingly, the council has committed to ensuring that Stevenage has net-zero emissions by 2030 and has developed a climate change strategy¹⁴ and action plan.</u></p> <p><u>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, energy efficiency and carbon sequestration, as well as outright emission reduction targets.</u></p> <p><u>5.1G Adapting to climate change means altering our behaviour to protect ourselves from the effects of climate change. For planning purposes, this means making developments more resilient to extreme weather events, such as intense heat and rainfall, and periods of drought. Policy SP1 therefore promotes the sustainable use of water</u></p>

		<p>resources, urban greening, and the balancing of solar gain and solar shading. Flooding is also related to climate change but this issue is covered by a separate policy.</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 contribution will be refused.</p>
011	Policy SP2	<p>Policy SP2: Sustainable development in Stevenage</p> <p>We will work within the principles of sustainable development and reduce the impact of development on climate change. We will support the New Town ideal of a balanced community.</p> <p>Planning permission will be granted where proposals demonstrate (as applicable), how they will:</p> <ul style="list-style-type: none"> a. Deliver homes or jobs that make a positive contribution towards the targets in this plan; b. Supply a mix of uses, make good use of land and maximise opportunities for brownfield redevelopment within the town; c. Regenerate areas of the town that are under-performing; d. Reduce deprivation, improve quality of life and make sure that residents share in the benefits of regeneration and growth; e. Raise the aspirations, earnings, education level or life expectancy of residents; f. Provide a mix of homes and, jobs and facilities for all sectors of the community, including those necessary to meet the needs of an ageing population; g. Promote journeys by bus, train, bike and foot and reduce the need to travel; h. Work within the limits of infrastructure and increase capacity where this is necessary to support development; i. Make high-quality buildings and spaces that respect and improve their surroundings, reduce crime and the fear of crime; j. Support facilities and services that encourage people to live, work and spend leisure time in Stevenage; k. Produce places and spaces that enable people to live a healthy lifestyle; l. Take a proactive approach towards energy use, including renewable energy and energy efficiency measures where practicable and appropriate; m. Avoid or prevent harm from flood risk, contamination and pollution; n. Protect and improve important open spaces, wildlife sites and habitats; o. Preserve or enhance areas and buildings of historical and archaeological interest; and p. Increase community awareness and involvement so that residents are involved in, and proud of, their town.

012	Policy SP3	<p>Policy SP3: A strong, competitive economy</p> <p>This Plan provides sites and land that will allow employment growth and contribute to a balanced planning strategy across the market area. We will:</p> <ol style="list-style-type: none"> a. Provide at least 140,000 m² of new B-class employment floorspace over the plan period from Allocated Sites for Employment Development; b. Permit high intensity B-class employment uses in the most accessible locations. This includes high-density offices to the west of the railway station as part of a comprehensive and co-ordinated mixed-use development. c. Continue to remodel Gunnels Wood to meet modern requirements and provide a high quality and attractive business destination. This will include the continued development of the Stevenage GSK and Bioscience Catalyst Campus at the south of the employment area. d. Protect an employment area at Pin Green and retain a range of B-class employment accommodation premises in suitable locations elsewhere in the town. e. Work with Central Bedfordshire Council and North Hertfordshire District Council to ensure an appropriate level of employment provision within the wider A1(M) / A1 corridor over the plan period. The Borough Council will support, as required: <ol style="list-style-type: none"> i. A new, strategic employment allocation at Baldock to be delivered through North Hertfordshire's local plan; and/or ii. The continued development of the Stratton Business Park at Biggleswade through Central Bedfordshire's local plan. f. Recognise the important role played by the town's retail, health and other non-B-Class land uses in providing employment.
013	5.14	<p>5.14 In planning, employment land usually refers to 'B-class' uses¹³ and includes:</p> <ul style="list-style-type: none"> • B1(a) offices • B1(b) research and development • B1(c) light industry • B2 general industry; and • B8 storage and distribution.

		The definition of “employment uses” is provided in appendix D to this plan.
014	5.15	5.15 The NPPF requires local authorities to plan proactively to meet the needs of businesses and support a successful economy. It is estimated that just under half of all jobs in the town are in B-class employment uses. Employment projections for Stevenage have varied significantly over time and are sensitive to changes in the wider economy. Through our evidence base, we recognise that it would be prudent to plan for at least 30 hectares of new employment land to meet locally derived needs over the plan period. In doing so, it is acknowledged that higher levels of provision could be required:
015	5.19	5.19 Beyond the Leisure Park, Gunnels Wood is the town's largest employment area and a key driver of the local economy. Large parts of the employment area have been remodelled over the last twenty years as large-scale occupiers have downsized premises and regenerated their sites. However, the relatively relaxed policy approach taken in the 2004 District Plan means there is no clear distribution of land-uses and few high-quality or landmark buildings. A number of non-B-class employment uses have been introduced in prominent locations.
016	5.27	5.27 In particular, the following schemes will be supported where they help to 'make good' shortfalls arising from Stevenage and ensure an appropriate level of provision across the FEMA and other areas with strong connections to Stevenage: <ul style="list-style-type: none"> • A new strategic allocation at Royston Road, Baldock in North Hertfordshire. This is a key opportunity to provide new employment land close to the Borough. This site falls within the Stevenage and Letchworth sub-area where it would be appropriate to make a full range of B-class employment provision to meet any unmet needs; and • The continued development of Stratton Business Park, Biggleswade. This lies beyond Stevenage's immediate sub-market but within the wider FEMA in both commercial property and labour market terms. This is considered suitable to assist in accommodating unmet industrial and distribution (B1(e) E(q)(iii), B2 and B8) requirements.
017	5.29	5.29 There are also many jobs provided outside of our main employment areas and B-class employment uses in general. The town's biggest single employer is the Lister Hospital. Thousands of people are employed in retail, leisure and other services. This plan recognises the importance of these sectors to jobs and growth and contains appropriate policies to protect and enhance their contribution in this regard.
018	Policy SP4	Policy SP4: A vital Town Centre

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:

a. Maintain the current retail hierarchy:

- 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. An 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.

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.

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:

- 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 A1 [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.

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.

019	5.35	<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 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>
020	5.36	<p>5.36 In order to protect the Town Centre from adverse competition from the extensive amount of out-of-centre comparison floorspace in the Borough, it is our intention not to permit any additional comparison floorspace in out-of-centre locations nor to permit existing out-of-centre retail units to benefit from any relaxation or removal of existing conditions on the type and nature of the goods that can be sold (i.e. that might permit them to compete more directly with the Town Centre). Applications must satisfy the sequential test or will be refused if they are likely to have an impact on one or more considerations in paragraph 94 of the NPPF.</p>
021	5.38	<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. This store should not be trading until 2023, in 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>
022	Policy SP5	<p>Policy SP5: Infrastructure</p> <p>This plan will ensure the infrastructure required to support its targets and proposals is provided. New development will be required to contribute fairly towards the demands it creates. We will:</p> <ul style="list-style-type: none"> a. Permit permission where new development <ul style="list-style-type: none"> i. Makes reasonable on-site provision, off-site provision or contributions towards (but not limited to) the following where relevant: <p>affordable housing; biodiversity; childcare and youth facilities; community facilities; community safety and crime prevention; cultural facilities; cycling and walking; education; flood prevention measures; Gypsy and Traveller accommodation; health care facilities; leisure facilities; open spaces; passenger transport; play areas; policing; public</p>

		<p>realm enhancement; road and rail transport; sheltered <u>adaptable and specialist</u> housing; skills and lifelong learning; sports; supported housing; travel plans; utilities and waste and recycling.</p> <ul style="list-style-type: none"> ii. Includes measures to mitigate against any adverse impact on amenity or the local environment where this is appropriate and necessary; or iii. Meets any specific requirements relating to individual sites or schemes set out elsewhere in this plan; <ul style="list-style-type: none"> b. Use developer contributions, legal agreements, levies or other relevant mechanisms to make sure that the criteria in (a) are met; c. Deliver a major reconfiguration of the road network in and around the Town Centre to catalyse regeneration; d. Work with Hertfordshire County Council, Highways England, the NHS, the Local Enterprise Partnership and other relevant service providers and agencies to deliver additional highway, education and health capacity as well as new and enhanced open spaces and community and leisure facilities; and e. Co-operate with other utilities and service providers to ensure that appropriate capacity is available to serve new development. f. Ensure new development does not have an adverse effect on the Lee Valley Special Protection Area (SPA). New development post 2026 will only be permitted if the required capacity is available at Rye Meads STW, including any associated sewer connections.
023	5.47	<p>5.47 Further road schemes have been identified to mitigate other effects of the development proposed in this plan²³. These will provide additional capacity on local roads which are predicted to come under stress as a result of future development. This includes improvements <u>for all users</u>, to a number of key junctions in the town as well as on the approaches to, and at, the motorway junctions at the south-west and north-west of the Borough.</p>
024	Policy SP6	<p>Policy SP6: Sustainable transport</p> <p>We will create the conditions for a significant increase in passenger transport, walking and cycling. We will require new development to provide an appropriate level of car parking. We will:</p> <ul style="list-style-type: none"> a. Support the provision of new town centre sustainable transport facilities, including: <ul style="list-style-type: none"> i. New bus termini and waiting facilities; ii. New pedestrian and cycle links, with particular emphasis on connections between the Town Centre and the Gunnels Wood employment area and Old Town; and

~~iii. A remodelled railway station that reflects Stevenage's position on the network and wider regeneration ambitions;~~

~~b. Direct high density residential and commercial uses, and other developments that generate significant demand for travel, to the most accessible locations;~~

~~c. Support the provision of sustainable transport schemes as identified in local transport plans and other relevant plans and strategies;~~

~~d. Refuse permission where development proposals fail to provide any relevant plans or assessments relating to transport;~~

~~e. Assess proposals against the car and cycle parking standards set out in the Supplementary Planning Documents; and~~

~~f. Require new development to make reasonable on-site, off-site or financial contributions in accordance with Policy SP5 including (but not limited to):~~

~~i. The creation or improvement of routes to, from or in the vicinity of the site;~~

~~ii. The provision of crossings, underpasses, bridges or other appropriate means of traversing significant barriers for pedestrians and cyclists;~~

~~iii. The implementation of parking control measures within or in the vicinity of the development site; and / or~~

~~iv. The implementation of other transport schemes identified in our delivery plans.~~

We will create the conditions for a significant increase in active travel and the use of public transport. We will:

a. reduce the need to travel by directing new development to the most accessible locations;

b. require developments to first prioritise active travel in the layout of sites and by providing connections to surrounding pedestrian and cycle networks;

c. require developments to provide appropriate cycle parking and supporting facilities, having regard to the supplementary planning documents and relevant Hertfordshire County Council guidance;

d. require 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;

e. support the provision of new high-quality sustainable transport facilities, including:

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;

		<ul style="list-style-type: none"> iv. <u>new bus termini and waiting facilities; and</u> v. <u>a remodelled railway station that reflects Stevenage's position on the network and wider regeneration ambitions;</u> f. <u>reduce car dependency by limiting the provision of car parking according to site accessibility;</u> g. <u>refuse permission where development proposals fail to provide any relevant plans or assessments relating to transport;</u> h. <u>seek any necessary developer contributions, in accordance with Policy SP5, to achieve all of the above.</u>
025	5.62	<p>5.62 — However, although we need to encourage people to use cleaner and greener modes of transport, we also need to recognise the important role played by the car in modern life. People may be able to cycle or catch the train to work during the week, but will still have a car to visit friends and relatives at weekends. Early parts of the New Town were built on the assumption that only one in every eight homes would need a parking space. Some of these areas now suffer from significant traffic problems as cars park on street. Small, but important, green spaces and verges are being lost to make additional parking provision. We need to make sure that our approach is not too restrictive or unrealistic. Repeating the mistakes of the past would yet again create problems for future generations.</p> <p><u>5.62 Whilst promoting active and public transport, we recognise that cars will continue to play a role in people's lives. We will assess development proposals against parking standards, which will limit car parking in areas with good access to public transport and local services, whilst ensuring that appropriate cycle parking and disabled persons' parking is provided borough-wide. We will also support the transition to electric vehicles, albeit electric vehicle charging provision is now determined by the Building Regulations.</u></p>
026	5.63	<p>5.63 — We will use parking standards to assess development proposals. These will require less parking to be provided in locations near passenger transport and local facilities. However, these will also reflect the levels of car ownership that we expect from new development.</p>
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, <u>of which no fewer than 4,956 will be provided between 2024 and 2031.</u> b. Deliver these through the sites and broad locations identified in this plan that allow for at least:

		<ul style="list-style-type: none"> i. 2,950 new homes in and around the Town Centre; ii. 1,350 new homes in a new neighbourhood on undeveloped land to the west of the town within the Borough boundary; iii. 1,350 new homes to the north and south-east of the town on land removed from the Green Belt; iv. 1,950 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). <p>c. Ensure at least 60% of new homes completed within the Borough boundary between 2011 and 2031 are on previously developed land.</p> <p>d. Make sure there is always enough land to build homes for the next five years.</p> <p>e. Support applications for housing development on unallocated sites where they are in suitable locations and will not exceed our environmental capacity.</p> <p>f. Build a full range of homes in terms of tenure, type and size. This plan positively addresses housing needs and existing imbalances in the housing stock by setting targets for:</p> <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; ii. An appropriate mix of housing sizes, in line with the most up-to-date evidence of need; and iii. At least 3% of new homes over the plan period to be 'aspirational' to deliver a more balanced housing stock; and iv. At least 1% of new homes on the urban extensions to be self-build. <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; <u>and</u></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>
028	5.67	<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. Our <u>When the local plan was originally adopted in 2019, our</u> evidence identifies <u>identified</u> a requirement for Stevenage of 7,300 homes over the period 2011-2031. This takes <u>took</u> into account migration trends over a 10-year period and also includes <u>included</u> adjustments in response to market signals in line with Government guidance²⁹.</p>

029	5.68	<p>5.68 — This plan sets a target slightly above the identified level of OAN. This variously takes into account:</p> <ul style="list-style-type: none"> • 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 Borough³⁰; • 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; • Official Government household projections for the Borough³⁴; • 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 • What we consider to be a reasonable and achievable rate of housing delivery. <p><u>5.68 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>
030	5.71	<p>5.71 Taking into account completions and permissions since 2011, this target will require development to accelerate to a rate of around 450 <u>708</u> homes per year over the remainder of the plan period³³. This is above long-term development rates since the Development Corporation was wound up. However, the development industry supports our belief that this level of delivery can be achieved³⁴.</p>
031	5.73 to 5.76	<p>5.73 <u>The sites within allocated in the Borough 2019 version of the plan remain sufficient</u> 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 paper³⁵ has been produced to explain how we have decided which <u>these</u> sites from <u>will continue to meet</u> the land availability assessment to take forward and allocate within this plan. Since 2011, 593 homes have been completed, and a further 1,758³⁶ are already in the planning process. This means that land for a further 5,249 homes <u>borough's needs up to be identified 2031.</u></p>

Locations	Minimum target 2011-2031	Already completed or permitted	Minimum still to be planned for to 2031
In and around the town centre	2,950	950	2,000
New neighbourhood to the west of the town	1,350	0	1,350
New neighbourhoods to the north and south-east on land removed from the Green Belt	1,350	0	1,350
Elsewhere within the Borough	1,950	1,401	549

5.76 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~~ 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 evidence³⁷ suggests that just over ~~45~~ 43% of future housing could be built on PDL. Overall, we expect that approximately ~~60~~ 43% of all housing completions over the period 2011-2031 will be on PDL.

032 5.81 5.81 As well as ensuring we meet the overall housing target, national guidance also requires us to maintain a rolling five-year housing land supply. As we are reliant on a number of large schemes, and relatively few small sites, many of our new homes ~~are likely to will~~ be delivered towards the end of the plan period. ~~As such, we will not phase development, so that sites can be delivered whenever the market decides. We will actively encourage development to come forward towards the front end of the plan period.~~⁴³

033 5.86 5.86 The provision of affordable homes is a key priority for the Council. Over the plan period, at least 1 in 5 of the new homes provided should be affordable homes. ~~This target should be viewed in the context of the Council's aspiration to harness increasing values and viability and deliver up to 40% of all homes as affordable in later years of the plan. This will be pursued through targeted reviews of relevant policies and evidence. The partial review and update of the local plan introduces an uplift to the proportion of affordable homes required on greenfield sites, from 30% to 40%, in line with aspirations when the plan was originally adopted in 2019~~⁴⁶. The provision of affordable units on private developments, in line with our policy requirements, will be supplemented by the Council's own housebuilding programme. This will deliver schemes containing up to 100% affordable housing on public land.

034	Policy SP8	<p>Policy SP8: Good design</p> <p>We will require new development to achieve the highest standards of design and sustainability. We will:</p> <ul style="list-style-type: none"> a. preserve and enhance the most important areas and characteristics of Stevenage whilst delivering substantial improvement to the image and quality of the town's built fabric; b. require significant developments to be masterplanned to ensure the delivery of high-quality schemes; c. set out detailed design criteria and require applicants to have regard to supplementary planning documents and other relevant guidance; and d. Implement the Government's optional Technical Standards <u>implement the government's nationally described space standard and Building Regulations optional requirements</u> to ensure schemes deliver the space, accessibility and water efficiency expected of modern developments; e. <u>require developments to be safe and secure, reducing crime and the fear of crime; and</u> f. <u>support developments that are designed to achieve high levels of certification against nationally and internationally recognised sustainability standards.</u>
035	5.100	<p>5.100 Policies mainly relate <u>This policy broadly relates</u> to A1, C2, D4 <u>E, F.1</u> and D2 <u>F.2</u> Use Classes and include <u>includes</u> facilities such as local shops, meeting places, sports venues, cultural buildings, healthcare facilities, public houses and places of worship.</p>
036	Policy SP11	<p>Climate change, flooding and pollution</p> <p>Policy SP11: Climate change, flooding and pollution</p> <p>We will work to limit, mitigate and adapt to the negative impacts of climate change, flood risk and all forms of pollution. We will:</p> <ul style="list-style-type: none"> a. ensure new development minimises and mitigates its impact on the environment and climate change by considering matters relating (but not necessarily limited) to the provision of green space, renewable energy, energy efficiency, water consumption, drainage, waste, pollution, contamination and sustainable construction techniques; b. ensure new development reduces or mitigates against flood risk and pollution; c. take a sequential approach to development in all areas of flood risk; and d. protect existing flood storage reservoirs and require new flood storage reservoirs to be provided where appropriate.

		<p><u>Flooding and pollution</u></p> <p><u>Policy SP11: Flooding and pollution</u></p> <p><u>We will work to minimise flood risk and all forms of pollution. We will:</u></p> <ol style="list-style-type: none"> a. <u>direct development to areas at the lowest risk of flooding through the application of a sequential approach;</u> b. <u>determine planning applications in accordance with national flood risk planning policies;</u> c. <u>ensure development utilises sustainable drainage systems wherever possible, with a preference for the most sustainable, surface SuDS features;</u> d. <u>recognise the multifunctional benefits of SuDS;</u> i. <u>protect existing flood storage reservoirs and require new flood storage reservoirs to be provided where appropriate;</u> j. <u>protect existing watercourses, including requiring their re-naturalisation, where appropriate; and</u> k. <u>ensure that development does not result in unacceptable harm to human health or the natural environment as a result of pollution.</u>
037	5.136	<p>5.136—Climate change continues to be a subject that features prominently on the World Stage. As part of our commitment to limiting the Borough’s negative impacts on the environment, we will ensure that all new developments</p> <ul style="list-style-type: none"> • are energy efficient; • have low water consumption; • incorporate appropriate drainage (SuDS); • incorporate waste recycling; • minimise pollution; • remediate contamination; and • seek to adopt sustainable construction techniques.
038	After 5.162	<p><u>6A Climate change</u></p> <p><u>Efficiency</u></p> <p><u>Policy CC1: Energy efficiency</u></p>

Development proposals must demonstrate how they will maximise reductions in greenhouse gas emissions, with consideration for the following:

- a. The provision of demand-side energy efficiency measures;
- b. The provision of supply-side energy efficiency measures; and
- c. The adoption of ultra-low and zero carbon energy generation.

Major development

Major development proposals (including large scale major development proposals⁵³) must achieve net zero regulated operational emissions.

At the application stage, an energy statement must be submitted to demonstrate how the proposal will meet the net zero target.

Post-permission, planning conditions will be used to ensure that the net zero target is met in practice.

Large scale major development

Outside of the town centre⁵⁴, large scale major development proposals must also achieve net zero emissions during construction and demolition i.e. be whole-life carbon net zero⁵⁵.

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.

Post-permission, planning conditions will be used to secure an updated WLC assessment, using actual emissions figures.

Carbon offsetting

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.

039	After New Policy CC1	<p><u>6A.1 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 development must meet the emissions targets set by Policy CC1.</u></p> <p><u>6A.2 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.</u></p> <p><u>6A.3 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).</u></p> <p><u>6A.4 Supply-side energy efficiency measures aim to provide the energy required by a development in a way that minimises emissions. Such measures include combined energy production (e.g. combined heat and power), efficient energy distribution (e.g. heat networks), and energy waste recovery.</u></p> <p><u>6A.5 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><u>6A.6 Applicants 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 will be met and the contribution made by each of the measures listed under points (a) to (c) of the policy. Large-scale major development proposals will additionally be required to include a WLC assessment⁵⁶ as part of their energy statement. Householder and minor development are excluded from the policy.</u></p> <p><u>6A.7 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.</u></p> <p><u>6A.8 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.</u></p>
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040	After New Para 6A.9	<p><u>Policy CC2: Heating and cooling</u></p> <p><u>Development proposals should minimise demand for energy dependent cooling systems, with consideration for the following:</u></p> <ul style="list-style-type: none"> a. <u>Balancing solar gain and solar shading</u> b. <u>Minimising internal heat generation</u> c. <u>Managing the heat within the building</u> d. <u>Providing passive ventilation</u> e. <u>Providing mechanical ventilation</u> <p><u>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.</u></p>
041	After New Policy CC2	<p><u>6A.11 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. It is important that new development is designed to mitigate this risk.</u></p> <p><u>6A.12 Active cooling systems, such as air conditioning, have significant energy requirements and also require maintenance. For these reasons, they are not a sustainable solution. Instead, the risk of overheating should, first and foremost, be mitigated through building design.</u></p> <p><u>6A.13 The 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.</u></p> <p><u>6A.14 Therefore, the challenge is to ensure that buildings remain comfortable and safe throughout the year, including during periods of extreme temperatures, without increasing energy demand. Policy CC2 explains how new development should approach this challenge.</u></p>

		<p><u>6A.15 The 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.</u></p> <p><u>6A.16 Following 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.</u></p> <p><u>6A.17 The 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.</u></p> <p><u>6A.18 For 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.</u></p> <p><u>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.</u></p> <p><u>6A.20 For major development proposals, applicants will be expected to include details of how Policy CC2 will be complied with as part of an energy statement at the point of application submission. Applicants for householder and minor development proposals 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.</u></p>
042	After New Para 6A.20	<p><u>Policy CC3: Water efficiency</u></p> <p><u>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.</u></p> <p><u>Development proposals involving the creation of new dwellings must additionally incorporate rainwater harvesting schemes unless there are clear and convincing reasons for not doing so.</u></p> <p><u>All non-residential development must provide for the recycling of grey water unless there are clear and convincing reasons for not doing so.</u></p>

		<u>Development proposals which demonstrate water neutrality will be strongly supported.</u>
043	After New Policy CC3	<p><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.</u></p> <p><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.</u></p> <p><u>6A.23 Proposals for new dwellings must also incorporate rainwater harvesting schemes unless there are clear and convincing reasons for not doing so. This may include instances where it would be exceptionally difficult to install or impractical to maintain.</u></p> <p><u>6A.24 All non-residential development must provide for the recycling of grey water 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> <p><u>6A.25 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.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. 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>
044	After New para 6A.27	<p><u>Sustainable infrastructure</u></p> <p><u>Policy CC4: Energy infrastructure</u></p>

		<p><u>Development proposals which create, utilise, or facilitate connection to decentralised energy networks (DENs) or district heat networks (DHNs) will be strongly supported.</u></p> <p><u>The use of ultra-low and zero carbon combined heat and power (CHP) systems will also be strongly supported.</u></p> <p><u>Developments that produce local ultra-low and zero carbon renewable energy with surplus injected into the grid will be strongly supported.</u></p> <p><u>The implementation of Intelligent Energy Systems (IES) is strongly encouraged.</u></p>
045	After New Policy CC4	<p><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.</u></p> <p><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.</u></p> <p><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 and will seek to work with neighbouring authorities, energy companies and developers to implement any necessary supporting infrastructure within the borough boundary.</u></p> <p><u>6A.31 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.</u></p>
046	After New Para 6A.31	<p><u>Policy CC5: Carbon sinks</u></p> <p><u>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.</u></p>

047	After New Policy CC5	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>
048	After New Para 6A.34	<p><u>Policy CC6: Green roofs</u></p> <p><u>Development proposals which incorporate green roofs, blue-green roofs, bio-solar roofs or green walls will be strongly supported.</u></p>
049	After New Policy CC6	<p><u>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:</u></p> <ul style="list-style-type: none"> • <u>sequestering carbon dioxide from the atmosphere;</u> • <u>delaying or reducing surface water run-off;</u> • <u>naturally treating surface water run-off before it is discharged;</u> • <u>increasing biodiversity by acting as a habitat;</u> • <u>insulating buildings during colder months;</u> • <u>cooling buildings through evapotranspiration during warmer months;</u> • <u>reducing the heat island effect in built-up areas; and</u> • <u>acting as a form of sound insulation.</u> <p><u>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.</u></p> <p><u>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 discharge. Blue-green roofs, as the name</u></p>

		<p><u>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.38 Green roofs and blue-green roofs are also compatible with solar panels. When designed properly, so-called bio-solar 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.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> <p><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.</u></p>
050	After New Para 6A.39	<p><u>A green economy</u></p> <p><u>Policy CC7: The green economy</u></p> <p><u>Development proposals which demonstrate consistency with the principles of a circular economy will be strongly supported.</u></p> <p><u>Development proposals involving the provision of new local green jobs during the construction or operational phases will be strongly supported.</u></p> <p><u>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 provision or enhancement will be strongly supported.</u></p>
051	After New Policy CC7	<p><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</u></p>

		<p><u>development proposals which demonstrate consistency with the principles of a circular economy by applying weight in favour of granting permission.</u></p> <p><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 development will be accompanied by a site waste management plan.</u></p> <p><u>6A.58 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></p> <p><u>6A.59 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.</u></p> <p><u>6A.60 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.</u></p>				
052	Policy EC1	<p>Policy EC1: Allocated sites for employment development</p> <p>The following sites and areas, as defined on the Policies Map, are allocated for employment development. Planning permission will be granted where proposals fall within the specified use classes and, individually or cumulatively, meet or exceed the target floorspace provision.</p> <table border="1" data-bbox="584 1246 1787 1315"> <thead> <tr> <th data-bbox="584 1246 775 1315">Reference</th> <th data-bbox="775 1246 1169 1315">Site</th> <th data-bbox="1169 1246 1518 1315">Use Classes</th> <th data-bbox="1518 1246 1787 1315">Target floorspace provision</th> </tr> </thead> </table>	Reference	Site	Use Classes	Target floorspace provision
Reference	Site	Use Classes	Target floorspace provision			

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		*Small business use only																													
053	6.2	<p>6.2 In relation to the Stevenage GSK and Bioscience Catalyst Campus, initial master planning undertaken by GSK suggests that this site may have capacity for a significantly greater level of B1(b) <u>E(g)(ii)</u> and B1(e) <u>E(g)(iii)</u> floorspace than has previously been consented on the site. Any floorspace beyond the previously consented floorspace would need to be the subject of a fresh planning application. Other uses will be allowed where they are ancillary to these uses and help to nurture the continued growth of this international facility.</p>																													
054	Policy EC2b	<p>Policy EC2b: Gunnels Wood Edge-of-Centre Zone Within the Edge-of-Centre Zone, as shown on the policies map, planning permission will be granted where:</p> <ol style="list-style-type: none"> Development (including changes of use) is for use classes B1(a) <u>E(g)(i)</u> offices or B1(b) <u>E(g)(ii)</u> research and development; The scheme makes efficient use of the site in terms of floorspace and job provision; and Proposals interact positively with the 'Stevenage Central' area. <p>Planning permission will only be granted as an exception to these criteria where the proposed development is ancillary to B1(a) <u>E(g)(i)</u> or B1(b) <u>E(g)(ii)</u> uses or essential to the continued operation of an established B-class <u>employment</u> use.</p>																													

055	Policy EC3	<p>Policy EC3: Gunnels Wood Industrial Zones</p> <p>The areas around Leyden Road and Crompton Road, as shown on the policies map, are designated as Industrial Zones. In these areas, planning permission will be granted where:</p> <ul style="list-style-type: none"> a. Development (including changes of use) is for use classes B1(e) E(g)(iii) light industry, B2 general industry and / or B8 storage and distribution; and b. Any new, individual unit or building is of an appropriate size and generally does not exceed 300m² within Leyden Road Industrial Zone or 500m² within Crompton Road Industrial Zone. <p>Planning permission will only be granted as an exception to these criteria where the development is ancillary, or essential to the continued operation of, an established B-class employment use.</p>
056	Policy EC4	<p>Policy EC4: Remainder of Gunnels Wood</p> <p>Outside of the Edge-of-Centre and Industrial Zones and allocated sites for employment development, planning permission will be granted within the Gunnels Wood Employment Area where:</p> <ul style="list-style-type: none"> a. Development (including changes of use) is for use classes B1(b) E(g)(ii) research and development, B1(e) E(g)(iii) light industry, B2 general industry and / or B8 storage and distribution; b. (Re-)Development of the site would not prejudice the provision of an appropriate number and range of jobs across the Employment Area as a whole; and c. On sites over two hectares in size, any proposals for B8 development are either part of a mixed-use scheme providing a range of acceptable uses or essential to the continued operation of an existing use. <p>Planning permission for B1(a) E(g)(i) offices will only be granted as an exception to criterion (a) where:</p> <ul style="list-style-type: none"> i. it is ancillary to a B1(b), B1(c) E(g)(ii), E(g)(iii), B2 or B8 use; ii. essential to the continued operation of an established B1(a) E(g)(i) use; or iii. a sequential test clearly demonstrates that no suitable sites are available in more accessible locations.
057	6.25	<p>6.25 In some instances, set-backs setbacks and / or less active frontages will be required for operational or other reasons. Where required, privacy can be maintained through the use of obscured or mirrored glazing. Where setbacks are required, strong definition can still be achieved through the use of high-quality boundaries and/or landscaping as well as clear signage at the entrance point.</p>

058	Policy EC6	<p>Policy EC6: Pin Green Employment Area</p> <p>The spatial extent of the Pin Green Employment Area is shown on the policies map. Planning permission within this area will be granted where:</p> <p>a. Development (including changes of use) is for use classes:</p> <ul style="list-style-type: none"> • B1(b) <u>E(g)(ii)</u> research and development; B1(e) <u>E(g)(iii)</u> light industry; • B2 general industry; and / or • B8 storage and distribution; and <p>b. Any individual, new unit(s) maintain an appropriate range of premises across the employment area and do not exceed 3,000m² in size.</p> <p>Planning permission for B1(a) <u>E(g)(i)</u> offices will only be granted where i. it is ancillary to an acceptable B1(b), B1(e) <u>E(g)(ii), E(g)(iii)</u>, B2 or B8 use;</p> <p>i. essential to the continued operation of an established B1(a) <u>E(g)(i)</u> use; or</p> <p>ii. a sequential test clearly demonstrates that no suitable sites are available in more accessible locations.</p>
059	6.28	<p>6.28 New development at Pin Green must be for B-class <u>employment</u> uses. A range of B-class <u>employment</u> uses will be allowed. However, office uses are better located near to the Town Centre and main transport hub and will not normally be permitted⁶³. Notwithstanding this point, established office premises will continue to be supported.</p>
060	Policy EC7	<p>Policy EC7: Employment development on unallocated sites</p> <p>New major employment development will not be permitted outside of allocated areas and centres. Planning permission for B-class use <u>employment uses</u> on sites not allocated for any specific purpose will be granted where proposals:</p> <p>a. Are on previously developed land; <u>and</u></p> <p>b. For offices, are accompanied by a sequential test;</p> <p>c. Are of an appropriate size and scale; and</p> <p>d. Do, and will, not have an unacceptable adverse impact on the local environment and residential amenity</p>

		<p>Planning permission for the loss of employment land on sites not allocated for any specific purpose will be granted where;</p> <ol style="list-style-type: none"> i. There is sufficient suitable and employment land available elsewhere; ii. The proposals provide overriding benefits against other objectives or policies in the plan; or iii. It can be demonstrated that a unit has been unsuccessfully marketed for its existing use, or has remained vacant, over a considerable period of time <u>for at least six months</u>.
061	6.31	<p>6.31 The significant majority of existing and future employment supply lies within the sites, areas and centres allocated in this plan. These areas rightly provide the focus for the provision of B-class <u>employment</u> uses in Stevenage. As a planned new town, major new employment proposals should be sited here.</p>
062	6.34	<p>6.34 At the same time, this plan recognises that future opportunities in the Borough are likely to be insufficient to meet identified requirements. These requirements already incorporate some allowance for the loss of existing premises. However, it is important to ensure that this situation is not unnecessarily exacerbated. The loss of existing premises outside of designated areas will be permitted where this has been taken into account. The Council will normally expect a site to have remained vacant and been actively marketed for a period of at least six months to satisfy criterion iii.</p>
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> <ol style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New multi-storey or basement car parking; c. New Use Class-D4 <u>F.1/F.2</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>Applications should address the following design and land use principles:</p> <ol style="list-style-type: none"> i. Landmark buildings should be created in prominent locations; ii. New residential development on the south side of Southgate Park should have habitable rooms orientated to face southwards over the new linear park.

		<ul style="list-style-type: none"> iii. Pedestrian linkages southwards to North Hertfordshire College should be improved; iv. Southgate should be re-opened as a trafficked street in the form of a shared surface; v. Danesgate should be widened along its length from Lytton Way to Danestrete, and the corner with Danestrete eased to allow buses to negotiate the corner more easily; vi. Tower Road should be removed; vii. The Plaza site should be redeveloped into the new public sector hub, fronting onto Town Square; 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.
064	Policy TC3	<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. Replacement Use Class D1, D2 leisure and Use Class A3 and A4 bar, <u>E(b)</u> restaurant and cafe, <u>E(d) indoor sport and recreation, and sui generis leisure, bar and entertainment</u> uses; c. New multi-storey or basement car parking; d. New Use Class B4 <u>E(g)(i)</u> office premises; e. New de minimis (by volume) Use Class A1 <u>E(a)</u> shop units sufficient to serve the day-to-day convenience retail needs of the residents of Centre West; f. A new Use Class C1 hotel, with ancillary conference facilities, close to the train station; g. A taxi rank; and h. A series of interlinked public squares and open spaces; <p>Applications should address the following design and land use principles:</p> <ul style="list-style-type: none"> i. Redevelopment of the large surface-level car park and the creation in its place of a new urban street form; ii. High quality place-defining buildings should be located in appropriate, prominent locations; iii. The creation of an attractive new east-west pedestrian link from a significant new public square in the heart of the site through the train station precinct towards Town Square; iv. Commercial and leisure uses to be focused to the east of the site, close to the train station; v. Residential uses to the east of the site will only be permitted above first floor level and will require appropriate noise mitigation due to its proximity to the East Coast Main Line;

		<ul style="list-style-type: none"> vi. Provision for a taxi rank in proximity to the train station; vii. Traffic calmed car/pedestrian shared surfaces; and viii. Reservation for additional pedestrian/cycle routes in the longer term to allow greater, and more direct, access through to Gunnels Wood Road and the wider Gunnels Wood Employment Area.
065	7.30	<p>7.30 Centre West is currently the site of the Stevenage Leisure Park, which comprises a large surface car park and a mixture of Use Class D1, D2 assembly <u>E</u> and <u>sui generis food, drink, leisure</u>; Use Class A3 restaurants and cafes; and Use Class A4 bar units <u>entertainment uses</u>. 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 A4 <u>E(a)</u> use.</p>
066	Policy TC4	<p>Policy TC4: Station Gateway Major Opportunity Area</p> <p>Within the Station Gateway Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ul style="list-style-type: none"> a. An extended and regenerated train station; b. New bus station; c. High-density Use Class C3 residential units; d. New multi-storey or basement car parking; e. New Use Class B1 office premises; f. A new Use Class C1 hotel; and g. New Use Class A1 and Use Class A3 restaurant and cafe uses. <ul style="list-style-type: none"> a. <u>A regenerated train station;</u> b. <u>High-density Use Class C3 residential units;</u> c. <u>New Use Class E(g)(i) office premises;</u> d. <u>A new Use Class C1 hotel;</u> e. <u>New Use Class E(a) and Use Class E(b) restaurant and cafe uses; and</u> f. <u>New Use Class E(g)(ii) research and development.</u> <p>Applications should address the following design and land use principles:</p> <ul style="list-style-type: none"> i. Major reconfiguration of Lytton Way between Fairlands Way and Six Hills Way;

		<p>ii. Demolition of the Arts & Leisure Centre to facilitate better east-west integration and create new development sites in the environs of the train station</p> <p>iii. The provision of replacement sports and theatre facilities elsewhere within Stevenage Central</p> <p>iv. A significantly regenerated and enlarged dual-frontage train station of high quality, with associated facilities</p> <p>v. New public squares on the eastern and western frontages of the train station</p> <p>vi. High quality office buildings within a short walking distance of the train station</p> <p>vii. At least one multi-storey car park and cycle parking plus drop-off space to specifically serve train customers</p> <p>viii. Establishment of an attractive east-west pedestrian route across the East Coast Main Line</p> <p>ix. High quality landmark gateway environment to create a positive image of Stevenage for all rail visitors</p> <p>i. <u>Major reconfiguration of Lytton Way between Fairlands Way and Six Hills Way to incorporate sustainable travel and improved connectivity in all forms of travel;</u></p> <p>ii. <u>Creating an exemplar, low carbon “urban village” with climate change consideration in all developments;</u></p> <p>iii. <u>Demolition of the Arts & Leisure Centre to facilitate better east-west integration and create new development sites in the environs of the train station;</u></p> <p>iv. <u>The provision of replacement sports and theatre facilities elsewhere within Stevenage Central;</u></p> <p>v. <u>A significantly regenerated and enlarged high quality dual-frontage train station with associated facilities;</u></p> <p>vi. <u>New public squares and the inclusion of green infrastructure on the eastern and western frontages of the train station;</u></p> <p>vii. <u>High-quality, mixed-use developments within a short walking distance of the train station to unlock economic and employment opportunities;</u></p> <p>viii. <u>Improved cycle connectivity and parking plus drop-off space to specifically serve train customers;</u></p> <p>ix. <u>Celebrate the heritage of the town in the fabric, layout and design of the Station Gateway;</u></p> <p>x. <u>Establishment of an attractive east - west pedestrian route across the East Coast Main Line; and</u></p> <p>xi. <u>High-quality gateway and arrival experience to create a positive image of Stevenage for all rail visitors.</u></p>
067	7.36	<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 A4 E(a) use.</p>

068	7.38	<p>7.38 Stevenage train station, whilst relatively modern (1973), is struggling to cope with the volumes of users that it experiences. There are issues over the width of the concourse, the gate line, the platform capacity and the stairs. The booking hall is cramped and waiting facilities are quite basic. The small-scale nature of the retail offer makes the station a relatively unattractive place to wait. Car Connectivity to the station from all forms of travel needs to comply with modern standards and cycle parking are inadequate, drop-off and taxi facilities are cramped and bus interchange is sub-optimal not designed for the current capacity.</p>
069	After 7.38	<p>7.38A Redevelopment in the Opportunity Area since the adoption of the 2019 Local Plan includes the opening of a fifth platform at the railway station in 2020, a new bus interchange located on Lytton Way and a multi storey car park located north of the train station with secure cycle parking.</p> <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.</p> <p>7.38C Within this policy context, high-level policy 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 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><u>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.</u></p> <p><u>7.38F 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.</u></p>
070	7.39	<p>7.39 A high quality major mixed-use redevelopment of <u>around</u> 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 a scheme <u>schemes</u> will enable the station to have better <u>an improved</u> concourse and booking facilities, build a new fifth platform on the west side of the station, free the pedestrian over bridge from clutter <u>easy</u> and other uses <u>improved accessibility for all pedestrians</u>, 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 drop-off facilities should move to be designed with the <u>west of proposals set out in</u> the station; a relocated AAP and provide connectivity with the bus station will allow easy inter-modal transfer and be located to the east of the station. Multi and multi-storey car parking facilities can be provided to the east and/or west of the train station <u>park</u> to meet the growing needs of train passengers.</p>
071	After 7.39	<p><u>7.39A 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:</u></p> <ul style="list-style-type: none"> • <u>Option 0 – Do nothing.</u> • <u>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.</u> • <u>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.</u> • <u>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.</u>

		<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 Report (2023)⁶⁶.</u></p> <p><u>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.</u></p>
072	7.40 to 7.42	<p>7.40 — Station Gateway is the key area necessary to stimulate market demand for new office space in Stevenage. The office market outside London remains weak. Stevenage must provide both sites and a general environment that can compare with competing locations, such as Reading and Milton Keynes. Fortunately, Stevenage offers a competitive advantage over both these locations, with quicker journey times into Central London. The fastest services take only 18 minutes to Kings Cross, where Google's new European headquarters are located.</p> <p>7.41 — The proposed reconfiguration of Lytton Way is a bold and irreversible step. Traffic will be re-directed onto the nearby parallel routes of Gunnels Wood Road and St George's Way. Only through the reconfiguration of Lytton Way will sufficient land be created to allow a new frontage to be inserted onto the eastern side of the train station. This step will also create new office and residential development sites close to the train station. The removal of the Arts and Leisure Centre will enable easy ground-level access from the train station to Town Square and the retail streets. Detailed studies are currently underway to confirm the best locations for the sports and theatrical facilities elsewhere within Stevenage Central.</p> <p>7.42 — The three keys to unlocking this site are the regeneration of the train station, the reconfiguration of Lytton Way and the removal of the Arts and Leisure Centre.</p>

073	Policy TC5	<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 A1, A3 E(a), E(b) and A4 sui generis shop, bar, restaurant and cafe uses; c. New multi-storey or basement car parking; d. New Use Class B4 E(g)(i) office premises; e. New Use Class D4 F.1 and D2 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; 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.
074	7.43	<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 A1 E(a) shops and A2, E(c)(i) financial services and E(c)(ii) professional services uses. To ensure that such facilities continue to</p>

		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 A4 E(a) use.
075	Policy TC6	<p>Policy TC6: Northgate Major Opportunity Area</p> <p>Within the Northgate Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ol style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New Use Class B1(a) E(g)(i) office premises; c. New Use Class A1, A3 E(a), E(b) and A4 sui generis shop, bar, restaurant and cafe uses; d. Replacement Use Class A1 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>Applications should address the following design and land use principles:</p> <ol style="list-style-type: none"> i. A continuation of the north - south pedestrian route linking old North Road with Ditchmore Lane; ii. New development should include active ground floor frontages; iii. New landmark buildings on the Lytton Way/Fairlands Way junction; iv. The layout of new streets and squares should facilitate both north-south and east-west pedestrian access and create sequential views and vistas between the old North Road and Swingate; v. Pedestrian priority at an at-grade crossing on Swingate.
076	7.50	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 A4 E(a) use.
077	Policy TC7	<p>Policy TC7: Marshgate Major Opportunity Area</p> <p>Within the Marshgate Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for:</p> <ol style="list-style-type: none"> a. High-density Use Class C3 residential units; b. New Use Class D4 F.1 and D2 E(d) leisure, cultural and civic uses;

		<p>c. New Use Class A1, A3 E(a), E(b) and A4 sui generis shop, bar, restaurant and cafe uses; and</p> <p>d. New multi-storey or basement car parking.</p> <p>Applications should address the following design and land use principles:</p> <ol 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 Centre; 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	7.54	<p>7.54 This Major Opportunity Area currently includes the parkland of Town Centre Gardens, the Borough Council's Marshgate car park, Park Place shop units, Hertfordshire County Council's Bowes-Lyon House youth centre and the Borough Council's Swimming Centre. 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 A1 E(a) use.</p>
079	Policy TC8	<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 will be permitted at ground floor level, including Use Classes A1, A2, A3, A4, C1, D1 and/or D2 E and C1, as well as some other sui generis uses.</p> <p>Within the TCSA, the following premises and areas are identified as Primary Frontages at ground floor level:</p> <p>27–29 (odd) Town Square;</p> <p>40–50 and 66–96 (even) Queensway;</p>

		<p>41–73 and 79–101 (odd) Queensway; 6–22 (even) The Forum; 1–11 (odd) The Forum; and Westgate Centre.</p> <p>Within the Primary Frontages, planning permission will be granted only for Use Class A1 (shops). Planning permission will be granted for other uses within the Primary Frontages where:</p> <p>a. The proposal is for use class A3 (restaurants & cafes) at the following locations:</p> <ul style="list-style-type: none"> • 50–56, 60–64 & 75 Queensway • 2–6 & 20–22 The Forum and 98 & 103 Queensway; <p>b. In other locations, the benefits to the overall vitality and viability of the town centre would equal or outweigh those that would be provided by an A1 or A2 use in the equivalent location. This will be considered having regard to whether:</p> <ul style="list-style-type: none"> • The proposal will retain an active frontage; • The proposal will generate footfall equivalent to, or greater than, an A1 or A2 use in the equivalent location; and • The unit has been unsuccessfully marketed for A1 or A2 use, or has remained vacant, for at least six months. <p>Subject to the above criteria, the redevelopment of existing premises will be permitted within the TCSA where this would not cause harm to the Town Square Conservation Area.</p>
080	7.59	<p>7.59 The Major Opportunity Areas and the Town Centre Shopping Area are largely mutually exclusive, with the exception of a small area on the north side of the bus station (which lies within the Central Core MOA), Park Place (which lies in the Marshgate MOA) and the Tesco Extra store (which lies in the Northgate MOA). Within the existing shopping streets, the Council intends to protect the principal comparison shopping areas, whilst allowing greater freedom and flexibility in secondary and tertiary areas. Consequently, the retail streets are broadly protected by the Town Centre Shopping Area designation, whilst the best ground floor retail frontages are given extra protection through the Primary Frontages designation. The Council is keen to offer the opportunity for the Town Centre to become an all-day destination - by permitting cafes, bars, restaurants and public houses in appropriate locations.</p>

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 which falls into Use Classes A1, A2, A3, A4 <u>E</u>, C1, C3, D1 <u>F.1</u> or D2 <u>F.2</u> will be granted where it:</p> <ul style="list-style-type: none"> a. Would not take land or premises allocated or identified for other, specific uses; <u>and</u> b. Would not cause harm to the significance of any designated heritage asset(s) including through harm to their setting; b. Does not propose Class-A uses outside of the High Street Primary Shopping Area. <p><u>Within the HSSA, further hot food takeaway uses will not be permitted.</u></p> <p><u>The amalgamation of existing premises to create larger units or the conversion of upper floors to provide additional floorspace in the same use class will not be permitted.</u></p>
082	Policy TC10	<p>Policy TC10: High Street Primary and Secondary Frontages</p> <p>Within the High Street Shopping Area are defined Primary and Secondary Frontages, as shown on the policies map.</p> <p>The following premises and areas are identified as Primary Frontages at ground floor level:</p> <ul style="list-style-type: none"> ● 70 - 92a High Street ● 35 - 75 High Street ● Middle Row <p>The following premises and areas are identified as Secondary Frontages at ground floor level:</p> <ul style="list-style-type: none"> ● 26 - 68 and 94 - 132 High Street ● 15 - 23, 29 - 33 and 77 - 129 High Street <p>Within the High Street Shopping Area, planning permission will be granted for Use Classes A1, A2, A3 or A4 where:</p>

		<p>a. At least 60% of the Primary Frontages, as measured by both units and floorspace, will remain in Class A1 use should the proposal be implemented;</p> <p>b. The main ground floor shopping frontage will face onto either High Street or Middle Row; and</p> <p>c. Any additional Use Class A3 or A4 uses will not adversely affect the character of the centre or otherwise result in a detrimental over-concentration of such uses in the vicinity of the application site.</p> <p>Planning permission will be granted as an exception to these criteria where there are overriding benefits to the overall vitality and viability of the High Street, having regard to whether:</p> <ul style="list-style-type: none"> • The proposal will retain an active frontage; • The proposal will generate footfall equivalent to, or greater than, a normally acceptable • A class use in the equivalent location; and • The unit has been unsuccessfully marketed for normally acceptable A class uses or has remained vacant for a considerable amount of time. <p>The amalgamation of existing premises to create larger units or the conversion of upper floors to provide additional floorspace in the same use class will not be permitted.</p> <p>Within the High Street Shopping Area, further Class A5 uses will not be permitted.</p>
083	7.65 to 7.66	<p>7.65 — Whilst the High Street fulfils a number of different retail roles, including making an important contribution to the Borough's leisure offer and providing opportunities for more specialist shopping and services not catered for in the Town Centre Shopping Area, one role that is particularly valued is its ability to meet a range of local convenience shopping needs for people in the immediate locality. For this reason, this plan identifies a Primary Frontage in the High Street where Class A1 uses are protected.</p> <p>7.66 — The integrity of the small area of Primary Frontage, as the focus of convenience and comparison retailing in the High Street, is paramount. The Secondary Frontages offer opportunities for a broader mix of uses.</p>
084	7.67	<p>7.67 Given the already strong mix of cafes, sandwich shops, supermarkets, newsagents and take-aways (often offering food of limited nutritional value), coupled with the location of two large secondary schools at the northern end of the High Street, the Borough Council has determined not to permit any further A5 hot food takeaway uses within the High Street Shopping Area as a part of its commitment to providing opportunities for healthy lifestyles, especially amongst young people.</p>

085	Policy TC11	<p>Policy TC11: New convenience retail provision</p> <p>New Class A1 E(a) convenience retail floorspace provision will be expected to follow the sequential test and the Borough's retail hierarchy.</p> <p>1,500m² floorspace is reserved to be provided as extensions to existing stores in the retail hierarchy, then other stores in accordance with the sequential test.</p> <p>New convenience retail floorspace provision, of an appropriate scale and in an appropriate accessible location, will be made in the new neighbourhoods at Stevenage West, North of Stevenage and South East Stevenage.</p> <p>New Local Centres will be permitted in each of the Stevenage West and North of Stevenage new neighbourhoods, each in the order of 500m², to meet the day-to-day needs of the residents of the respective new developments.</p> <p>A Neighbourhood Centre will be permitted in the South-East of Stevenage development of no more than 500m² with a convenience store and other related small-scale Use Class A1 E(a) shops, sufficient to meet the day-to-day needs of the residents of the new neighbourhood.</p> <p>These new Local Centres and the Neighbourhood Centre will become a part of the Borough's retail hierarchy. They should, wherever possible, be co-located with other community uses such as schools and/or health or community facilities, where such facilities are being provided.</p> <p>A site for a major new foodstore food store of up to 4,600m² net convenience goods floorspace and 920m² net comparison goods floorspace to serve Borough-wide needs post-2023 is identified on the policies map at Graveley Road. A retail impact assessment will be required, particularly focusing upon the impact on Local Centres and Neighbourhood Centres.</p>
086	7.70 to 7.71	<p>7.70 A site on Graveley Road, currently already in Class A1 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</p>

		<p>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.</p> <p>7.71 The impact of this new store, given that it will essentially draw its trade from existing stores, will need to be assessed by the applicants and included with any planning application. 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 A1 E(a) use.</p>
087	7.75	<p>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.</p>
088	Policy TC13	<p>Policy TC13: Retail Town centre retail impact assessments</p> <p>Applications for main town centre uses should be located in the Town Centre, then in edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre sites, preference will be given to accessible sites that are well connected (preferably by multi-modal means) to the Town Centre.</p> <p>An impact assessment will be required for any all proposals in excess of 300m² gross floorspace for main town centre uses outside the Town Centre. This should include an assessment of:</p> <ol style="list-style-type: none"> i. The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and ii. The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the Town Centre and wider area, up to five years from the time that the application is made. For major schemes, where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time that the application is made. town centre and the wider retail catchment (as applicable to the scale and nature of the scheme). <p>Proposals will be permitted unless they fail the sequential test, or are likely to have a significant adverse impact on one or both of the above factors.</p>

089	7.76 to 7.77	<p>7.76 We will follow the guidance in the NPPF (paragraphs 24 - 26) that we should apply a sequential test to planning applications for Town Centre uses (as defined in Annex 2 to the NPPF) that are outside of the Town Centre. We have set a local threshold for for an impact assessment for proposals outside the Town Centre, as the alternative would be that applications are assessed against the national threshold (of 2,500m²), which our evidence suggests could be potentially harmful to centres. All proposals in excess of 300m² gross of floorspace for main town centre uses outside the Town Centre are required to produce an impact assessment as per the recommendation of the 2014 Retail Study.</p> <p>7.77 This also applies to planning applications which seek to vary the type of goods which can be sold from existing premises. This is important given the effects that these types of Section 73 applications outside of defined centres are having on the vitality and viability of the Town Centre. Applications for main town centre uses should be located in the Town Centre (as defined above), then in edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre sites, preference will be given to accessible sites that are well connected (by multi-modal means) to the Town Centre. Applicants should, in such circumstances, show flexibility on issues such as format and scale.</p>
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; • 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; and b. That new junctions adequately consider the needs of all users, including bus priority; and

		<p>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> <p>Alternative access points and solutions will be permitted where they are demonstrably preferable in highway terms.</p>									
091	8.2	<p>8.2 A scheme of approximately 1,350 homes plus supporting uses to the west of Stevenage within the Borough boundary can be delivered using the existing access points underneath the A1(M) at Bessemer Drive and Meadway. The entrance to the site at Meadway will require enhancements to provide alternating one-way access. In the long-term, it is our intention that this access point will be superceded <u>superseded</u> for motorised traffic by a new route across the A1(M) to the north of the existing tunnel (see Policy IT2).</p>									
092	8.10	<p>8.10 It is expected that these access points will <u>be sustainable and will</u> form the basis of any submitted schemes. Alternative proposals will be considered where they are robustly demonstrated to be preferable in terms of:</p> <ul style="list-style-type: none"> • Traffic flows to / from the development; • Traffic flows across the wider highway network; • Emergency access; and / or • Highway safety. 									
093	Policy IT4	<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 adverse <u>unacceptable</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 Transport Assessment threshold <u>relevant thresholds</u> are accompanied by an acceptable (green) travel plan. 									
094	After 8.26	<table border="1"> <thead> <tr> <th></th> <th>Transport Statement</th> <th>Transport Assessment</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>More than 50 dwellings</td> <td>More than 80 dwellings</td> </tr> <tr> <td>Business (Use Class B1 <u>E(a)</u>)</td> <td>More than 1,500m² Gross Floor Area (GFA)</td> <td>More than 2,500m² GFA</td> </tr> </tbody> </table>		Transport Statement	Transport Assessment	Residential	More than 50 dwellings	More than 80 dwellings	Business (Use Class B1 <u>E(a)</u>)	More than 1,500m ² Gross Floor Area (GFA)	More than 2,500m ² GFA
	Transport Statement	Transport Assessment									
Residential	More than 50 dwellings	More than 80 dwellings									
Business (Use Class B1 <u>E(a)</u>)	More than 1,500m ² Gross Floor Area (GFA)	More than 2,500m ² GFA									

		Industrial (B2)	More than 2,500m ² GFA	More than 4,000m ² GFA
		Warehousing (B8)	More than 3,000m ² GFA	More than 5,000m ² GFA
		Non-food retail	More than 800m ² GFA	More than 1,500m ² GFA
095	Policy IT5	<p>Policy IT5: Parking and access</p> <p>Planning permission will be granted where proposals comply with the requirements of the Parking Provision Supplementary Planning Document. SPD. Major development proposals, including redevelopments and changes of use, must additionally:</p> <ol style="list-style-type: none"> a. Demonstrate how the development will be served by passenger transport. Planning obligations will be sought to provide services and facilities where appropriate; and b. Make the following provisions for pedestrians and cyclists: <ol style="list-style-type: none"> i. Safe, direct and convenient routes within the development; ii. Links to existing cycleway and pedestrian networks; iii. Appropriate means of crossing vehicle roads within, or adjacent to, the site; iv. Adequate landscaping and lighting of routes both within the development and on any new external links; v. Contributions towards improving cycleways and pedestrian routes serving the development site, where appropriate; vi. Secure bicycle parking provision; and vii. Ancillary facilities such as changing rooms, showers and lockers, where appropriate. <p>Planning permission for development proposals which result in the loss of off-street parking spaces (excluding public car parks) or formally defined on-street bays will be granted where:</p> <ol style="list-style-type: none"> c. The parking lost is replaced as near as possible to the existing provision in an accessible location; or d. It can be demonstrated that the provision is not suitable or required. 		
096	8.44	<p>8.44 However, the role of walking and cycling in the town has declined. The proportion of journeys to work by these modes in Stevenage has fallen by more than 60% over the last forty years. This is reflected in the state of the network with some stretches showing signs of poor maintenance and under-investment. However, cycling in particular is experiencing a renaissance in many towns and cities. It is important that Stevenage capitalises on this and promotes it's its ground-breaking heritage in this regards regard. This will deliver wider benefits in terms of health and wellbeing</p>		

		and also helps prevent a self-fulfilling prophecy whereby a lack of suitable provision results in a (perceived) lack of demand.
097	9.1 to 9.2	<p>9.1 Identifying sites and locations for new housing is one of the main roles of the Local Plan. Our <u>When the plan was originally adopted in 2019, our</u> target is <u>was</u> for at least 7,600 homes to be built within the area covered by this <u>the</u> plan between 2011-2031.</p> <p>9.2 We have <u>At that time, we had</u> already made significant progress towards this <u>that</u> target. At 1 October 2015, around 2,350 homes had been completed or granted planning permission. This leaves <u>left</u> us with a residual requirement of 5,429 new homes to be developed.</p>
098	After 9.2	<u>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.</u>
099	9.3	9.3 Policy HO1 includes <u>continues to include</u> sufficient sites to meet the target, whilst also allowing for 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. A technical paper explains why this is this case⁷⁹.
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> <ol 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;

		<ul style="list-style-type: none"> 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. 30% affordable housing is provided in line with Policy HO7; 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 ii. Land to accommodate a new cricket facility; m. A full archaeological assessment is undertaken; n. A full flood risk assessment is undertaken; 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. Existing Public Rights of Way retained and incorporated, where possible; q. The impact of noise pollution from London Luton Airport is mitigated; and r. Electric car charging points are provided at an easily accessible location within the site. <p>It is recognised that the site may be delivered by a number of different developers. In this case, any phase of development would be required to demonstrate that it would enable the delivery of the policy objectives for the development as a whole and those relevant to that phase, and enable an expanded scheme within North Hertfordshire District Council. Community facilities should be provided in a location that allows them to be expanded to meet the needs of the site as a whole.</p>
101	After 9.21	<p><u>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%.</u></p>
102	Policy HO3	<p>Policy HO3: North of Stevenage</p>

Land to the North of Stevenage, as defined by the policies map, is allocated for the development of approximately 800 dwellings.

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.

Development proposals will be permitted where the following criteria are met:

- a. The applicant can demonstrate that development can be expanded beyond the Borough boundary, and fully integrated with a wider, cross-boundary scheme;
- 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% affordable housing is provided ~~in line with policy HO7~~;
- 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;
 - 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

		<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>
103	9.32	9.32 The site is also adjacent to an Area of Archaeological Significance. A full archeological archaeological assessment will be required and guidance should be sought from Hertfordshire County Council.
104	After 9.34	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%.
105	Policy HO4	<p>Policy HO4: South East of Stevenage</p> <p>Land to the South East of Stevenage, as defined by the policies map, is allocated for the development of approximately 550 dwellings. The site will be developed as two separate parcels:</p> <ul style="list-style-type: none"> • North of the A602 (150 dwellings) • South of the A602 (400 dwellings) <p>Development proposals will be permitted where the following criteria are met:</p> <ol style="list-style-type: none"> a. Satisfactory vehicular access to both sites is provided from a single point of access off the A602, in line with Highways Authority requirements; b. The schemes are designed to encourage the use of sustainable modes of transport; c. At least 5% aspirational homes are provided in line with Policy HO9; d. Plots to accommodate at least 1% new homes are made available for self-build purposes;

		<ul style="list-style-type: none"> e. 3040% affordable housing is provided in line with policy HO7; f. Provision for supported or sheltered housing is made in line with Policy HO10; g. Existing Public Rights of Way are incorporated, where possible; h. The Ancient Lane along Aston Lane will be preserved or enhanced; i. A full archaeological assessment is undertaken; j. A full flood risk assessment is undertaken; k. The proposals seek to preserve or enhance the setting of adjacent listed buildings; l. The schemes incorporate 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; m. The tree boundary on the site to the North of the A602 is retained as far as possible; and n. Electric car charging points are provided at an easily accessible location within the site. <p>The following will also be required to be provided within the parcel south of A602, unless demonstrated that these facilities are more satisfactorily accommodated on the northern part of the site:</p> <ul style="list-style-type: none"> i. Local facilities to serve the community, including a GP surgery, subject to demand; and ii. On-site sports facilities in line with Policy HC8, including, but not limited to, the provision of a MUGA or Skate Park for children.
106	Policy HO5	<p>Policy HO5: Windfall sites</p> <p>Windfall sites</p> <p>Planning permission for residential development on unallocated sites will be granted where:</p> <ul style="list-style-type: none"> a. The site is on previously developed land or is a small, <u>an</u> underused urban site; <u>and</u> b. There is good access to local facilities; c. There will be no detrimental impact on the environment and the surrounding properties; b. Proposals will not prejudice our ability to deliver residential development on allocated sites; and e. The proposed development would not overburden existing infrastructure.
107	Policy HO6	<p>Policy HO6: Redevelopment of existing homes</p>

		<p>Planning permission for schemes resulting in the change of use or redevelopment of existing homes for non-residential purposes will be granted where:</p> <ul style="list-style-type: none"> a. It would provide a small-scale social, health, community or leisure facility or a small-scale extension to an existing business use in the same building; and b. It would not adversely affect the surrounding or adjoining properties; and b. A suitable, alternative non-residential site is not available for the proposed use. <p>Planning permission for residential schemes resulting in a net loss of housing will be granted where it provides demonstrable benefits against the relevant housing policies of this plan.</p>
108	Policy HO7	<p>Policy HO7: Affordable housing targets</p> <p>Planning permission will be granted for residential developments that maximise affordable housing provision. The following target levels of affordable housing provision will apply to schemes that meet the thresholds set out in national guidance the NPPF:</p> <ul style="list-style-type: none"> • 25% of new homes on previously developed sites; and • 30 40% of new homes elsewhere. <p>Planning permission will only be granted where these targets are not at least achieved if:</p> <ul style="list-style-type: none"> a. Developers robustly demonstrate that the target cannot be achieved due to site-specific constraints resulting in higher than normal costs, which affect its viability; or b. Meeting the requirements would demonstrably and significantly compromise other policy objectives. <p>Where a development is phased or a site is either divided into separate parts or otherwise regarded as part of a larger development, it will be considered as a whole and the appropriate target will apply.</p> <p>Residential or mixed-use schemes that are not compliant with the above targets, or fail to meet other Local Plan policies, must be accompanied by a financial appraisal based on agreed costs and development values at the time of the application. Where an appraisal shows that affordable housing provision in excess of the relevant target level can be supported, a higher level of provision will be encouraged.</p>

109	After 9.52	<p>9.52A The partial review and update of the local plan introduces an uplift to the proportion of affordable housing required on greenfield sites, from 30% to 40%. This revised target has been subject to further viability testing, which shows that it is broadly achievable in combination with the other policies in the revised plan and the CIL rates proposed in the concurrent CIL review.⁹⁴</p>
110	9.72	<p>9.72 These are generally considered to be minimum criteria. It may be appropriate to exceed these guidelines. On suitable sites of 0.5ha or more, around 10% of dwellings can be delivered as aspirational homes without prejudicing the efficient use of land. We will use this figure as a starting point for negotiation recognising that:</p> <ul style="list-style-type: none"> • On large sites this could require a significant number of aspirational homes that might not be desireable desirable in a single location. A lower proportion of homes will be acceptable in these instances; • On some smaller, windfall sites it may be appropriate to permit up to 100% aspirational homes. These would be an exception to general guidance and will only be allowed where they meet other relevant policy requirements and complement the prevailing character, diversify existing stock or otherwise lead to the best solution for the site; while • In accessible locations where purely flatted developments are proposed, the proportion of aspirational homes that can be achieved will largely be determined by the proposed building height(s) and footprint(s).
111	Policy HO10	<p>Policy HO10: Sheltered and supported housing</p> <p>Planning permission for sheltered and supported housing schemes will be granted where: they comply with other relevant policies in this plan.</p> <p>a. The site is well served by passenger transport; b. There is good access to local services and facilities such as neighbourhood centres; c. Appropriate levels of amenity space and car parking for residents, visitors and staff are provided; and d. The proposal is appropriate to its locality.</p> <p>On large developments in excess of 200 units, an element of sheltered and/ or supported accommodation within use classes C3 should be provided where practicable and consistent with the above criteria 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> <p>Schemes that would result in a net loss of sheltered or supported housing will not normally be permitted.</p>

112	9.74	<p>9.74 Over the lifetime of this plan, there will be a significant increase in the number and proportion of older residents in Stevenage. This is consistent with national trends as the 'baby boom' generation reach retirement age and beyond. The housing needs of this age group will vary considerably depending on circumstances. Many will be able to continue living in their own homes with minimal, or no, adaptation or support. Others will require some degree of care or assistance.</p>
113	Policy HO11	<p>Policy HO11: Accessible and adaptable housing</p> <p>Planning permission for major residential schemes will generally be conditioned to ensure that at least 50% of all new dwellings are Category 2: accessible and adaptable dwellings. Where practicable, applications for minor schemes should seek to incorporate this standard.</p> <p><u>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. Minor residential developments which meet these standards will be strongly supported.</u></p>
114	9.86 to 9.87	<p>9.86 Over the lifetime of this plan, there will be a significant increase in the aged population. The <u>and the</u> national trend however is for more and more <u>a greater proportion of</u> elderly and disabled residents to stay in their own home, rather than live in a residential institution or retirement home. As a result, there needs to be an increase in the overall percentage of new homes built over the plan period that will be required to meet accessible and adaptable dwellings standards.</p> <p>9.87 The Government's revised approach to technical standards requirements for new development identifies the access to and use of dwellings are set out in Part M4 of Schedule 1 to the Building Regulations 2010 (as amended), which contains three categories of accessibility for new development:</p> <ul style="list-style-type: none"> • M4(1) - visitable dwellings • M4(2) - accessible and adaptable dwellings • M4(3) - wheelchair user dwellings⁹³
115	After 9.87	<p><u>9.87A 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).</u></p>

		<p><u>9.87B Our most up-to-date evidence¹⁰⁰ shows a need for approximately 5% of new market dwellings and 20% of new affordable dwellings in Stevenage to be wheelchair accessible. However, the need for accessible and adaptable dwellings was not assessed because of Government plans to make this a mandatory standard for all new homes¹⁰¹. These plans have yet to come forward.</u></p> <p><u>9.87C In contrast, our previous evidence¹⁰² showed a need for 50% of new dwellings in Stevenage to be accessible and adaptable. A need for 12% of dwellings to be wheelchair adaptable was included in this figure.</u></p> <p><u>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 comply with optional requirement M4(2). This applies to major developments which are entirely residential and major mixed-use developments which include a residential component.</u></p> <p><u>9.87E 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>
116	9.88	<p>9.88—Our evidence demonstrates that setting a requirement for half of new homes to be accessible and adaptable will make a positive contribution to the anticipated requirements⁹⁴. All major schemes should ensure this target is met unless there are specific extenuating circumstances. It is recognised that this requirement may not be practicable for some smaller schemes, for example in conversions of existing stock. In these instances, a revised requirement will be negotiated having regard to site-specific circumstances.</p>
117	9.89	<p>9.89 Compliance with the standard will <u>ultimately</u> be assessed through the Building Regulations process. However, any preceding planning application should ensure that schemes have been designed so as to enable this requirement to be met <u>clearly set out the extent of intended compliance.</u></p>
118	9.95	<p>9.95 It is considered that the site allocated by Policy HO12 is sufficient to meet all permanent Gypsy and Traveller needs arising within the plan period. However, circumstances do change and unforeseen <u>unforeseen</u> applications for Gypsy and Traveller provision in alternate locations may arise over the plan period.</p>
119	After 9.98	<p><u>Houses in multiple occupation</u></p>

	(New Policy HO14)	<p><u>Policy HO14: Houses in Multiple Occupation</u></p> <p><u>Planning permission will be granted for new smaller (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 this plan.</u></p>
120	Cont'd. (Subtext to New Policy HO14)	<p><u>9.98A 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.</u></p> <p><u>9.98B Ordinarily, the conversion of a single family dwellinghouse to a smaller HMO would constitute permitted development. However, the Council issued a direction in 2017 to remove these rights. Since that time, all new HMOs in Stevenage have required an application for planning permission to be made to the Council and approximately 50 such applications have been received to date.</u></p> <p><u>9.98C Under the Housing Act 2004, HMOs which house more than five people also usually require a licence. There are currently 228 HMOs licenced by the Council, a number which broadly corresponds with the 183 households living in HMOs reported by the 2021 census. HMOs therefore make up a relatively small proportion of the roughly 37,000 total households in Stevenage.</u></p> <p><u>9.98D 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 unavailable. However, widespread conversion of other forms of accommodation to HMOs (whether across the borough as a whole or concentrated within a particular area) could conflict with the council's strategic objective of providing an appropriate mix of homes.</u></p> <p><u>9.98E Policy HO14 reflects these considerations by supporting the creation of new HMOs where the impact on housing supply would be acceptable. This applies to both entirely new buildings and conversions of existing buildings.</u></p> <p><u>9.98F It is recognised that HMOs can sometimes have a disproportionate impact on issues such as noise, parking availability and antisocial behaviour. These and other potential material considerations are covered by policies elsewhere in this plan. Proposals for HMOs will be expected to comply with those policies in the same way that proposals for other forms of accommodation would.</u></p>

121	Policy GD1	<p>Policy GD1: High quality design</p> <p>Planning permission will be granted where the proposed scheme (as applicable):</p> <ul style="list-style-type: none"> a. Respects and makes a positive contribution to its location and surrounds; b. Improves the overall ease of movement within an area for all users; c. Creates a safe environment that designs out crime; d. Creates, enhances, or improves access to, areas of public open space, green infrastructure, biodiversity and other public realm assets; e. Does not lead to an <u>unacceptable</u> adverse impact on the amenity of future occupiers, neighbouring uses or the surrounding area; f. Complies with the separation distances for dwellings set out in this plan; g. Minimises the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation; h. Incorporates high quality boundary treatments when located on the street frontage; i. Complies with other relevant policies and has regard to guidance which may influence site layout and design, including (but not necessarily limited to): <ul style="list-style-type: none"> i. Requirements relating to active frontages in Policy EC5; ii. The parking and access standards in Policy IT5 and the Parking Provision SPD; iii. Site-specific considerations identified in Policies HO1, HO2, HO3 and HO4; iv. Housing mix requirements in Policies HO8, HO9 and H10; v. Accessibility requirements in Policy HO11; vi. SuDs and flood risk considerations in policies FP1 and FP2 vii. Open space standards in Policy NH7; and viii. Conservation area guidance in Policy NH10; j. Meets the nationally described space standards; k. Makes adequate provision for the collection of waste; and l. Has regard to the Stevenage Design Guide Supplementary Planning Document and any other appropriate guidance.
122	After 10.3	<p><u>10.3A In particular, the council will expect the highest density development, including tall buildings, to be located in the most accessible areas of the town centre (as defined by Policy TC1). Proposals of this nature should pay close attention to the advice set out in the latest design guide SPD for the borough.</u></p>

123	10.5	<p>10.5 The design guide for Stevenage was <u>first</u> adopted as an SPD in 2009 <u>and has remained under constant review since that time.</u> Proposals <u>All proposals</u> should have regard to the advice it contains and the quantitative standards suggested <u>latest version of the document contains.</u> The standards will be kept under review over the lifetime plan. The Council may <u>Going forward, the council will</u> consider the introduction and use of other appropriate guidance, such as design codes and supplementary plans as a long-term replacement for this guidance. <u>Where adopted, these will be a material consideration.</u></p>
124	<p>After 10.5</p> <p>(New Policy GD2)</p>	<p><u>Policy GD2: Design certification</u></p> <p><u>Development proposals which demonstrate that they have been designed to achieve a rating of excellent or higher against the relevant BREEAM standard will be strongly supported.</u></p> <p><u>Development proposals which demonstrate that they have been designed to achieve the Secured by Design silver award or higher will be strongly supported.</u></p> <p><u>Residential development proposals which demonstrate that they have been designed to achieve the BRE Home Quality Mark will also be strongly supported.</u></p>
125	<p>Cont'd.</p> <p>(Subtext to New Policy GD2)</p>	<p><u>10.5A The Building Research Establishment Environmental Assessment Method (BREEAM) is a method of specifying and measuring the sustainability performance of buildings and development projects. Ratings are independently assessed, which allows for reliable comparison of schemes.</u></p> <p><u>10.5B There are six BREEAM technical standards, which cater to different sorts of projects and different stages of the built environment lifecycle. Four of these standards are likely to be applicable to proposals submitted to the council:</u></p> <ul style="list-style-type: none"> • <u>BREEAM Communities, which considers the masterplanning of new communities;</u> • <u>BREEAM New construction, which considers new-build development;</u> • <u>Home Quality Mark, which considers residential developments; and</u> • <u>BREEAM Refurbishment and fit-out, which considers refurbishment projects.</u> <p><u>10.5C Against the relevant standard, projects are assessed for their sustainability performance in the following categories:</u></p> <ul style="list-style-type: none"> • <u>Management</u> • <u>Water</u>

		<ul style="list-style-type: none"> • Energy • Transport • Health and wellbeing • Resources • Resilience • Land use and ecology • Pollution • Materials • Waste • Innovation <p>10.5D Once independently assessed, the project will be given a rating. “Excellent” is the second highest rating and “Outstanding” is the highest rating.</p> <p>10.5E Policy GD2 does not make BREEAM certification mandatory for development proposals within the borough. This is in recognition of the fact that it is a very rigorous method of assessment covering a broad range of issues and achieving the highest ratings will often demand more than is required to make a development acceptable in planning terms. However, if a proposal is designed to achieve either an excellent or outstanding rating, this will carry weight in favour of granting permission.</p> <p>10.5F At the application stage, applicants can demonstrate how their proposal is likely to perform by using the BREEAM pre-assessment tools. Where these are accepted and planning permission is granted for the development, planning conditions will be used to ensure that the proposed rating is achieved following construction.</p>
126	Policy HC1	<p>Policy HC1: District, local and neighbourhood centres</p> <p>The following site, as shown on the policies map, is identified as a District Centre:</p> <p>HC1/1 Poplars</p> <p>The following sites, as shown on the policies map, are identified as Local Centres:</p> <p>HC1/2 Bedwell Crescent HC1/3 The Glebe</p>

HC1/4 The Hyde
HC1/5 Marymead
HC1/6 Oaks Cross
HC1/7 The Oval
HC1/8 Roebuck

The following sites, as shown on the policies map, are identified as Neighbourhood Centres:

HC1/9 Canterbury Way
HC1/10 Chells Manor
HC1/11 Filey Close
HC1/12 Hydean Way
HC1/13 Mobbsbury Way
HC1/14 Popple Way
HC1/15 Rockingham Way

Planning permission for development proposals in these centres will be granted where:

- a. The proposal is in keeping with the size and role of the centre;
- b. District and Local Centres would continue to provide a range of retail, light industrial (use class ~~B1(b)~~ [E\(g\)\(ii\)](#)), health, social, community, leisure, cultural and / or residential uses and retain at least 50% of ground-floor units and floorspace in the main retail area as Class ~~A1~~ [E\(a\)](#) (shops) use;
- c. Neighbourhood centres would continue to provide a range of small-scale retail, health, social, community, leisure, cultural and / or residential uses and maintain at least one unit in Class ~~A1~~ [E\(a\)](#) (shops) use;
- d. The proposal does not prejudice our ability to deliver a comprehensive redevelopment scheme; and
- e. An impact assessment has been provided, where required by Policy TC13, and it has been demonstrated that there will be no significant adverse impact.

Planning permission will be granted as an exception to the above criteria only where:

- i. Satisfactory on- or off-site provision is made to replace a loss of use(s) relevant to the status of the centre;
- ii. It can be demonstrated that there is no longer a need for a particular facility;
- iii. The particular facility, or any reasonable replacement is not, and will not, be viable on that site;
- iv. The proposals provide overriding benefits against other objectives or policies in the plan; or

		v. It can be demonstrated that a unit has been unsuccessfully marketed for its existing use, or has remained vacant, over a considerable period of time <u>for at least six months</u> .
127	11.10	<p>11.10 Elsewhere in the town, larger centres provide a wider range of shops, services and community facilities. Examples include The Oval and The Hyde. These are "local centres" in accordance with Government advice. In determining planning permissions within local centres, we will expect them to operate within the following broad parameters:</p> <ul style="list-style-type: none"> • Between 500 and 4,000m² of Class A1 <u>E(a)</u>-led floorspace in a parade or centre containing at least six units; • Unit sizes of between 50 and 1,250m²; • Residential accommodation in flats above the shops and / or additional free-standing residential blocks; and • Two or more of the following: <ul style="list-style-type: none"> a. Church or other place of worship; b. Small employment workshops; c. Pub; d. Community Centre
128	11.11	<p>11.11 Within the proposed local centres, at least 50% of floorspace and units in the main retail parade are currently in Class A1 <u>E(a)</u> (shops) use¹⁰⁹. We will seek to maintain this share. Our baseline monitoring shows that only Marymead does not meet this figure¹¹⁰. In this local centre, we will allow applications where there would be no further fall in the percentage of units.</p>
129	11.12	<p>11.12 Permissions will only be granted as an exception to this where A1 <u>E(a)</u> units have been actively marketed as such but remained vacant for a period of at least six months.</p>
130	11.13	<p>11.13 There are also a number of smaller centres. These do not necessarily meet the criteria above, but they provide valuable facilities for local residents. Examples include Canterbury Way and Rockingham Way. These are "neighbourhood centres" and will typically provide:</p> <ul style="list-style-type: none"> • Between 250 and 1,000m² of Class A1 <u>E(a)</u> (shops) - led floorspace in a parade containing between two and six units; • Unit sizes of between 50 and 500m²; • Residential accommodation in flats above the shops; and

		<ul style="list-style-type: none"> • May include a pub and / or community centre.
131	Policy HC2	<p>Policy HC2: Local shops</p> <p>Freestanding shops and small parades will generally be retained. Planning permission for the redevelopment of existing sites to alternate uses or for the change of use of individual units from Class A4 E(a) (shops) will be granted where:</p> <ol style="list-style-type: none"> Satisfactory on- or off-site provision is made to replace a loss of use(s); It can be demonstrated that there is no longer a need for a particular facility or that alternate facilities are available locally; The particular facility, or any reasonable replacement is not, and will not, be viable on that site; The proposals provide overriding benefits against other objectives or policies in the plan; or It can be demonstrated that a unit has been unsuccessfully marketed for its existing use, or has remained vacant, over a considerable period of time <u>for at least six months</u>.
132	Policy HC3	<p>Policy HC3: The Health Campus</p> <p>The Health Campus is identified on the policies map.</p> <p>Planning permission will be granted for appropriate Class D4 E(e) or C2 healthcare uses. Other use classes will be permitted where they provide ancillary facilities which support the site's principal function.</p> <p>Other uses will not be permitted unless it can be satisfactorily demonstrated that the land is no longer required to meet long-term healthcare needs.</p>
133	Policy HC5	<p>Policy HC5: New health, social and community facilities</p> <p>The following site, as shown on the policies map, is designated for new healthcare facilities:</p> <p>HC5/1: Land at Ridlins Playing Fields</p> <p>Planning permission will be granted for appropriate D4 E(e) healthcare uses. Other uses will only be accepted where they are required for ancillary facilities.</p>

		<p>Planning permission for new health, social or community facilities, or to modernise, extend or re-provide existing facilities, on an unallocated site will be granted where:</p> <ol style="list-style-type: none"> A need for the facility has been identified; The site is appropriate in terms of its location and accessibility; and The facility is integrated with existing health, social or community facilities, where appropriate. <p>Planning permission for play group provision within existing and proposed district, local and neighbourhood centres will be granted where it is integrated with other leisure and community uses, where practicable.</p>
134	11.24	<p>11.24 These policies refer to The definition of “health, social and community facilities”, as covered by the following Use Classes: is provided in appendix D to this plan.</p> <ul style="list-style-type: none"> • C2 • D1¹⁰⁴ • D2 - community centres only.
135	11.31	<p>11.31 These policies refer to The definition of “leisure and cultural facilities”, as covered by the following Use Classes: is provided in appendix D to this plan.</p> <ul style="list-style-type: none"> • D1¹⁰⁵ • D2 - excluding community centres • Sui Generis - the theatre only.
136	After 12.6	<p>13 Flooding and pollution</p> <p>Climate change</p> <p>Water management and flood risk</p>
137	Policy FP1	<p>Policy FP1 Climate change</p> <p>Planning permission will be granted for developments that can incorporate measures to address adaptation to climate change. New development, including building extensions, refurbishments and conversions will be encouraged to include measures such as:</p>

- ~~Ways to ensure development is resilient to likely future variations in temperature; Reducing water consumption to no more than 110 litres per person per day including external water use;~~
- ~~Improving energy performance of buildings;~~
- ~~Reducing energy consumption through efficiency measures;~~
- ~~Using or producing renewable or low carbon energy from a local source; and Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.~~

Policy FP1: Sustainable drainage

All major and minor development proposals must incorporate sustainable drainage systems (SuDS) unless there are clear and convincing reasons for not doing so.

SuDS proposals must:

- 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.

Proposals reliant on surface water discharge to the foul network will be refused unless it can be shown to be unavoidable.

Proposals reliant on underground attenuation features or impervious hard surfaces will be refused unless their use can be shown to be unavoidable.

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.

Post-permission, conditions will be used to secure the final detailed design of the drainage system and measures for management and maintenance.

Most preferable

Rainwater use as a resource

↑	Infiltration to ground at or close to source
	Attenuation in green infrastructure for gradual release
	Discharge direct to a watercourse
↓	Discharge to a surface water sewer or drain
Least preferable	Discharge to a combined sewer

Table 4 – surface water disposal hierarchy

<i>Most Sustainable</i>	<i>SUDS technique</i>	<i>Flood Reduction</i>	<i>Pollution Reduction</i>	<i>Landscape & Wildlife Benefit</i>
	Living roofs	✓	✓	✓
	Basins and ponds - Constructed wetlands - Balancing ponds - Detention basins - Retention ponds	✓	✓	✓
	Filter strips and swales	✓	✓	✓
	Infiltration devices - soakaways - infiltration trenches and basins	✓	✓	✓
	Permeable surfaces and filter drains - gravelled areas - solid paving blocks - porous paviers	✓	✓	
	Tanked systems - over-sized pipes/tanks - storms cells	✓		
	<i>Least Sustainable</i>			

Table 5 – SuDS hierarchy

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13.1 to 13.6

13.1—Climate change has been reported to represent 'by far' the greatest threat to our natural environment, social wellbeing and economic future⁴¹³.

		<p>13.2 — Climate change is a strategic cross-cutting theme that relates to many aspects of the environmental, economic and social issues that we address in this document, with many policy areas in this Local Plan relating to it.</p> <p>13.3 — Developments can address temperature fluctuations by ensuring that buildings are well insulated and are ventilated with natural air movement. They should also take full advantage of natural light and heat from the sun to help minimise the need for additional energy for lighting and heating.</p> <p>13.4 — The Environment Agency have identified that Stevenage lies within an area of 'Water Stress'¹⁴⁴. Therefore, the more stringent target of 110 litres per person per day has been adopted for all new developments in Stevenage in line with NPPG. All new development should ensure that stringent water management systems are incorporated into their design.</p> <p>13.5 — In order to improve the energy performance of buildings, both new and existing, developers should adopt more energy efficient measures in order to contribute to the overall energy performance of the development. This could include, for example:</p> <ul style="list-style-type: none"> ● The use of photo-voltaic panels; ● Micro-wind generators; and ● The installation of ground source heat pumps. <p>13.6 — At a strategic level, developments should incorporate SuDS in order to help reduce flood risk. The most sustainable SuDS contribute to reducing flood risk and pollution, and provide landscape and wildlife benefits. These would include, for example:</p> <ul style="list-style-type: none"> ● Living roofs and walls; Basins and ponds; ● Filter strips and swales; and ● Infiltration devices, such as soakaways.
139	After Policy FP1	<p><u>13.1A A site can accommodate a wide range of different SuDS techniques. These can range from individual properties incorporating permeable paving in driveways, to larger developments incorporating ponds, wetlands and green roofs and/or walls. SuDS can also improve water quality and enhance the amenity and biodiversity value of the surrounding area.</u></p>

		<u>13.1B Proposals should be informed by the surface water disposal hierarchy and the SuDS hierarchy. In instances where proposals do not comply, they will be refused unless it is demonstrated by the developer that there is no other possible alternative.</u>
140	After 13.1B	Flood risk
141	Policy FP2	<p>Policy FP2: Flood risk in Flood Zone 1</p> <p>Planning permission for all major development sites will be granted where:</p> <p>a. An appropriate surface water Flood Risk Assessment is submitted. The Flood Risk Assessment must demonstrate, as a minimum:</p> <p> i. An estimate of how much surface water runoff the development will generate;</p> <p> ii. Details of existing methods for managing surface water runoff, e.g. drainage to a sewer; and</p> <p> iii. Plans for managing surface water and for making sure there is no increase in the volume of surface water and rate of surface water runoff.</p> <p>b. The use of SuDS has been maximised on site so as not to increase flood risk, and to reduce flood risk wherever possible; and</p> <p>c. It can be demonstrated that flood resilience and flood resistance construction can be designed into the proposed development scheme.</p> <p><u>Policy FP2: Flood risk management</u></p> <p><u>All development proposals must:</u></p> <p>a. <u>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;</u></p> <p>b. <u>Where appropriate¹¹⁹, be supported by a site-specific flood risk assessment at the application stage;</u></p> <p>c. <u>Pass the sequential and exception tests, as required¹²⁰, and then apply the sequential approach to site layout;</u></p> <p>d. <u>Preserve the functional floodplain, also known as Flood Zone 3b;</u></p> <p>e. <u>Protect the integrity of adjacent flood defences and allow sufficient space for access, maintenance, future upgrades and new flood defence schemes;</u></p> <p>f. <u>Provide an 8m undeveloped buffer zone from the top of the bank of any adjacent main rivers;</u></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>
142	After Policy FP2	<p>13.7— Flooding is a natural process, which helps to shape the natural environment. However, it can also have significant negative impacts, causing damage to property and even loss of life. Flooding events are likely to increase in the future, both in number and in magnitude. This is in part due to climate change and we need to ensure that we can adapt to these changes and protect the town, as far as is reasonably practicable. It is important, therefore, that our planning policies take into account present and future flood risk.</p> <p>13.8— National guidance requires us to preclude development in areas of flood risk and reduce the risk of flooding overall¹⁴⁵. The Environment Agency has a statutory responsibility for flood management and flood defence in England and provides an advisory service to this end. Hertfordshire County Council, as the Lead Local Flood Authority, will be consulted on proposals in a flood risk area and for all sites over one hectare.</p> <p>13.9— Groundwater flooding is not considered to pose a significant problem to Stevenage but any development should be mindful of the effects of deep foundations on shallow groundwater flows in fluvial sands and gravels in valley bottoms.</p> <p>13.10— Our evidence¹⁴⁶ identifies different areas of flood risk in the town, categorised as:</p> <ul style="list-style-type: none"> ● Flood Zone 3, which is further subdivided into <ul style="list-style-type: none"> ○ Flood Zone 3b—functional floodplain ○ Flood Zone 3a—high probability ● Flood Zone 2—medium probability ● Flood Zone 1—low probability <p>13.11— The latest flood risk maps should be referred to for detailed zone locations.</p> <p>13.12— We will steer new development to areas of the lowest probability of flooding by applying the sequential approach identified in our Strategic Flood Risk Assessment. Preference will be given to development located in Flood Zone 1 (the area with the lowest risk of flooding).</p>

~~13.13 – Proposals should avoid adding to the causes of flooding, both fluvial and surface water. The increase in impermeable surfaces through large scale development, such as that on sites over one hectare, can result in an increase in surface water runoff.~~

~~13.14 – Proposals should maximise the use of SuDS to reduce the risk of flooding and minimise any negative impacts on buildings and land uses that may suffer from flooding. SuDS direct surface water run off from increased rainfall, back into suitable ground locations, mimicking natural drainage systems. In doing so, they help reduce the risk of flooding by easing the pressure on the storm water drainage network.~~

~~13.15 – A site can accommodate a wide range of different SuDS techniques. These can range from individual properties incorporating permeable paving in driveways, to larger developments incorporating ponds, wetlands and green roofs and/or walls. SuDS can also improve water quality and enhance the amenity and biodiversity value of the surrounding area.~~

~~13.16 – The need for SuDS is likely to increase to meet environmental challenges such as climate change and population growth.~~

~~13.17 – Proposals should adopt the SuDS hierarchy. In instances where proposals are unable to maximise SuDS on site, evidence will be required to demonstrate how and why this might not be viable or practicable to implement. The developer will also be required to provide alternative mitigation either on site, or elsewhere in the Borough.~~

~~[[IMAGE OF SUDS HIERARCHY]]~~

~~**SuDS Hierarchy**~~

~~13.18 – The Local Flood Risk Management Strategy (LFRMS) and its associated SuDS Policy Statement should be consulted when considering the drainage system.~~

13.7 Flooding is a natural process, which helps to shape the natural environment. However, it can also have significant negative impacts, causing damage to property and even loss of life. Flooding events are likely to increase in the future, both in number and in magnitude. This is in part due to climate change and we need to ensure that we can adapt to these changes and protect the town, as far as is reasonably practicable. It is important, therefore, that our planning policies take into account present and future flood risk.

13.8 National guidance requires us to preclude development in areas of flood risk and reduce the risk of flooding overall¹²¹. The Environment Agency has a statutory responsibility for flood management and flood defence in England and provides an advisory service to this end. Hertfordshire County Council, as the Lead Local Flood Authority, will be consulted on proposals in a flood risk area and for all sites over one hectare.

13.9 Groundwater flooding is not considered to pose a significant problem to Stevenage but any development should be mindful of the effects of deep foundations on shallow groundwater flows in fluvial sands and gravels in valley bottoms.

13.10 Our evidence¹²² identifies different areas of flood risk in the town, categorised as:

- Flood Zone 3, which is further subdivided into
 - Flood Zone 3b - functional floodplain
 - Flood Zone 3a - high probability
- Flood Zone 2 - medium probability
- Flood Zone 1 - low probability

13.11 The latest flood risk maps should be referred to for detailed zone locations.

13.12 We will steer new development to areas of the lowest probability of flooding by applying the sequential approach identified in our Strategic Flood Risk Assessment. Preference will be given to development located in Flood Zone 1 (the area with the lowest risk of flooding).

13.12A Flood Zones 2 and 3 are not extensive in the town. Broadly speaking, they run along the Stevenage and Aston End Brook but only through the southern end of the town. Proposals for Flood Zone 2 or 3 will have to demonstrate that there is no other reasonably available site in a lower flood risk category in the Borough.

13.13 Proposals should avoid adding to the causes of flooding from all sources. The increase in impermeable surfaces through large scale development, such as that on sites over one hectare, can result in an increase in surface water runoff. A site-specific flood risk assessment will be required for proposals meeting the criteria set out in the NPPF.

		<p><u>13.13A Proposals must also ensure adequate buffers to watercourses. A developer wishing to build within eight metres of the top of the bank of a main river will require consent from the Environment Agency, while developers wishing to build within three metres of the bank of an ordinary watercourse will require consent from Hertfordshire County Council. This consent may not necessarily be granted.</u></p> <p><u>13.23 Development proposals which do not involve deculverting or, indeed, propose culverting of watercourses, will have an adverse impact on the town's river corridors and water meadows. Such proposals will be refused. Opening up river corridors can help to improve the chemical and biological quality of a watercourse. This, in turn, improves habitats for biodiversity and also contributes to open space and health and wellbeing in the town.</u></p> <p><u>13.24 River corridors and flood storage reservoirs (FSRs) play an important role in controlling the surface water runoff from the town, as they allow excess run off during storms to be temporarily stored. Protecting river corridors and FSRs from inappropriate development and culverting is therefore important so as not to increase flood risk in the town.</u></p>
143	Policy FP3	<p>Policy FP3: Flood risk in Flood Zones 2 and 3</p> <p>Planning permission will be granted where:</p> <ul style="list-style-type: none"> a. It can be demonstrated that the functional floodplain, also known as Flood Zone 3b, is protected; b. It can be demonstrated that a sequential approach is taken at site level; c. An appropriate fluvial flood risk assessment is submitted which demonstrates: <ul style="list-style-type: none"> i. Whether a proposed development is likely to be affected by current or future flooding from any source; ii. That the development will not increase flood risk elsewhere; iii. That the measures proposed to deal with these effects and risks are appropriate; iv. The evidence for us, as the local planning authority, to apply (if necessary) the Sequential Test; and v. That the development will be safe and pass the Exception Test, if applicable. d. The use of SuDS has been maximised on site so as not to increase flood risk, and to reduce flood risk wherever possible; e. A natural buffer zone adjacent to any watercourse is included as part of the development. The buffer zone should be a minimum of eight metres wide from the top of the bank of the watercourse along the entire length of the watercourse on site; f. Any culverted watercourse present on site can be re-naturalised; and

		<p>g. It can be demonstrated that flood resilient and flood resistant construction can be designed into the proposed development scheme.</p>
144	After Policy FP3	<p>13.19 Flood Zones 2 and 3 are not extensive in the town. Broadly speaking, they run along the Stevenage and Aston End Brook but only through the southern end of the town. Proposals for Flood Zone 2 or 3 will have to demonstrate that there is no other reasonably available site in a lower flood risk category in the Borough.</p> <p>13.20 As well as the measures identified above (for proposals in Flood Zone 1), additional measures will be required to ensure flood risk is minimised.</p> <p>13.21 A fluvial Flood Risk Assessment will be required to demonstrate how the proposal meets the Policy criteria.</p> <p>13.22 On occasions where the developer is unable to maximise the natural buffer zone adjacent to the watercourse, the developer must provide mitigation elsewhere on site, or elsewhere in the Borough. A developer wishing to build within eight metres of the top of the bank of a watercourse will require Flood Defence Consent from the Environment Agency. This consent may not necessarily be granted.</p> <p>13.23 Development proposals which do not involve deculverting or, indeed, propose culverting of watercourses, will have an adverse impact on the town's river corridors and water meadows. Opening up river corridors can help to improve the chemical and biological quality of a watercourse. This, in turn, improves habitats for biodiversity and also contributes to open space and health and wellbeing in the town. The developer will need to provide mitigation elsewhere in the Borough. This may involve the deculverting of an alternative length of watercourse.</p> <p>13.24 River corridors and flood storage reservoirs (FSRs) play an important role in controlling the surface water run off from the town, as they allow excess run off during storms to be temporarily stored. Protecting river corridors and FSRs from inappropriate development and culverting is therefore important so as not to increase flood risk in the town.</p>
145	Policy NH1	<p>Policy NH1: Principal Open Spaces</p> <p>The following sites, as defined on the policies map, are designated as Principal Open Spaces:</p> <p><u>Principal Parks</u></p> <p>NH1/1 Fairlands Valley Park*</p> <p>NH1/2 Town Centre Gardens*</p>

NH1/3 King George V*
NH1/4 Hampson Park*
NH1/5 Shephalbury Park*
NH1/6 Peartree Park*
NH1/7 Ridlins Park*
NH1/8 St. Nicholas Park*
NH1/9 Millennium Gardens
NH1/10 The Bowling Green

Principal Amenity Greenspaces

H1/11 Chells District Park*
NH1/12 Canterbury Way*
NH1/13 Meadway*
NH1/14 Bandle Hill*
NH1/15 Burymead*
NH1/16 Campshill Park*
NH1/17 Blenheim Way / Pembridge Gardens
NH1/18 York Road B & C*
NH1/19 Letchmore Road*
NH1/20 Trent Close
NH1/21 Bedwell Park*
NH1/22 Archer Road*
NH1/23 The Noke*
NH1/24 Ramsdell
NH1/25 Clovelly Way A
NH1/26 Chester Road / Canterbury Way
NH1/27 Caernarvon Close / Balmoral Close*
NH1/28 Chepstow Close*
NH1/29 Shephall Green
NH1/30 Blenheim Way / Stirling Close*
NH1/31 Holly Copse

Principal Woodlands

NH1/32 ~~Whomeley~~ Whomerley Wood
NH1/33 Monks Wood
NH1/34 Ridlins Wood
NH1/35 Lanterns Wood
NH1/36 Ashtree Wood
NH1/37 Wellfield Wood
NH1/38 Martins Wood*
NH1/39 Great Collens Wood
NH1/40 South Pestcotts Wood
NH1/41 Loves Wood
NH1/42 Abbot's Grove
NH1/43 Mobbsbury Park
NH1/44 Sishes Wood
NH1/45 Shackleton Spring Woodland
NH1/46 Sinks Spring
NH1/47 Hanginghill Wood
NH1/48 Wiltshire Spring Wood (west)
NH1/49 Hertford Road Wood
NH1/50 Almond Spring
NH1/51 Blacknells Spring Wood
NH1/52 Whitney Drive Wood

Planning permission will be granted where proposals:

- a. Would not result in the loss of any part of a Principal Open Space;
- b. Would not have an adverse impact upon any Principal Open Space within, or adjacent to, the application site;
and
- c. Reasonably provide, or reasonably contribute towards the maintenance or improvement of, Principal Open Spaces and allotments.

Planning permission will be granted for small scale leisure and recreation developments within a Principal Open Space where they support its continued use and maintenance. New or replacement facilities that meet the general definitions of Principal Open Spaces will be afforded the same protections as the sites identified in this policy.

146	Policy NH2	<p>Policy NH2: Wildlife Sites</p> <p>The following sites, as defined on the policies map, are designated as wildlife sites:</p> <ul style="list-style-type: none">NH2/1 Abbot's GroveNH2/2 Almond SpringNH2/3 Ashtree WoodNH2/4 Barnwell School and RectoryNH2/5 Blacknells SpringNH2/6 Broadwater Marsh WestNH2/7 Elder Way Flood MeadowNH2/8 Elm Green PasturesNH2/9 Exeter CloseNH2/10 Fishers Green WoodNH2/11 Garston MeadowNH2/12 Great Collens WoodNH2/13 Hanginghill WoodNH2/14 Kitching Green LaneNH2/15 Loves WoodNH2/16 Margaret's Wood & Spoil Bank WoodNH2/17 Martins WayNH2/18 Martins WoodNH2/19 Monks & Whomerley WoodsNH2/20 Monks Wood WestNH2/21 Pestcotts Spring & WoodNH2/22 Poplars Meadow and Pond SouthNH2/23 Ridlins MireNH2/24 Ridlins WoodNH2/25 Shackledell Grassland (2 sites)NH2/26 Sishes WoodNH2/27 Six Hills CommonNH2/28 St Nicholas ChurchyardNH2/29 Stevenage Brook MarshNH2/30 Symonds GreenNH2/31 Valley Way Wood
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		<p>NH2/32 Warren Springs NH2/33 Wellfield Wood NH2/34 Whitney Drive Wood NH2/35 Whitney Wood NH2/36 Whomerley Woods Road Verge NH2/37 Wiltshire's Spring</p> <p>Planning permission will be granted where proposals:</p> <ul style="list-style-type: none"> a. Would not result in substantive <u>substantial</u> loss or deterioration of a Wildlife Site; and b. Reasonably contribute towards the maintenance or enhancement of Wildlife Sites in the vicinity of the application site. <p>Any wildlife sites or Regionally Important Geological Site (RIGS) that are ratified by the Herts & Middlesex Wildlife Trust (HMWT)¹²⁹ following adoption of this plan will be afforded the same protections as the sites identified in this policy. Any Wildlife Sites or RIGS (or parts thereof) which are subsequently deselected by HMWT will no longer be subject to the provisions of this policy.</p>
147	Policy NH3	<p>Policy NH3: Green Corridors</p> <p>The following routes, as defined on the policies map, are designated as Green Corridors:</p> <p><u>Ancient Lanes</u></p> <p>NH3/1 Aston Lane NH3/2 The Avenue NH3/3 Botany Bay Lane NH3/4 Bragbury Lane NH3/5 Broadwater Lane NH3/6 Chells Lane NH3/7 Dene Lane NH3/8 Fishers Green Lane NH3/9 Lanterns Lane NH3/10 Meadway NH3/11 Narrowbox Lane</p>

		<p>NH3/12 Old Walkern Road NH3/13 Sheafgreen Lane NH3/14 Shephall Lane NH3/15 Shephall Green Lane NH3/16 Shephards Lane NH3/17 Watton Lane NH3/18 Weston Lane</p> <p><u>Structurally Important Routes</u></p> <p>NH3/19 Broadhall Way NH3/20 Fairlands Way NH3/21 Grace Way NH3/22 Gunnels Wood Road NH3/23 Martins Way (Grace Way to Gresley Way) NH3/24 Monkswood Way</p> <p><u>Other Green Corridors</u></p> <p>NH3/25 Gresley Way NH3/26 Martins Way (Hitchin Road to Grace Way) NH3/27 Six Hills Way</p> <p>Planning permission will be granted where proposals:</p> <ol style="list-style-type: none"> a. Would not have a substantive <u>substantial</u> adverse effect upon a Green Corridor; b. Retain and sensitively integrate any Green Corridor which must be crossed or incorporated into the site layout; c. Provide replacement planting, preferably using locally native species, where hedgerow removal is unavoidable; and d. Reasonably contribute towards the improvement of Green Corridors in the vicinity of the application site
148	14.25	<p>14.25 This includes those footpaths and bridleways which link to the Stevenage Outer Orbital Path (StOOP). This is a 27-mile route which circles Stevenage using foothpaths <u>footpaths</u> and other routes that are open to the public. All of StOOP lies outside of the Borough boundary. However, it is connected to Stevenage by eight 'link paths' which use public rights of way within our administrative area.</p>

149	Policy NH5	<p>Policy NH5a: Trees and woodland</p> <p>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.</p> <p>Planning permission for proposals where the loss of trees is demonstrated to be unavoidable will be granted where:</p> <ul style="list-style-type: none"> a. Sufficient land is reserved for appropriate replacement planting and landscaping; b. Replacement trees or planting are provided which are: <ul style="list-style-type: none"> i. Of equal or better quality than the trees which are lost; ii. Sensitively incorporated into the development; and iii. Where appropriate, locally native species of similar maturity; and c. In the case of a loss of woodland: <ul style="list-style-type: none"> i. It can be demonstrated that any adverse affects can be satisfactorily mitigated; ii. The need for the use of the site outweighs the amenity of the woodland; or iii. 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. <p><u>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.</u></p> <p><u>Individual trees</u></p> <p><u>Development proposals resulting in harm to the health or longevity of existing individual trees which are worthy of retention¹³¹ will be refused unless:</u></p> <ul style="list-style-type: none"> <u>a. The harm is demonstrated to be unavoidable;</u> <u>b. Replacement trees would be planted in accordance with Table 6 below; and</u> <u>c. Any replacement trees would be of an appropriate size and species, and planted in an appropriate location.</u>
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Post-permission, conditions will be used to secure any replacement planting and safeguard any retained trees.

<u>Trees Felled</u>		<u>Replacements</u>
<u>Category</u>	<u>Diameter at Breast Height</u>	
<u>Small</u>	<u>Less than or equal to 30cm</u>	<u>2</u>
<u>Medium</u>	<u>Greater than 30cm and less than or equal to 60cm</u>	<u>5</u>
<u>Large</u>	<u>Greater than 60cm and less than or equal to 90cm</u>	<u>10</u>
<u>Very Large</u>	<u>Greater than 90cm</u>	<u>21</u>

Table 6 – Individual tree replacement standard

Woodland

Development proposals resulting in the loss or deterioration of existing woodland¹³² will be refused unless:

- 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.

Post-permission, the planting and management of any replacement woodland will be secured by conditions or legal agreement.

Ancient and veteran trees

Development proposals resulting in the loss or deterioration of ancient or veteran trees will be refused unless:

- a. There are wholly exceptional reasons which justify the loss or deterioration; and
- b. A suitable compensation strategy exists.

Post-permission, any compensation will be secured by conditions or legal agreement.

Arboricultural offsetting

		<p><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:</u></p> <ul style="list-style-type: none"> a. <u>A cash in lieu contribution to the Council; or</u> b. <u>An alternative off-site proposal, where this has already been identified and delivery is certain.</u> <p><u>The acceptability of option (b) will be subject to agreement with the Council and will be considered on a case-by-case basis.</u></p>
150	After Policy NH5	<p><u>Policy NH5b: Tree-lined streets</u></p> <p><u>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.</u></p>
151	14.32	<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 report <u>method statement</u> 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>
152	After 14.32	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>

		<p><u>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 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 development¹³³ 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.</u></p> <p><u>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.</u></p>
153	14.33	<p>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.</p>
154	14.34	<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'd <u>TPO</u> 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>
155	After 14.34	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 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.</u></p>

156	14.36	14.36 The general presumption is that only those spaces which are of a poor or very poor quality will be considered for disposal. A number of sites of this nature are detailed in the evidence base. However, the circumstances around any site may change over time time and all schemes that seek to utilise unallocated open space will be scrutinised.				
157	15.2	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 ¹³⁹ .				
158	15.3	<p>15.3 Partnership working is key to successful delivery. The Duty to Co-operate places a legal duty on the Council to interact with other authorities, agencies, service providers and regulators. This is supplemented by positive engagement with other bodies that are not prescribed by the regulations. In developing the local plan and its evidence base, Stevenage Borough Council has engaged on a pro-active and ongoing basis with numerous organisations, whose assistance or approval will be required to deliver the plan. This includes (but is not limited to):</p> <ul style="list-style-type: none"> • North Hertfordshire District Council and East Hertfordshire District Council as the authorities directly adjoining Stevenage Borough to ensure emerging proposals are considered on a consistent and holistic basis and that the cumulative impacts of our plans are properly understood; • Hertfordshire County Council as (variously) waste and minerals planning authority, highway authority and authority responsible for education. Our plan and policies map, where relevant and necessary, reflect proposals in those parts of the statutory Development Plan for which the county council retain responsibility responsibility. Mitigation schemes to ensure appropriate capacity on the local highway network and in the education system have been included; • Highways England as the body responsible for the trunk road network, including the A1(M) which is the key strategic road link to and from Stevenage; • Hertfordshire Local Enterprise Partnership (LEP) as the partnership between businesses and local authorities that covers Stevenage and sets priorities for investment through its Growth Plan; • Stevenage First Town Centre Task Force as the partnership between the Borough Council, LEP and other agencies formed to unlock the development opportunities in and around the town centre; and • The Environment Agency whose position as statutory regulator of the water environment has required positive interaction, particularly around issues relating to water and wastewater infrastructure. 				
159	After 15.10	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; text-align: center;">Objective</td> <td style="width: 25%; text-align: center;">Policy</td> <td style="width: 25%; text-align: center;">Target</td> <td style="width: 25%; text-align: center;">Indicator(s)</td> </tr> </table>	Objective	Policy	Target	Indicator(s)
Objective	Policy	Target	Indicator(s)			

		Climate change	Carbon emissions	Operational / WLC net zero	Energy statements
			Heating and cooling	No new energy-dependent cooling systems	Energy statements
			Water efficiency	For residential water consumption to not exceed 110L per person per day	Planning permissions
		Sustainable development	Reduce deprivation and improve quality of life	-	Index of multiple deprivation
				For average earnings to increase over the plan period	Average weekly earnings for residents
				-	Housing affordability
				-	Resident satisfaction
		A strong, competitive economy	Provide sites for new B-Class employment floorspace	At least 140,000m ² employment floorspace to be completed 2011-2031	Employment floorspace completions
				-	Employment land supply
				-	Claimant count
				-	Number of jobs
		A vital town centre	Preserve the viability and vitality of the retail hierarchy	-	New business start ups
				-	Employment land up-take
			Retail vacancy rates		

			Support the type and range of retail required to meet identified need	7,600m ² of additional convenience retail floorspace by 2031	Retail, office and leisure completions
			Reserve the Primary Frontage for A1 Use	For at least 80% Primary Frontage to be in A1 Use	A1 Retail
		Infrastructure	Require new development to meet the demand it creates	-	Developer contributions
		Sustainable transport	Create conditions for significant increase in passenger transport	To increase the use of passenger transport	Mode of travel to work
			Direct high density development to the most sustainable locations	For 100% of residential completions to be within 30 minutes of key services	Accessibility of services
			Require new development to provide relevant plans and assessments	For all major applications to include a Travel Plan	Travel Plans
		High quality homes	Provide sites for new residential development	At least 7,600 new homes to be completed 2011-2031 (4,956 homes between 2024 and 2031)	Housing completions
			45% of new homes to be on Previously Developed Land	45% of new homes to be on Previously Developed Land	Housing completions on PDL
			Maintain at least a five-year supply of land for housing	-	Housing supply
			To deliver up to 40% affordable homes, where viability permits	For at least 20% of all new homes to be affordable	Affordable housing completions Affordable housing supply

			To re-balance the housing stock by delivering a mix of housing types and sizes	For all major sites to comply with the mix identified in the SHMA	Housing Mix	
				-	Aspirational homes	
			Provide sites for new Gypsy and Traveller provision	At least 11 new Gypsy and Traveller sites to be provided	Gypsy and Traveller provision	
	Good design		New development <u>developments</u> are effective in designing out crime	For the overall crime rate in Stevenage to be reduced	Crime rates	
			New development to meet water usage standards	The design achieves a maximum of 110 litres per person per day including external water use	None – Building Regulation Approval will not be granted unless this is complied with	
	Healthy communities		Avoid the loss of any health, social or community facilities	To see no decrease in D1, D2, C2 Uses <u>health, social and community uses</u> across the town	Retail, office and leisure completions	
			For new health, social and community facilities to be located within identified centres, in accordance with the sequential test	-		
	Climate change, flooding <u>Flooding</u> and pollution		Reduce or mitigate against flood risk	For all Flood Storage Reservoirs to be retained	Number of Flood Storage Reservoirs	
				To grant no permissions against Environment Agency advice	Environment Agency advice	
				For all schemes to incorporate SUDS	Sustainable Urban Drainage Systems	

		Green infrastructure and the natural environment	Protection of Principal Open Spaces	No reduction in the total area of Principal Open Space	Principal Open Spaces
			Protection of wildlife sites	No reduction in the number or area of designated sites through development	Wildlife Sites
			Protection of Green Corridors	No reduction in the total area of designated sites through development	Green corridors
			Protection of Green Links	No reduction in the total area of designated sites through development	Green Links
		The historic environment	Preserve and enhance conservation areas	For no conservation areas to be 'at risk'	Conservation areas
			Preserve and enhance listed buildings	For no listed buildings to be 'at risk'	Listed Buildings
160	After Appendix C	<p><u>D Glossary</u></p> <p><u>Accessible and adaptable dwelling:</u> A dwelling complying with requirements M4(2) of the Building Regulations.</p> <p><u>Aspirational home:</u> A dwelling that complies with one of the following definitions:</p> <p><u>Aspirational house:</u> A house which meets all of the following criteria: (a) built as part of a small group in suburban or edge-of-town location; (b) low density, typically between 8 and 15 dwellings per hectare; (c) detached with at least four bedrooms and two bathrooms; (d) sited on a large plot with a footprint in excess of 100m² and a rear garden of at least 200m²; and (e) set back from the road and provided with at least two off-street parking spaces.</p> <p><u>Aspirational flat:</u> A flat which meets all of the following criteria: (a) located close to the town centre and railway station; (b) on the upper floor(s) of a multi-storey development; (c) provides significantly larger than average accommodation¹⁴³; and (e) internally finished to a high specification.</p>			

Assisted living housing: Housing regulated by the Care Quality Commission comprising self-contained flats where care is available 24 hours per day.

Employment uses: Uses falling within classes B2, B8 and E(g).

Extra care housing: See Assisted living housing.

Health, social and community facilities: Uses falling within classes C2, E(e), E(f) and F.2(b).

Larger HMO: Use as a sui generis house in multiple occupation by more than six residents not forming a single household.

Leisure and cultural uses: Uses falling within E(d), F.1(b), F.1(c), F.1(d), F.1(e), F.2(c) and F.2(d).

Local green jobs: Employment positions which contribute directly or indirectly towards meeting the UK's net zero emissions target and other environmental goals, such as nature restoration and mitigation against climate risks.

Permitted development: Development which has planning permission by reason of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Regulated operational emissions: The CO2 emission rate for the building(s) determined using the Standard Assessment Procedure 10.2.

Smaller HMO: Use as a house in multiple occupation falling within class C4.

Sheltered housing: Housing with a resident warden.

Supported housing: Housing where care, support or supervision is provided to enable residents to live as independently as possible in the community.

Sui generis: A use of land not falling within any of the classes defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).

Wheelchair accessible dwelling: A dwelling complying with requirements M4(3)(2)(b) of the Building Regulations.

		<u>Wheelchair adaptable dwelling: A dwelling complying with requirements M4(3)(2)(a) of the Building Regulations.</u>
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Footnotes

1	Stevenage District Plan Second Review (Stevenage Borough Council (SBC), 2004)
2	Stevenage Local Plan Sustainability Appraisal Scoping Report (Stevenage Borough Council (SBC), 2013); Sustainability Appraisal Report (SBC, 2015)
3	Appropriate Assessment Screening Opinion (SBC, 2015)
4	As well as Stevenage, the first wave of New Towns around London included Basildon, Bracknell, Crawley, Harlow, Hatfield and Hemel Hempstead.
5	These figures include homes in North Hertfordshire District at Great Ashby. These form part of the urban area but they are outside of the Borough Council's administrative control.
6	NVQ Level 4 is equivalent to a HNC qualification.
7	NPPF paragraphs 47, 159 and 160
8	Housing Market Areas in Bedfordshire and surrounding areas (ORS, 2015)
9	West Essex and East Hertfordshire Strategic Housing Market Assessment (ORS, 2015)
10	Functional Economic Market Area Study (Nathaniel Lichfield & Partners (NLP), 2015)
11	Case Law establishes that the Duty to Co-operate runs until the point a plan is submitted. Paragraph 181 of the NPPF expects local authorities to demonstrate evidence of effective co-operation when the Local Plan is submitted for examination. A Duty to Co-operate statement will be prepared following the completion of this consultation and prior to submission of the plan to reflect these requirements, the outcomes and any relevant agreements. The submission version of the plan will suggest a minor amendment to this paragraph and footnote to reflect this.

12	<p>Section 39(2) of the Planning and Compulsory Act 2004</p> <p>United Nations, 2024.</p>
13	<p>Different land uses are categorised into classes by Government. These are defined by the Town and Country Planning (Use Classes) Order (1987) (as amended).</p> <p>Met Office, 2020.</p>
14	<p>Stevenage Employment & Economy Baseline Study (NLP, 2013); Functional Economic Market Area Study (NLP, 2015); Employment Technical Paper (SBC, 2015)</p> <p>https://www.stevenage.gov.uk/about-the-council/climate-change</p>
15	<p>NPPF paragraph 34.</p> <p>Stevenage Employment & Economy Baseline Study (NLP, 2013); Functional Economic Market Area Study (NLP, 2015); Employment Technical Paper (SBC, 2015)</p>
16	<p>Employment and Economy Baseline Study (NLP, 2013)</p> <p>NPPF paragraph 34.</p>
17	<p>Stevenage Central Town Centre Framework (DLA, 2015)</p> <p>Employment and Economy Baseline Study (NLP, 2013)</p>
18	<p>Employment Technical Paper (SBC, 2016)</p> <p>Stevenage Central Town Centre Framework (DLA, 2015)</p>
19	<p>NPPF Paragraph 160, PPG: Housing and economic development needs assessments: Scope of assessments, paragraphs 008 and 012 (Reference ID: 2a-008-20140306 and 2a-012-20140306)</p> <p>Employment Technical Paper (SBC, 2016)</p>

20	<p>Functional Economic Market Area Study (NLP, 2015)</p> <p>NPPF Paragraph 160, PPG: Housing and economic development needs assessments: Scope of assessments, paragraphs 008 and 012 (Reference ID: 2a-008-20140306 and 2a-012-20140306)</p>
21	<p>Infrastructure Delivery Plan (SBC, 2016)</p> <p>Functional Economic Market Area Study (NLP, 2015)</p>
22	<p>Whole Plan Viability Study including Community Infrastructure Levy (HDH Planning & Development, 2015)</p> <p>Infrastructure Delivery Plan (SBC, 2016)</p>
23	<p>Stevenage Borough Council Preferred Option Housing Assessment – Transport Modelling Report (AECOM, 2015)</p> <p>Whole Plan Viability Study including Community Infrastructure Levy (HDH Planning & Development, 2015)</p>
24	<p>Rye Meads Water Cycle Strategy Review (SBC, 2015)</p> <p>Stevenage Borough Council Preferred Option Housing Assessment - Transport Modelling Report (AECOM, 2015)</p>
25	<p>Appropriate Assessment Screening Opinion (SBC, 2015).</p> <p>Rye Meads Water Cycle Strategy Review (SBC, 2015)</p>
26	<p>NPPF Paragraph 29</p> <p>Appropriate Assessment Screening Opinion (SBC, 2015).</p>
27	<p>Town Centre Framework (David Lock Associates (DLA), 2015)</p> <p>NPPF Paragraph 29</p>
28	<p>Population Estimates for UK, England and Wales, Scotland and Northern Ireland, Mid-2014 (Office for National Statistics, 2015)</p>

	Town Centre Framework (David Lock Associates (DLA), 2015)
29	Stevenage and North Hertfordshire Strategic Housing Market Assessment Update 2015 (ORS, 2015) Population Estimates for UK, England and Wales, Scotland and Northern Ireland, Mid-2014 (Office for National Statistics, 2015)
30	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. Stevenage and North Hertfordshire Strategic Housing Market Assessment Update 2015 (ORS, 2015)
31	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. Housing Market Areas in Bedfordshire and surrounding areas (ORS, 2015)
32	Housing Market Areas in Bedfordshire and surrounding areas (ORS, 2015) Paragraph 47 of the NPPF requires local plans to ensure that the full, objectively assessed needs for market and affordable housing in the housing market area are met, insofar as this would be consistent with the policies of the Framework. The Housing Technical Paper (SBC, 2015) considers provision across this wider area.
33	Paragraph 47 of the NPPF requires local plans to ensure that the full, objectively assessed needs for market and affordable housing in the housing market area are met, insofar as this would be consistent with the policies of the Framework. The Housing Technical Paper (SBC, 2015) considers provision across this wider area. To reflect the current outcome of the standard method for assessing housing need
34	Housing completions in the 20- and 30-year periods to 2011 averaged 300 per year. The required rate represents an uplift of around 235%
35	Strategic Land Availability Assessment: Housing. Update 2015

	Housing Technical Paper (SBC, 2024)
36	Housing Technical Paper (SBC, 2015)
37	Excludes some schemes that we know are unlikely to come forward in their current form, to avoid double-counting. Housing Technical Paper, Appendix B (SBC, 2024)
38	Housing Technical Paper (SBC, 2015) In accordance with Government advice in Planning policy for traveller sites (DCLG, 2015)
39	In accordance with Government advice in Planning policy for traveller sites (DCLG, 2015) Stevenage Borough Council Gypsy and Traveller Accommodation Study (David Couttie Associates (DCA), 2013); Housing Technical Paper (SBC, 2015)
40	Stevenage Borough Council Gypsy and Traveller Accommodation Study (David Couttie Associates (DCA), 2013); Housing Technical Paper (SBC, 2015) Strategic Housing Market Assessment (Opinion Research Services, 2023) and Local Plan & CIL Review Viability Assessment (Aspinall Verdi, 2024)
41	Stevenage and North Hertfordshire Strategic Housing Market Assessment Update 2015 (ORS, 2015). This suggests a requirement for almost 200 additional institutional bedspaces over the period to 2031. These would normally be classified as a class C2 use, compared to dwellings which are C3 and are excluded from the OAN. It is standard statistical practise to assume that the proportion of older persons requiring this form of accommodation will remain constant.
42	Stevenage Health Profile (Public Health England, 2015); Hertfordshire Health Profile (Public Health England, 2015)
43	Sports Facility Assessment and Strategy 2014-2031 (SBC, 2015)
44	Stevenage District Plan Second Review, 1991-2011 (As amended 2004)

45	Review of the Green Belt around Stevenage: Part 1 - Survey against Green Belt Purpose (AMEC, 2013); Review of the Green Belt around Stevenage: Part 2 - Site Assessment and Capacity Testing (AMEC, 2015)
46	Calverton Parish Council v Nottingham City Council & Ors [2015] EWHC 1078 (Admin) (21 April 2015)
47	Green Belt Technical Paper (SBC, 2015)
48	Review of the Green Belt around Stevenage: Part 2 - Site Assessment and Capacity Testing (AMEC, 2015)
49	Strategic Flood Risk Assessment (SFRA) (Faber Maunsell, 2009); SFRA Update (SBC, 2013)
50	Para 120 (NPPF 2012)
51	Policies 73, 109 and 114 of the NPPF
52	The Planning (Listed Buildings and Conservation Areas) (Amendment No.2) (England) Regulations 2009
53	http://www2.nationalgrid.com/UK/Services/Land-and-Development/A-sense-of-place/provides-advice <u>Defined as proposals involving the creation of more than 150 dwellings or 15,000m2 of non-residential floor space.</u>
54	Stevenage Employment and Economy Baseline Study (NLP, 2013) <u>As defined by Policy TC1.</u>
55	Employment Technical Paper (SBC, 2015) <u>Defined as the total greenhouse gas emissions resulting from the construction and use of a building over its entire life.</u>
56	As a guide, plot ratios (the relationship between site area and floorspace) of 50-100% will normally be expected. <u>Produced in accordance with a nationally recognised standard (e.g. the RICS WLCA Standard).</u>
57	As set out in the definition of Main Town Centre uses in Annex 2 of the NPPF

	http://www2.nationalgrid.com/UK/Services/Land-and-Development/A-sense-of-place/ provides advice
58	The slip roads to the roundabout between Gunnels Wood Road and Six Hills Way fall within the definition of this policy Stevenage Employment and Economy Baseline Study (NLP, 2013)
59	The National Planning Policy Framework defines offices as a main town centre use and requires a sequential test for proposals outside of designated centres and not in accordance with an up-to-date plan. Employment Technical Paper (SBC, 2015)
60	Stevenage Retail and Leisure Capacity Study (CACI, March 2013) As a guide, plot ratios (the relationship between site area and floorspace) of 50-100% will normally be expected.
61	Stevenage Central Town Centre Framework (David Lock Associates – July 2015): which includes a Heritage Delivery Plan, which considers development within all of the MOAs. As set out in the definition of Main Town Centre uses in Annex 2 of the NPPF
62	This is the maximum that the Highway Authority will permit from a single point of access. Roads in Hertfordshire: Highway Design Guide 3rd edition (HCC, 2011) The slip roads to the roundabout between Gunnels Wood Road and Six Hills Way fall within the definition of this policy
63	Infrastructure Delivery Plan (SBC, 2015) The National Planning Policy Framework defines offices as a main town centre use and requires a sequential test for proposals outside of designated centres and not in accordance with an up-to-date plan.
64	Including smaller developments being brought forward in phases that will cumulatively exceed this threshold Stevenage Retail and Leisure Capacity Study (CACI, March 2013)
65	Infrastructure Delivery Plan (SBC, 2017)

	<u>Stevenage Central Town Centre Framework (David Lock Associates - July 2015): which includes a Heritage Delivery Plan, which considers development within all of the MOAs.</u>
66	Appropriate Assessment Screening Opinion (SBC, 2015). <u>https://www.stevenage.gov.uk/documents/planning-policy/consultation-documents/stevenage-station-gateway-aap-preferred-options-report.pdf</u>
67	Roads in Hertfordshire – A Guide for New Development (HCC, 2011) <u>This is the maximum that the Highway Authority will permit from a single point of access. Roads in Hertfordshire: Highway Design Guide 3rd edition (HCC, 2011)</u>
68	Parking Provision SPD (SBC, 2012) <u>Infrastructure Delivery Plan (SBC, 2015)</u>
69	Network Specification: London North Eastern and East Midlands (Network Rail, 2015) <u>Including smaller developments being brought forward in phases that will cumulatively exceed this threshold</u>
70	http://www.eastwestrail.org.uk/ <u>Infrastructure Delivery Plan (SBC, 2017)</u>
71	Stevenage Central Town Centre Framework (DLA, 2015) <u>Appropriate Assessment Screening Opinion (SBC, 2015).</u>
72	Perfectly Placed for Business: Hertfordshire's Strategic Economic Plan (Hertfordshire LEP, 2014) <u>Roads in Hertfordshire – A Guide for New Development (HCC, 2011)</u>
73	Such as the Public Transport Accessibility Level (PTAL) method employed for Transport for London

	Parking Provision SPD (SBC, 2012)
74	Housing Technical Paper (SBC, 2015) Network Specification: London North Eastern and East Midlands (Network Rail, 2015)
75	District Plan Second Review, 1991–2011 (as amended) http://www.eastwestrail.org.uk/
76	As set out in Paragraph 17 'Core Planning Principles'. Stevenage Central Town Centre Framework (DLA, 2015)
77	Aspirational Housing Research (SBC, 2010) Perfectly Placed for Business: Hertfordshire's Strategic Economic Plan (Hertfordshire LEP, 2014)
78	Strategic Housing Market Assessment (SBC, 2015) Such as the Public Transport Accessibility Level (PTAL) method employed for Transport for London
79	Aspirational Housing Research (SBC, 2010) Housing Technical Paper (SBC, 2024)
80	Heritage Impact Assessment - North Stevenage (SBC, 2015) Housing Technical Paper (SBC, 2015)
81	Open Space Strategy (SBC, 2015) District Plan Second Review, 1991 - 2011 (as amended)

82	<p>Infrastructure Delivery Plan (SBC, 2015)</p> <p><u>As set out in Paragraph 17 'Core Planning Principles'.</u></p>
83	<p>Stevenage Sports and Facilities Strategy (Nortoft, 2015)</p> <p><u>Aspirational Housing Research (SBC, 2010)</u></p>
84	<p>Aspirational Housing Research (SBC, 2010)</p> <p><u>Strategic Housing Market Assessment (SBC, 2015)</u></p>
85	<p>Housing Technical Paper (SBC, 2015)</p> <p><u>Aspirational Housing Research (SBC, 2010)</u></p>
86	<p>NPPF Paragraph 173</p> <p><u>Heritage Impact Assessment - North Stevenage (SBC, 2015)</u></p>
87	<p>Whole Plan Viability Study including Community Infrastructure Levy (HDH Planning & Development, 2015)</p> <p><u>Open Space Strategy (SBC, 2015)</u></p>
88	<p>Only four of the 326 local planning authorities (LPAs) in England have a higher proportion of terraced housing stock. Almost nine in ten LPAs have a lower proportion of three bed homes (Census 2011, Tables KS401EW & LC1402EW / SBC analysis)</p> <p><u>Infrastructure Delivery Plan (SBC, 2015)</u></p>
89	<p>Properties in Council Tax Bands G and H. Data from Valuation Office website, http://cti.voa.gov.uk/cti/, October 2015.</p> <p><u>Stevenage Sports and Facilities Strategy (Nortoft, 2015)</u></p>
90	<p>Average market 2 bed flats provide around 55-75m². Aspirational flats should provide in excess of 85m² of accommodation. Units in excess of 100m² will be considered acceptable in penthouse style accommodation.</p>

	Aspirational Housing Research (SBC, 2010)
91	Aspirational Housing Research (SBC, 2010) Housing Technical Paper (SBC, 2015)
92	This is a standard statistical assumption derived from the approach used in Government forecasts. Stevenage and North Hertfordshire Housing Market Assessment Update (ORS, 2015) NPPF Paragraph 173
93	The Building Regulations 2010, Approved Document M: Access to and use of buildings, 2015 edition. Whole Plan Viability Study including Community Infrastructure Levy (HDH Planning & Development, 2015)
94	Housing Technical Paper (SBC, 2015) Local Plan & CIL Review Viability Assessment (Aspinall Verdi, 2024)
95	Stevenage Borough Council Gypsy and Traveller Accommodation Study (DCA, 2013) Only four of the 326 local planning authorities (LPAs) in England have a higher proportion of terraced housing stock. Almost nine in ten LPAs have a lower proportion of three-bed homes (Census 2011, Tables KS401EW & LC1402EW / SBC analysis)
96	Gypsy and Traveller Site Search (SBC, 2014) Properties in Council Tax Bands G and H. Data from Valuation Office website, http://cti.voa.gov.uk/cti/, October 2015.
97	Housing Technical Paper (SBC, 2015) Average market 2-bed flats provide around 55-75m². Aspirational flats should provide in excess of 85m² of accommodation. Units in excess of 100m² will be considered acceptable in penthouse-style accommodation.
98	Recognising our site search concluded that, in relative terms, sites around the town will generally be quite close to key services

	Aspirational Housing Research (SBC, 2010)
99	<p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324_-_Nationally_Described_Space_StandardFinal_Web_version.pdf</p> <p>This is a standard statistical assumption derived from the approach used in Government forecasts. Stevenage and North Hertfordshire Housing Market Assessment Update (ORS, 2015)</p>
100	<p>Policy 23 of the NPPF</p> <p>Strategic Housing Market Assessment (Opinion Research Services, 2023)</p>
101	<p>Stevenage Retail Study (Applied Planning, 2014)</p> <p>Raising accessibility standards for new homes: summary of consultation responses and government response (DLUHC, 2022)</p>
102	<p>This is in terms of the number of units only: Five out of eleven (45%) units are in A1 use. The proportion of floorspace in A1 use exceeds the minimum threshold.</p> <p>Housing Technical Paper (SBC, 2015)</p>
103	<p>This includes, but is not necessarily limited to, the facilities at Archer Road, Austen Paths, Burwell Road, Fairview Road, Kenilworth Close, Lonsdale Road and Whitesmead Road which were all designated as centres in the 2004 District Plan.</p> <p>Stevenage Borough Council Gypsy and Traveller Accommodation Study (DCA, 2013)</p>
104	<p>Insofar as this use class reasonably relates to this type of facility. Facilities including (but not necessarily limited to) art galleries, museums, libraries, halls and church halls are not considered to be health, social or community facilities, in this context, and so are not covered by Policy HC4 and Policy HC5.</p> <p>Gypsy and Traveller Site Search (SBC, 2014)</p>

105	<p>Insofar as this use class reasonably relates to this type of facility. Facilities including (but not necessarily limited to) churches, clinics, health centres, day nurseries and non residential education centres are not considered to be leisure or cultural facilities in this context, and so are not covered by Policy HC6 and Policy HC7</p> <p>Housing Technical Paper (SBC, 2015)</p>
106	<p>Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)</p> <p>Recognising our site search concluded that, in relative terms, sites around the town will generally be quite close to key services</p>
107	<p>Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324 - _Nationally Described Space StandardFinal Web version.pdf</p>
108	<p>As established in the Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)</p> <p>Policy 23 of the NPPF</p>
109	<p>Sports Facility Assessment and Strategy 2014-2031 (SBC, 2015)</p> <p>Stevenage Retail Study (Applied Planning, 2014)</p>
110	<p>Open Space Strategy (SBC, 2015)</p> <p>This is in terms of the number of units only: Five out of eleven (45%) units are in E(a) use. The proportion of floorspace in E(a) use exceeds the minimum threshold.</p>
111	<p>Strategic Housing Market Assessment, 2014</p> <p>This includes, but is not necessarily limited to, the facilities at Archer Road, Austen Paths, Burwell Road, Fairview Road, Kenilworth Close, Lonsdale Road and Whitesmead Road which were all designated as centres in the 2004 District Plan.</p>
112	<p>Aspirational Homes Research, SBC, 2010</p>

	Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)
113	Town and Country Planning Association 2009. Planning and Climate Change Coalition: Position Statement – October 2009 Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)
114	As identified in the Rye Meads Water Cycle Study Review Adopted September 2015 As established in the Sports Facility Assessment and Strategy 2014-2031 (Nortoft, 2015)
115	NPPF (2012) Sports Facility Assessment and Strategy 2014-2031 (SBC, 2015)
116	Strategic Flood Risk Assessment (AECOM, 2016) Open Space Strategy (SBC, 2015)
117	Strategic Flood Risk Assessment (AECOM, 2016) Strategic Housing Market Assessment, 2014
118	NPPF: Technical Guidance (2012) Aspirational Homes Research, SBC, 2010
119	NPPF: Technical Guidance (2012) – Table 2: Flood Risk vulnerability classification In accordance with NPPF footnote 59.
120	Water Cycle Strategy (Hyder, 2009) In accordance with NPPF paragraph 174 and footnotes 59 and 60.
121	Sites in Policy NH1 denoted by an asterisk (*) contain childrens' play areas which are also protected under this policy

	NPPF (2012)
122	The Council owns all allotment sites within the Borough. Legislation relating to the provision, safeguarding and disposal of allotments is set in a variety of acts Strategic Flood Risk Assessment (AECOM, 2016)
123	Including any successor body Strategic Flood Risk Assessment (AECOM, 2016)
124	Stevenage Wildlife Sites Review (Herts & Middlesex Wildlife Trust, 2013) NPPF: Technical Guidance (2012)
125	As established in the Green Space Strategy (SBC, 2015) NPPF: Technical Guidance (2012) - Table 2: Flood Risk vulnerability classification
126	The minimum threshold for provision is generally set at 75% of the average recorded site size within each typology. Children's provision is required from the point where the standard demands 0.75 of a site. Requirements for children and young peoples' provision will be rounded to the nearest whole number. Water Cycle Strategy (Hyder, 2009)
127	Source: 2011 Census, Table DC4405EW / SBC analysis Sites in Policy NH1 denoted by an asterisk (*) contain childrens' play areas which are also protected under this policy
128	Now known as 'Howards' The Council owns all allotment sites within the Borough. Legislation relating to the provision, safeguarding and disposal of allotments is set in a variety of acts

129	Understanding Place: Conservation Area Designation, Appraisal and management, Historic England, 2011 Including any successor body
130	Infrastructure Delivery Plan (SBC, 2015) Stevenage Wildlife Sites Review (Herts & Middlesex Wildlife Trust, 2013)
131	Defined as category C or above according to BS 5837:2012 or equivalent.
132	Defined as a contiguous area of 0.5 hectares or more under stands of trees with, or with the potential to achieve, tree crown cover of more than 20% of the ground.
133	With the exception of residential development falling within use classes C2 and C2A.
134	As established in the Green Space Strategy (SBC, 2015)
135	The minimum threshold for provision is generally set at 75% of the average recorded site size within each typology. Children's provision is required from the point where the standard demands 0.75 of a site. Requirements for children and young peoples' provision will be rounded to the nearest whole number.
136	Source: 2011 Census, Table DC4405EW / SBC analysis
137	Now known as 'Howards'
138	Understanding Place: Conservation Area Designation, Appraisal and management, Historic England, 2011
139	Infrastructure Delivery Plan (SBC, 2015)
140	National Travel Survey Table NTSS0502 Trip Start Time by Trip Purpose (Monday to Friday) England
141	DfT Modeshift STARS; NICE Guidance "What can local authorities achieve by encouraging walking and cycling"; Living Streets "Making the Case for Investment in the Walking Environment, A Review of the Evidence"
142	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324 - _Nationally_Described_Space_Standard_Final_Web_version.pdf

143	<u>In excess of 100m² GIA for penthouse-style accommodation and in excess of 85m² GIA in all other cases.</u>