Partial Review and Update of the Stevenage Borough Local Plan 2011-2031
Schedule of Changes from Regulation 18 to Regulation 19 Consultation

<table>
<tr><th>Position</th><th>Text</th><th>Justification</th></tr>
<tr><td>2.13</td><td>Geography and population

• Stevenage Borough is ‘underbounded’ and surrounded by Green Belt. The urban area already extends beyond the local authority boundary.
• 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.
• Stevenage population projections show an increase in the older population during the plan period.
• Stevenage is the most deprived local authority area in Hertfordshire. There are some areas of serious deprivation, particularly in the Bedwell neighbourhood.</td><td>In response to reg 18 consultation</td></tr>
<tr><td>3.29</td><td><table><tr><th>Healthy Economy</th><th>Healthy Communities</th><th>Healthy People</th></tr><tr><td>Improve the local economy and housing</td><td>Encourage healthy lifestyle choices</td><td>Ensure clean and green spaces</td></tr><tr><td>Increase skills and employability</td><td>Support good mental health</td><td>Help people feel safe</td></tr><tr><td>Help residents manage their money</td><td></td><td>Support and encourage volunteering</td></tr><tr><td>Understand and address child poverty</td><td></td><td>Support healthy ageing</td></tr></table></td><td>In response to reg 18 consultation</td></tr>
<tr><td>Policy SP1</td><td>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</td><td>In response to reg 18 consultation</td></tr>
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	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; b. require developments to prioritise active travel and public transport by providing the infrastructure necessary to maximise their use; ~~b.~~c. ensure that any on-site shortfall against emission reduction targets is offset by an alternative off-site proposal ~~or through the operation of the Council's Carbon Offset Fund~~; ~~c.~~d. apply water usage targets to developments, seek rainwater harvesting and grey water recycling, and encourage water neutrality; ~~d.~~e. encourage the sustainable use of all other resources throughout the development life-cycle; ~~e.~~f. support the use of decentralised energy networks, district heat networks, and intelligent energy systems in developments; ~~f.~~g. support the use of ultra-low and zero carbon combined heat and power systems in developments; ~~g.~~h. 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; ~~h.~~i. protect the ~~Borough's existing~~borough's significant carbon sinks, support the creation of new carbon sinks, and encourage developments to deliver net gains in carbon sequestration; ~~i.~~j. encourage urban greening, particularly through the use of green roofs and walls; ~~j. reduce the need to travel by ensuring that developments provide for the installation of high-speed digital network infrastructure;~~ k. promote a green economy through the provision of local green jobs, local food production, and supporting the principles of a circular economy; ~~and~~ l. ensure site waste is disposed of as sustainably as possible; and ~~l.~~m. work collaboratively with neighbouring authorities to exploit cross-boundary opportunities to mitigate and adapt to climate change.	
5.1C	The UK has warmed by at least 1ºC since the 1950s. Temperatures reached 34ºC seven times between 2011 and 2020, which is as many times as in the preceding 50 years between 1961 and 2010. A new	In response to reg 18 consultation

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	record high temperature of 40.3ºC 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 1998[1].	
Policy SP2	**Policy SP2: Sustainable development in Stevenage** 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. Planning permission will be granted where proposals demonstrate (as applicable), how they will: 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.	In response to reg 18 consultation

[1] Met Office, 2020.

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5.35	Our evidence studies show that there is a projected need for 4,700m^2 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.	In response to retail study
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.	In response to retail study
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.	In response to retail study
Policy SP5	**Policy SP5: Infrastructure** 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: a. Permit permission where new development i. Makes reasonable on-site provision, off-site provision or contributions towards (but not limited to) the following where relevant:	In response to SHMA

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	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 realm enhancement; road and rail transport; ~~sheltered~~adaptable and specialist housing; skills and lifelong learning; sports; supported housing; travel plans; utilities and waste and recycling. 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; 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.	
5.47	Further road schemes have been identified to mitigate other effects of the development proposed in this plan[2]. These will provide additional capacity on local roads which are predicted to come under stress as a result of future development. This includes improvements, for all users, 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.	In response to reg 18 consultation

[2] Stevenage Borough Council Preferred Option Housing Assessment - Transport Modelling Report (AECOM, 2015)

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Policy SP6	**Policy SP6: Sustainable transport** 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.~~active travel and the use of public transport. We will: a. ~~Support~~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; ~~a.~~e. support the provision of new ~~town centre~~high-quality sustainable transport facilities, including: ~~i. New bus termini and waiting facilities;~~ i. ~~New~~schemes identified in local transport plans and other relevant plans and strategies; ii. new pedestrian and cycle links, ~~with particular emphasis on connections~~ particularly between the ~~Town Centre and~~ town centre, the Gunnels Wood employment area, and Old Town; ~~and~~ iii. ~~A~~a new borough-wide cycle hire scheme; iv. new bus termini and waiting facilities; and ~~iii.~~v. 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;~~ f. ~~Refuse~~reduce car dependency by limiting the provision of car parking according to site accessibility;	In response to reg 18 consultation

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	~~d.~~g. refuse permission where development proposals fail to provide any relevant plans or assessments relating to transport; ~~Assess proposals against the car and cycle parking standards set out in the Supplementary Planning Documents; and~~ ~~Require new development to make reasonable on-site, off-site or financial~~seek any necessary developer contributions, in accordance with Policy SP5 ~~including (but not limited to):~~ ~~The creation or improvement~~, to achieve all of ~~routes to, from or in the vicinity of the site;~~ ~~The provision of crossings, underpasses, bridges or other appropriate means of traversing significant barriers for pedestrians and cyclists;~~ ~~The implementation of parking control measures within or in the vicinity of the development site; and / or~~ ~~The implementation of other transport schemes identified in our delivery plans~~the above.	
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.~~ 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.	In response to reg 18 consultation
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.~~	In response to reg 18 consultation
Policy SP8	**Policy SP8: Good design** We will require new development to achieve the highest standards of design and sustainability. We will:	In response to reg 18 consultation

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	a. ~~Preserve~~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~~require significant developments to be masterplanned to ensure the delivery of high-quality schemes; c. ~~Set~~set out detailed design criteria and require applicants to have regard to ~~Supplementary Planning Documents~~supplementary planning documents and other relevant guidance; d. ~~Implement~~implement the ~~Government's~~government's nationally described space standard and Building Regulations optional requirements to ensure schemes deliver the space, accessibility and water efficiency expected of modern developments; ~~and~~ e. ~~S~~upport require developments to be safe and secure, reducing crime and the fear of crime; and ~~e.~~f. support developments that are designed to achieve high levels of certification against nationally and internationally recognised sustainability standards.	
Policy CC1	**Policy CC1: Energy efficiency** 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. ~~Minor~~Major development ~~Minor~~Major development proposals must achieve ~~a 35% improvement upon the relevant~~net zero regulated operational emissions ~~rate[3] required by Part L of the Building Regulations~~. At the application stage, an energy statement must be submitted to demonstrate how the proposal will meet ~~this~~the net zero target. Post-permission, planning conditions will be used to ensure that the net zero target is met in practice.	In response to the whole plan viability assessment

~~[3] Dwelling emissions rate (DER) or building emissions rate (BER), as applicable.~~

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	~~Major development~~ ~~Major development proposals 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 or a legal agreement will be used to:~~ ~~Ensure that the net zero target is met in practice; and~~ ~~Ensure that building fabric performance has been optimised.~~ Large scale major development ~~Large~~Outside of the town centre[4], large scale major development proposals[5] must be whole-life carbon net zero[6]. 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 ~~or a legal agreement~~ will be used to~~:~~ ~~Secure~~ secure an updated WLC assessment, using actual emissions figures~~; and~~. ~~Ensure that building fabric performance has been optimised.~~ Carbon offsetting Where it is clearly demonstrated that a development proposal cannot fully meet the relevant target on-site, ~~any~~the shortfall ~~must~~may be offset by ~~either:~~an alternative off-site proposal but only where the proposal has already been identified and delivery is certain.	

[4] As defined by Policy TC1.
[5] Defined as proposals involving the creation of more than 150 dwellings or 15,000m^2 of non-residential floor space.
[6] Defined as the total greenhouse gas emissions resulting from the construction and use of a building over its entire life.

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	~~A cash in lieu contribution to the Council's Carbon Offset Fund (COF); or~~ ~~An alternative off-site proposal, where this has already been identified and delivery is certain.~~ ~~The acceptability of option (b) will be subject to agreement with the Council and will be considered on a case-by-case basis.~~	
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 ~~requirement to consider~~benefits of combining them with green roofs ~~under Policy CC6~~to create bio-solar roofs.	In response to reg 18 consultation
6A.6	Applicants will be expected to include details of how their proposal will comply with Policy CC1 as part of their submission. The level of detail required will be proportionate to the scale and complexity of the proposal, with large-scale major development proposals being required to include a WLC assessment[7] as part of their energy statement. Householder and minor development ~~is~~are excluded from the policy.	In response to the whole plan viability assessment
6A.7	In practice, ensuring that ~~building fabric has been optimised~~the policy is effective will require the ~~monitoring and~~ reporting of energy demand and emissions post-construction. ~~Submissions~~This should ~~also include details~~be done once for each development (or phase of ~~how this will be carried out, to cover a period of five years from build~~development, where appropriate) at the earliest practicable opportunity following completion.	In response to reg 18 consultation
6A.8	Where the targets set by Policy CC1 cannot be wholly met on-site, the calculated shortfall ~~must~~may be offset ~~by~~on a ~~cash contribution to~~different site. However, the ~~Council's COF. The price for~~ council will only consider this where the offsetting ~~emissions will be published in a separate document~~scheme has already been identified and ~~regularly reviewed.~~its delivery can, for all intents and purposes, be guaranteed.	In response to reg 18 consultation
6A.9	~~6A.9 As an alternative to a contribution to the COF, applicants may put forward proposals to offset emissions on a different site. However, the council will only consider these where it can be demonstrated that the scheme will be equally or more effective in reducing emissions than a cash contribution and delivery of the scheme can, for all intents and purposes, be guaranteed.~~ 6A.9	In response to reg 18 consultation

[7] Produced in accordance with a nationally recognised standard.

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	6A.~~10~~ If permission is granted for a proposal, planning conditions and/or a legal agreement will be used to secure any measures agreed at the application stage.	
Policy CC2	**Policy CC2: Heating and cooling** Development proposals should minimise demand for energy dependent cooling systems, ~~through the application of~~with consideration for the following~~ cooling hierarchy~~: a. ~~Balance~~Balancing solar gain and solar shading b. ~~Minimise~~Minimising internal heat generation c. ~~Manage~~Managing the heat within the building d. ~~Provide~~Providing passive ventilation e. ~~Provide~~Providing mechanical ventilation ~~Provide active cooling systems~~ ~~Minor and major~~ Major development proposals must demonstrate how ~~this~~buildings will be ~~achieved through~~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.	In response to reg 18 consultation
6A.18	For ventilation, passive ~~methods should be favoured over~~or mechanical methods~~, although external noise should be considered in determining the most~~ may be appropriate ~~solution. It is also more difficult~~, depending on the approach to ~~passively ventilate~~building design and site context. In any case, single-aspect dwellings~~, which~~ should still be avoided as far as possible.	In response to reg 18 consultation
6A.20	For ~~minor and~~ 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.	In response to reg 18 consultation
6A.22	Proposals for new dwellings must ensure that ~~potable~~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.	In response to reg 18 consultation

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Policy CC5	**Policy CC5: Carbon sinks** Development proposals should not result in the loss or deterioration of ~~existing~~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.	In response to reg 18 consultation
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 ~~likely to be the most~~ significant carbon sinks ~~but hedgerows, allotments and gardens also play a role~~.	In response to reg 18 consultation
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 ~~the most important~~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.	In response to reg 18 consultation
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. ~~The council will publish separate guidance on how carbon sequestration and storage should be calculated.~~	In response to reg 18 consultation
Policy CC6	**Policy CC6: Green roofs** Development proposals ~~should incorporate green roofs unless there are clear and convincing reasons for not doing so. Where appropriate, development proposals~~ which incorporate ~~biosolar~~green roofs, blue-green roofs, bio-solar roofs or green walls will be strongly supported.	In response to reg 18 consultation
6A.36 to 6A.39	In ~~order to realise~~ recognition of these benefits, Policy CC6 ~~requires new development to incorporate~~provides strong support for developments incorporating green roofs. This includes green roofs which have been combined with other technologies to deliver additional benefits. ~~unless~~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 suggests, combine the benefits of blue and green roofs by	In response to reg 18 consultation

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providing an additional attenuation layer below the substrate and planted surface of the roof, with discharge rates then controlled by flow restrictor outlets.

~~are clear and convincing reasons for not doing~~ 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).

~~. The policy applies to all developments but~~ Given the wide array of potential benefits in providing green roofs, the council will ~~recognise that for many smaller scale and householder developments, the installation of a green roof would be impractical. For larger scale proposals, the incorporation of green roofs should be seen as the starting point and factored in at the outset of the design process.~~

~~For the avoidance of doubt, financial cost will not, in and of itself, be accepted as a reason for failing to install green roofs. However, where the cost of installing green roofs 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 the policy.~~ visual

~~Visual~~ considerations ~~are also unlikely to be accepted as reasons for not installing~~when proposals incorporating green roofs are assessed. Buildings which incorporate green roofs are currently the exception rather than the rule and ~~in order for the policy to be effective~~to facilitate more widespread adoption, some degree of divergence from established character ~~will~~is likely to be necessary. ~~Applicants~~However, applicants should note that ~~the incorporation of a green roof~~ this does not necessarily ~~mean a~~ entail greater acceptance of flat roof designs, since solutions for pitched green roofs are now widely available.

Visual considerations ~~may~~will be ~~taken into account~~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. ~~Proposals for~~It is expected that proposals involving listed buildings or within conservation areas will generally not ~~be expected to~~ utilise green roofs but the council will support them where they are incorporated sensitively.

~~Given that this plan strongly encourages the production of renewable energy, the council will take a balanced approach to proposals which incorporate solar panels instead of green roofs. Solar panels have the potential to deliver much greater reductions in greenhouse gas emissions through the production of clean electricity and/or hot water, whilst green roofs deliver a wider array of benefits,~~

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<tr><td></td><td>~~notably for flood risk and biodiversity. Applicants should therefore provide an assessment of the relative benefits and drawbacks of each solution as part of their submission.~~

~~Applicants should also consider that green roofs and solar panels are not mutually exclusive. "Biosolar" roofs combine the benefits of green roofs and solar panels and when designed properly, can actually improve the effectiveness of both the green roof (by providing shade) and the panels (by providing cooling). Proposals incorporating biosolar roofs will be strongly supported.~~

~~Green walls provide many of the same benefits as green roofs but are harder to install and maintain, particularly in terms of irrigation. For this reason, developments will not be required to incorporate green walls but the council will be supportive of proposals that include them.~~</td><td></td></tr>
<tr><td>Policy CC7</td><td>Deleted – Policy CC8 moved up</td><td>In response to reg 18 consultation</td></tr>
<tr><td>Policy EC1</td><td>Policy EC1: Allocated sites for employment development

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.

<table>
<tr><th>Reference</th><th>Site</th><th>Use Classes</th><th>Target floorspace provision</th></tr>
<tr><td>EC1/1</td><td>Stevenage GSK and Bioscience Catalyst Campus</td><td>E(g)(ii), E(g)(iii) with ancillary uses</td><td>50,000m^2</td></tr>
<tr><td>EC1/2</td><td>South of Bessemer Drive, Gunnels Wood</td><td>E(g)(i<u>i</u>), E(g)(~~ii)~~<u>iii), B8</u></td><td>12,000m^2</td></tr>
<tr><td>EC1/3</td><td>West of Gunnels Wood Road</td><td>E(g)(ii), E(g)(iii)</td><td>4,000m^2</td></tr>
<tr><td>EC1/4</td><td>Land west of North Road</td><td>E(g)(iii), B2 and / or B8</td><td>20,000m^2</td></tr>
<tr><td>EC1/5</td><td>Stevenage Central</td><td>E(g)(i)</td><td>35,000m^2</td></tr>
<tr><td>EC1/6</td><td>West of Stevenage</td><td>E(g)(i)*, E(g)(ii), E(g)(iii)</td><td>10,000m^2</td></tr>
<tr><td>EC1/7</td><td>Land west of Junction 8</td><td>B8 and ancillary uses</td><td>12,500m^2</td></tr>
</table></td><td>In response to the employment technical paper</td></tr>
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	*Small business use only	
Policy TC4	**Policy TC4: Station Gateway Major Opportunity Area** Within the Station Gateway Major Opportunity Area, as defined on the Policies Map, planning permission will be granted for: a. A regenerated train station; b. High-density Use Class C3 residential units; c. New Use Class E(g)(i) office premises; d. A new Use Class C1 hotel; ~~and~~ e. New Use Class E(a) and Use Class E(b) restaurant and cafe uses; and ~~e.~~ f. New Use Class E(g)(ii) research and development. Applications should address the following design and land use principles: i. Major reconfiguration of Lytton Way between Fairlands Way and Six Hills Way to incorporate sustainable travel and improved connectivity in all forms of travel; ii. Creating an exemplar, low carbon "urban village" with climate change consideration in all developments; iii. Demolition of the Arts & Leisure Centre to facilitate better east-west integration and create new development sites in the environs of the train station; iv. The provision of replacement sports and theatre facilities elsewhere within Stevenage Central; v. A significantly regenerated and enlarged high quality dual-frontage train station with associated facilities; vi. New public squares and the inclusion of green infrastructure on the eastern and western frontages of the train station; vii. High-quality, mixed-use developments within a short walking distance of the train station to unlock economic and employment opportunities; viii. Improved cycle connectivity and parking plus drop-off space to specifically serve train customers; ix. Celebrate the heritage of the town in the fabric, layout and design of the Station Gateway; x. Establishment of an attractive east - west pedestrian route across the East Coast Main Line; and	In response to reg 18 consultation

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	xi. High-quality gateway and arrival experience to create a positive image of Stevenage for all rail visitors.	
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: • A new gateway and arrival experience; • Creating an exemplar, low carbon "urban village"; • Sustainable travel considered throughout; • Mixed-use development to unlock economic opportunity; • ~~Green~~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.	In response to reg 18 consultation
Policy TC8	**Policy TC8: Town Centre Shopping Area** 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 E and C1, as well as some other sui generis uses. ~~Within the TCSA, the following premises and areas are identified as Primary Frontages at ground floor level:~~ ~~27 - 29 (odd) Town Square;~~ ~~40 - 50 and 66 - 96 (even) Queensway;~~ ~~41 - 73 and 79 - 101 (odd) Queensway;~~ ~~6 - 22 (even) The Forum;~~ ~~1 - 11 (odd) The Forum; and~~ ~~The Westgate Centre.~~ ~~Within the Primary Frontages, planning permission will be granted only for Use Class E(a) (shops). Planning permission will be granted for other uses within the Primary Frontages where:~~	In response to retail study

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	~~The proposal is for use class E(b) (restaurants & cafes) at the following locations:~~ ~~50 - 56, 60 - 64 & 75 Queensway~~ ~~2 - 6 & 20 - 22 The Forum and 98 & 103 Queensway;~~ ~~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 E(a) or E(c) use in the equivalent location. This will be considered having regard to whether:~~ ~~The proposal will retain an active frontage;~~ ~~The proposal will generate footfall equivalent to, or greater than, an E(a) or E(c) use in the equivalent location; and~~ ~~The unit has been unsuccessfully marketed for E(a) or E(c) use, or has remained vacant, for at least six months.~~	
Policy TC9	**Policy TC9: High Street Shopping Area** The spatial extent of the High Street Shopping Area (HSSA) is defined on the policies map. 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 E, C1, C3, F.1 or F.2 will be granted where it: a. Would not take land or premises allocated or identified for other, specific uses; and b. Does not propose Class-E uses outside of the High Street Primary Frontages. Within the HSSA, further hot food takeaway uses will not be permitted. 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.	In response to retail study
Policy TC10	Deleted	In response to retail study
7.65 and 7.66	Deleted	In response to retail study

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7.70	A site on Graveley Road, currently already in Class E(a) use as a garden centre, is identified to accommodate such a large store. The northern tip of the garden centre site lies in North Hertfordshire District: as it is outside of the Borough, this local plan cannot allocate that part of the site. Given the fact that there is no immediate need for additional floorspace, and allowing for construction and trading establishment, we will entertain a planning application for this store from 2018 onwards. This new store should not be trading before 2023. Although on the northern edge of the Borough, this store will be well located in respect of the new neighbourhood North of Stevenage (see Policy HO3). Also, there are no alternative sites capable of accommodating a store of the required size. In order to avoid potential adverse impacts upon the existing retail demand, this site will be re-examined at a full review to ensure existing and future need for convenience has been updated to reflect changes since the plan was adopted.	In response to retail study
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.	In response to retail study
Policy TC13	**Policy TC13: ~~Retail~~Town centre retail impact assessments** Applications for main town centre uses should be located in the Town Centre, then in edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre sites, preference will be given to accessible sites that are well connected (preferably by multi-modal means) to the Town Centre. An impact assessment will be required for ~~any~~all proposals in excess of 300m^2 gross floorspace for main town centre uses outside the Town Centre. This should include an assessment of: 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~~	In response to retail study

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	~~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). 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.	
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 an impact assessment for proposals outside the Town Centre, as the alternative would be that applications are assessed against the national threshold (of 2,500m^2), which our evidence suggests could be potentially harmful to centres. All proposals in excess of 300m^2 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.	In response to retail study
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.	In response to retail study
Policy IT1	**Policy IT1: Strategic development access points** The preferred vehicular access points to strategic development sites from the existing road network are shown on the policies map: • 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:	In response to reg 18 consultation

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	○ Fairlands Way and Lytton Way; and ○ Six Hills Way, Lytton Way and London Road Planning permission will be granted where proposals demonstrate: 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 ~~b.~~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. Alternative access points and solutions will be permitted where they are demonstrably preferable in highway terms.	
8.10	It is expected that these access points will be sustainable and will form the basis of any submitted schemes. Alternative proposals will be considered where they are robustly demonstrated to be preferable in terms of: • Traffic flows to / from the development; • Traffic flows across the wider highway network; • Emergency access; and / or • Highway safety.	In response to reg 18 consultation
Policy IT4	**Policy IT4: Transport assessments and travel plans** Planning permission will be granted where: a. Development would not have an unacceptable 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~~relevant thresholds are accompanied by an acceptable (green) travel plan.	To reflect relevant guidance

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Policy IT5	**Policy IT5: Parking and access** 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: 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: 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. 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: 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.	In response to the draft Parking SPD 2024
Policy HO10	**Policy HO10: Sheltered and supported housing** Planning permission for sheltered and supported housing schemes will be granted where they comply with other relevant policies in this plan. On large developments in excess of 200 units, an element of sheltered or supported accommodation within use classes C3 should be provided where practicable as part of the general housing mix	In response to reg 18 consultation / the line was previously deleted in error

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	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. Schemes that would result in a net loss of sheltered or supported housing will not normally be permitted.	
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.	For brevity
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.	In response to draft Design Guide SPD 2024
10.5	~~A~~The design guide for Stevenage was first adopted as ~~a~~an SPD in 2009~~. Proposals~~ and has remained under constant review since that time. All proposals should have regard to the advice ~~it~~the latest version of the document contains ~~and the quantitative standards suggested. The standards will be kept under review over the lifetime of the plan. The Council may~~ . Going forward, the council will consider the introduction ~~and use of other appropriate guidance, such as~~of design codes~~. Where adopted, these will be a material consideration~~ and supplementary plans as a long-term replacement for this guidance.	In response to draft Design Guide SPD 2024
Policy GD2	**Policy GD2: Design certification** 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. Development proposals which demonstrate that they have been designed to achieve the Secured by Design silver award or higher will be strongly supported. Residential development proposals which demonstrate that they have been designed to achieve the BRE Home Quality Mark will also be strongly supported.	In response to reg 18 consultation

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Policy FP2	**Policy FP2: Flood risk management** All development proposals must: a. Ensure that flood risk ~~is not increased~~, whether on-site or elsewhere, is not increased and is reduced where appropriate, taking into account the future impacts of climate change; b. Where appropriate[8], be supported by a site-specific flood risk assessment at the application stage; c. Pass the sequential and exception tests, as required[9], and then apply the sequential approach to site layout; d. Preserve the functional floodplain, also known as Flood Zone 3b; e. Protect the integrity of adjacent flood defences and allow sufficient space for access, maintenance ~~and~~, future upgrades and new flood defence schemes; f. Provide an 8m undeveloped buffer zone from the top of the bank of any adjacent main rivers; g. Provide a 3m undeveloped buffer zone from the top of the bank of any adjacent ordinary watercourses; h. Provide for the re-naturalisation of any on-site culverted watercourses; i. Where appropriate, provide flood warning and evacuation plans; and j. Be appropriately flood resistant and resilient.	In response to reg 18 consultation
13.23	Development proposals which do not involve ~~de-culverting~~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.	In response to reg 18 consultation
14.34A to 14.34C	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. 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-	In response to reg 18 consultation

[8] In accordance with NPPF footnote 59.
[9] In accordance with NPPF paragraph 174 and footnotes 59 and 60.

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<table>
<tr><td></td><td>lined streets can discourage active travel and their other benefits (air quality, shelter, biodiversity, among others) can be significantly diminished.

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.</td><td></td></tr>
<tr><td>15.10</td><td>A monitoring framework has been drawn up for the Local Plan, this shows how specific policies will be monitored:

<table><tr><td>Objective</td><td>Policy</td><td>Target</td><td>Indicator(s)</td></tr><tr><td rowspan="3">Climate change</td><td>Carbon emissions</td><td>Operational / WLC net zero</td><td>Energy statements</td></tr><tr><td>Heating and cooling</td><td>No new energy-dependent cooling systems</td><td>Energy statements</td></tr><tr><td>Water efficiency</td><td>For residential water consumption to not exceed 110L per person per day</td><td>Planning permissions</td></tr></table></td><td>In response to reg 18 consultation</td></tr>
<tr><td>15.10</td><td><table><tr><td rowspan="3">~~Climate change, flooding~~Flooding and pollution</td><td rowspan="3">Reduce or mitigate against flood risk</td><td>For all Flood Storage Reservoirs to be retained</td><td>Number of Flood Storage Reservoirs</td></tr><tr><td>To grant no permissions against Environment Agency advice</td><td>Environment Agency advice</td></tr><tr><td>For all schemes to incorporate SUDS</td><td>Sustainable Urban Drainage Systems</td></tr></table></td><td>In response to reg 18 consultation</td></tr>
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