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# **Report to North Hertfordshire District Council**

by Simon Berkeley BA MA MRTPI

an Inspector appointed by the Secretary of State

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## **Report on the examination of the North Hertfordshire Local Plan 2011 – 2031**

### **Appendix**

## Appendix – Main Modifications

Text which must be added to the plan as a consequence of main modifications is shown in **bold**. Text which must be removed from the plan as a consequence of these main modifications is shown ~~struck through~~. Directions for main modifications that must be made are shown in ***bold italics***.

Ref.	Page (LP1)	Policy / Paragraph	Modification
		<b>CHAPTER 1</b>	<b>INTRODUCTION</b>
MM 002			<b><i>Replace all references in the Plan to the ‘Proposals Map’ with ‘Policies Map’.</i></b>
FM 028	16	2.39	The HMA geography <del>has</del> informed the preparation of Strategic Housing Market Assessments (SHMA) which <del>have been</del> <b>were</b> completed on a ‘best fit’ basis by groups of local authorities. The Council <del>has</del> prepared a joint SHMA <sup>26</sup> with Stevenage which <del>identifies</del> , <b>at the time of the plan’s submission, identified</b> an objectively assessed need (OAN) for 13,800 homes in North Hertfordshire and 7,600 homes within Stevenage over the period 2011-2031. <b>Further Government household projections were released during the examination and a revised assessment for North Hertfordshire identified an OAN of 11,500 homes<sup>x</sup>.</b> The plans of both authorities show that their individual housing needs can be accommodated in full within their administrative areas. <b><i>x Review of the Official Projections for North Hertfordshire (ORS, 2020)</i></b>
FM 034	20	2.56	The County Council is also the Highway Authority with responsibility for transport matters. This Plan supports key priorities and proposals from the Hertfordshire Local Transport Plan <del>(LTP3)</del> <b>(LTP4)</b> adopted in <del>2011-2018</del> . <del>LTP3</del> <b>LTP4</b> sets out the transport strategy for Hertfordshire (over the period from <del>2011</del> <b>2018</b> to 2031), the goals and challenges to be met, and outlines a programme of transport schemes and initiatives to be delivered subject to available funding. The LTP covers all modes of transport - including walking, cycling, public transport, car based travel and freight - and takes account of the effect of transport on wider aspects including the economy, environment, climate change and social inclusion.
		<b>SECTION TWO</b>	<b>SPATIAL STRATEGY AND STRATEGIC POLICIES</b>
		<b>CHAPTER 3</b>	<b>SPATIAL STRATEGY AND SPATIAL VISION</b>
MM 007	30	After Ch.3	<b><i>Add key diagram as shown at Annex 1 of this schedule</i></b>
		<b>CHAPTER 4</b>	<b>STRATEGIC POLICIES</b>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 009	32	Para 4.7	In setting a framework for growth, this Plan also recognises the value of local knowledge and the importance of local choice. A number of parishes within the District are already designated Neighbourhood Planning areas and our Local Plan is structured flexibly in response. This chapter contains the <b>strategic</b> policies and aspirations with which any neighbourhood plans, or other local planning initiatives, must be in general conformity.
MM 010 / FM 039	32	Policy SP2	<p><b>Policy SP2: Settlement Hierarchy and Spatial Distribution<sup>x</sup></b></p> <p><b>Between 2011 and 2031, the plan makes provision for at least 13,000 new homes.</b></p> <p><b>Approximately 80% The majority of the District's housing development and the substantial majority of new employment, retail and other development will be located within the adjusted settlement boundaries of or adjoining the following towns:</b></p> <ul style="list-style-type: none"> <li>• Baldock (2,198 homes)</li> <li>• Hitchin (1,842)</li> <li>• Letchworth Garden City (1,928)</li> <li>• Royston (1,899)</li> <li>• Stevenage (including Great Ashby)<sup>32</sup> (1,705); and</li> <li>• Luton<sup>32</sup> (1,485)</li> </ul> <p><b>Approximately 13% of housing, along with supporting infrastructure and facilities will be delivered within the adjusted settlement boundaries of the following five villages for the levels of development indicated:</b></p> <ul style="list-style-type: none"> <li>• Barkway (208)</li> <li>• Codicote (363)</li> <li>• Ickleford (235)</li> <li>• Knebworth (731)</li> <li>• Little Wymondley (312)</li> </ul> <p><b>The remaining development will be dispersed across the District as set out below.</b></p> <p><b>In Category A villages, Ggeneral development will also be allowed within the defined settlement boundaries of the Category A villages of:</b></p> <ul style="list-style-type: none"> <li>• Ashwell;</li> <li>• Hexton;</li> <li>• Pirton;</li> <li>• <del>Barkway;</del></li> <li>• <del>Ickleford;</del></li> <li>• Preston;</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>• Barley;</li> <li>• Breachwood Green;</li> <li>• Cockernhoe &amp; Mangrove Green;</li> <li>• <del>Codicote</del>;</li> <li>• Graveley;</li> <li>• Kimpton;</li> <li>• <del>Knebworth</del>;</li> <li>• <del>Little Wymondley</del>;</li> <li>• Lower Stondon<sup>32</sup>;</li> <li>• Oaklands<sup>32</sup>;</li> <li>• Offley;</li> <li>• Reed;</li> <li>• Sandon;</li> <li>• St Ippolyts &amp; Gosmore;</li> <li>• Therfield</li> <li>• Weston; and</li> <li>• Whitwell</li> </ul> <p>Infilling development which does not extend the built core of the village will be allowed in the Category B villages of:</p> <ul style="list-style-type: none"> <li>• Blackmore End;</li> <li>• Great Wymondley;</li> <li>• Hinxworth</li> <li>• Holwell</li> <li>• Kelshall;</li> <li>• Lilley;</li> <li>• Newnham;</li> <li>• Old Knebworth;</li> <li>• Rushden;</li> <li>• Wallington; and</li> <li>• Willian</li> </ul> <p><del>Only</del> Limited affordable housing and facilities for local community needs <b>meeting the requirements of Policy CGB2</b> will be allowed in the Category C settlements of:</p> <ul style="list-style-type: none"> <li>• Bygrave;</li> <li>• Caldecote;</li> <li>• Clothall</li> <li>• Langley;</li> <li>• Nuthampstead;</li> <li>• Peters Green; and</li> <li>• Radwell</li> </ul> <p><b>Development outside of these locations or general parameters will be permitted where this is supported by an adopted Neighbourhood Plan. Under the provisions of national policy at the time of this Plan’s examination, Neighbourhood Plans cannot allocate sites in the Green Belt or amend Green Belt boundaries</b></p> <p><i>Footnote [x]</i> The figures shown in this policy for individual settlements are the total of planned, permitted and completed development for the period 2011-2031. These figures are <u>not</u> a target and do not necessarily represent the maximum number of new homes that will be built.</p>
MM 011 / FM 040	33	After paragraph 4.11 (new paragraphs)	<p><b>Based on the policies and allocations of this plan, it is anticipated that approximately four in every five new homes delivered over the plan period will be built within the adjusted settlement boundaries of the towns. These will remain the primary focus for employment, retail and other development. The balance of new development will be distributed across North Hertfordshire’s villages and the remainder of the District.</b></p>

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			Much of this growth will be delivered on sites allocated for development by this Plan. This will be supplemented by (often smaller) 'windfall' sites which come forward within the settlement boundaries and parameters identified in Policy SP2 as well as any further sites subsequently identified through Neighbourhood Plans. These schemes may include opportunities for self-build development.
MM 012 / FM 041	33	After paragraph 4.12 (new paragraph)	<p>Five villages have been identified that will support higher levels of new housing allocations than the Category A villages:</p> <ul style="list-style-type: none"> <li>• Knebworth and Codicote are the two largest villages within North Hertfordshire and support a range of services, including a station at Knebworth;</li> <li>• Ickleford and Little Wymondley provide opportunities to accommodate further residential development in close proximity to neighbouring towns along with sustainable transport connections; and</li> <li>• Barkway as a focus for development in the rural east of the District.</li> </ul>
MM 014 / FM 042	35	SP3	<p><b>Policy SP3: Employment</b></p> <p>The Council will proactively encourage sustainable economic growth, support new and existing businesses and seek to build on the District's strengths, location and offer. We will:</p> <ol style="list-style-type: none"> <li>a. <b>Allocate</b> <del>Bring forward</del> an adequate supply and range of employment land in Hitchin, Letchworth Garden City, Baldock and Royston to meet the <b>needs of the Functional Economic Market Area</b> requirements of the local economy over the plan period to 2031. <b>The allocations as shown on the Policies Map are :</b> <ol style="list-style-type: none"> <li>i. <b>east of Baldock BA10 (19.6ha); and</b></li> <li>ii. <b>west of Royston RY9 (10.9ha);</b></li> </ol> </li> <li>b. <del>Designate existing</del> <b>Safeguard</b> Employment Areas within the District's main settlements, <b>as shown on the Policies Map</b>, to enhance and <b>protect their safeguard</b> employment potential <b>for office, research and development, industrial or storage and distribution uses;</b></li> <li>c. <del>Support additional employment provision through the new designations</del> <del>allocations shown on the on the Policies Map</del> designations at : <ol style="list-style-type: none"> <li>i. <del>the former Power Station, Letchworth Garden City (1.5ha);</del></li> <li>ii. <del>east of Baldock (19.6ha); and</del></li> <li>iii. <del>west of Royston RY9 (10.9ha);</del></li> </ol> </li> <li>d. Work with landowners, developers and, for sites on the edge of the District, adjoining authorities to identify an appropriate amount of employment land to be included through the masterplanning process in <b>strategic housing sites</b> <del>major new developments;</del></li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>e. Permit an appropriate range of <b>offices, research and development, light industrial or B class</b> employment uses within these areas;</p> <p>f. Promote and support the expansion of the knowledge based economy in the District. Proposals for the redevelopment of existing employment sites and the development of new <del>allocated</del> employment sites which increase the level of knowledge-intensive employment will be supported in principle.</p> <p>g. Support <b>offices, research and development, light industrial and B-class</b> uses in appropriate locations outside of designated employment areas, including offices in main town centres and concentrations of <del>B-class</del> <b>these employment</b> uses in certain <del>Category A</del> villages; and</p> <p>h. Ensure relevant policies of this Plan recognise the contribution of <b>sectors other than B Class uses and offices, research and development and light industrial uses, including tourism, to the provision of jobs.</b> <del>non-B class sectors, including tourism, to the provision of jobs in the District.</del></p>
FM 043	35	4.19 (delete paragraph)	<p><del>In planning, employment land usually refers to 'B-class' uses<sup>35</sup> and includes:</del></p> <ul style="list-style-type: none"> <li><del>• B1(a) – offices</del></li> <li><del>• B1(b) – research and development</del></li> <li><del>• B1(c) – light industry</del></li> <li><del>• B2 – general industry; and</del></li> <li><del>• B8 – storage and distribution</del></li> </ul> <p><del>[Footnote]<sup>35</sup> As defined in the Town and Country Planning (Use Classes) Order (1987) (as amended)</del></p>
FM 044	36	4.26	<p>Trend-based forecasts reflect these patterns and anticipate continued increases in out-commuting from North Hertfordshire over the plan period<sup>38</sup>. Unchecked, this would lead to increased pressure on transport infrastructure that is already under strain at peak periods. This Plan therefore makes employment provision for <b>offices, research and development, light industrial, general industry and storage and distribution</b> at above modelled levels.</p>
MM 015 / FM 045	37	4.28	<p>A significant <del>new</del> employment <b>allocation for certain E class uses (office, research and development, industrial processes), B2 (industrial) and B8 (storage and distribution) class uses</b> site will be developed <b>out</b> at the east of Baldock, supporting the proposed increase in residential development in the town (see Policy SP8). The allocation benefits from proximity to existing employment uses as well as existing and planned residential development. It has access to the strategic road network via the A505 Baldock Bypass.</p>
MM 016	37	4.30	<p>Within Hitchin and Letchworth Garden City, employment area designations from the previous local plan will be broadly retained, with some modest releases of sustainable, brownfield sites for residential development. Within</p>

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			Letchworth, the former power station site at Works Road has been brought back into use for employment purposes. <del>and is reflected in a new planning designation.</del>
FM 046	37	4.33	Within these designated areas, an appropriate range of <b>offices, research and development, light industrial, general industry and storage and distribution B-class</b> uses will be permitted in line with the detailed policies of this Plan.
FM 047	37	4.34	<del>B-class uses will not be solely confined to designated employment areas.</del> A number of employment premises are located outside of defined areas and these will continue to be supported where they are compatible with other surrounding uses. In particular, office uses will continue to be supported in the main town centres (see Policy SP4), in line with national planning policy.
FM 048	37	4.35	Beyond our main towns, there is a steady demand for rural employment land and premises. Owing to the size and extensive spread of rural settlements these types of development are best dealt with on a case-by-case basis rather than through allocations, although our general approach will be to direct concentrations of rural business to <del>the Category A</del> larger villages. There are quite sizeable employment sites in villages such as Ashwell, Codicote, Kimpton, Little Wymondley and Weston which provide rural jobs and should be retained.
FM 049	38	4.36	Approximately 45% of all jobs fall <b>within the office, research and development, light industrial sectors</b> or into the B uses classes. The rest of the jobs in the local economy consist of services such as retail, health, education and leisure, or 'footloose' careers in sectors such as construction and the trades. The role of these <del>non-B-class</del> sectors in the overall employment balance of the District is recognised and will continue to be supported <b>where appropriate.</b>
MM 017 / FM 050	38	Policy SP4	<p><b>Policy SP4: Town Centres, and Local Centres and Community Shops</b></p> <p>The Council will make provision for an appropriate range of retail <b>and service</b> facilities across the District and are committed to protecting the vitality and viability of all centres. We will:</p> <ol style="list-style-type: none"> <li>a. Promote, protect and enhance the <b>provision of shops, financial and professional services, café or restaurants, pubs or drinking establishments or takeaways in retail and service functions</b> of the following centres in our retail hierarchy: <ol style="list-style-type: none"> <li>i. The town centres of Hitchin, Letchworth Garden City, Baldock and Royston;</li> <li>ii. 13 existing local centres consisting of:</li> </ol> </li> </ol>

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- village centres at Ashwell, Codicote and Knebworth;
  - seven centres in Hitchin
  - two centres in Letchworth Garden City; and
  - the centre at Great Ashby; and
- iii. 2 new local centres north of Baldock and East of Luton within the strategic housing sites identified in this Plan;
- b. Support proposals for main town centre uses in these locations where they are appropriate to the size, scale, function, catchment area, historic and architectural character of the centre;
- c. Identify Primary Shopping Frontages within town centres where ~~A1 retail uses~~ **shops<sup>x</sup>** will be expected to concentrate
- d. **To ensure the District's towns maintain their role and market share, Mmake provision for up to 38,100m<sup>2</sup> gross sq.m of additional A-class floorspace over the plan period comprising shops, café or restaurants, pubs or drinking establishments or takeaways, including the re-occupation of vacant floorspace, consisting of:**
- i. 22,500m<sup>2</sup> **gross sq.m** comparison goods (e.g. clothes, shoes, furniture, carpets);
  - ii. ~~8,500m<sup>2</sup>~~ **8,600 gross sq.m** convenience (e.g. food, drink, toiletries); and
  - iii. 7,000m<sup>2</sup> **gross sq.m food and beverage outlets (e.g. restaurants, takeaways and bars).**

**38,100 gross sq.m is a district wide retail capacity but it is principally derived from the retail capacity projections for the four town centres, as indicated below:**

Years	2016-2021	2021-2026	2026-2031	Totals
Baldock	300	1,600	1,400	3,300
Hitchin	3,800	3,600	3,700	11,100
Letchworth	2,400	3,300	3,500	9,200
Royston	3,200	2,000	1,900	7,100
Strategic Housing Sites	1,500	2,700	2,600	6,800
Other	200	200	200	600



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			<table border="1"> <tr> <td><b>Total</b></td> <td><b>11,400</b></td> <td><b>13,400</b></td> <td><b>13,300</b></td> <td><b>38,100</b></td> </tr> </table> <p>The three town centres of Baldock, Hitchin and Letchworth Garden City have significant overlapping markets, with spend leakage from Letchworth Garden City to Hitchin and a lack of physical space at Baldock to accommodate its projected retail capacity. To address the leakage and physical capacity across these three centres the indicative distribution and phasing of provision is as follows:</p> <table border="1"> <thead> <tr> <th>Years</th> <th>2016-2021*</th> <th>2021-2026</th> <th>2026-2031</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td>Baldock</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Hitchin</td> <td>0</td> <td>3,700</td> <td>3,300</td> <td>7,000</td> </tr> <tr> <td>Letchworth</td> <td>5,350</td> <td>5,500</td> <td>5,000</td> <td>15,850</td> </tr> <tr> <td>Royston</td> <td>4,350</td> <td>2,200</td> <td>1,800</td> <td>8,350</td> </tr> <tr> <td>Strategic Housing Sites</td> <td>0</td> <td>3,400</td> <td>2,900</td> <td>6,300</td> </tr> <tr> <td>Other</td> <td>0</td> <td>300</td> <td>300</td> <td>600</td> </tr> <tr> <td><b>Total</b></td> <td><b>9,700</b></td> <td><b>15,100</b></td> <td><b>13,300</b></td> <td><b>38,100</b></td> </tr> </tbody> </table> <p>*2016 to 2021 projections includes take-up of vacant units and the implementation of commitments.</p> <p>e. Prepare and maintain up-to-date town centre strategies to support this approach and / or adapt to change. <b>These will be used to inform the approach to retail at the time of the early review;</b> and</p> <p>f. Support the retention and provision of shops outside of identified centres where they serve a local <b>day-to-day</b> need.</p> <p><i>Footnote [x] Please refer to the Glossary for a definition of comparison and convenience goods</i></p>	<b>Total</b>	<b>11,400</b>	<b>13,400</b>	<b>13,300</b>	<b>38,100</b>	Years	2016-2021*	2021-2026	2026-2031	Totals	Baldock	0	0	0	0	Hitchin	0	3,700	3,300	7,000	Letchworth	5,350	5,500	5,000	15,850	Royston	4,350	2,200	1,800	8,350	Strategic Housing Sites	0	3,400	2,900	6,300	Other	0	300	300	600	<b>Total</b>	<b>9,700</b>	<b>15,100</b>	<b>13,300</b>	<b>38,100</b>
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FM 051	38	After SP4 (new paragraph)	<b>In relation to policy SP4, retail and service facilities refers to shops, cafés and restaurants (E-class use) along with pubs and drinking establishments and takeaways (sui generis). These were previously Class A uses.</b>																																													
MM 018	39	After paragraph 4.39 (New paragraphs)	<p><b>4.xx The Local Plan strategy for town centre uses is to maintain the District’s market share. This means that across the district, the retail capacity will be met principally in the four town centres. This is to maintain the current retail hierarchy within the District and the wider catchment areas.</b></p> <p><b>4.xx However given that Baldock, Letchworth Garden City and Hitchin are in close proximity, leakage of the projected retail expenditure for each town is likely to occur. The most significant is leakage from</b></p>																																													

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			<b>Letchworth Garden City to Hitchin.</b> <b>4.xx In addition there is less physical capacity in Baldock and Hitchin to accommodate their projected retail capacities. The retail strategy for the District is therefore to direct the capacity to Letchworth Garden City over the plan period, which has greater potential for physical space and to recapture its leakage.</b>
MM 019 / FM 052	39	Paragraph 4.40	We are committed to promoting the well-being of the town centres in the District. Town centre strategies have been produced for the main centres of Hitchin, Baldock, Letchworth Garden City, and Royston. These promote the vitality and viability of the centres and cover all those aspects of policy guidance with a spatial dimension relevant to town centres, including economic, environmental and social well-being and matters such as community safety, community facilities, traffic management, marketing and delivery. The strategies provide a method of keeping town centre development up-to-date and flexible to take account of ongoing changes in the retail environment, <b>and will inform whether it is necessary to review the retail strategy set out in this Plan. Work on these town centre strategies will commence within 12 months of the adoption of this Plan. They will be monitored and reviewed during the life of this Plan.</b>
FM 053	39	Paragraph 4.41	Our detailed policies set out our approach to development applications, including for changes of use. In general terms, <del>A1 retail uses</del> <b>shops</b> will be expected to concentrate within the defined primary frontages with <del>a wider variety of A-class-related retail and service uses, that are pubs or drinking establishments</del> permissible in secondary frontage areas.
MM 020 / FM 054	39	Paragraph 4.44	The growth of the District will require additional centres to be provided to serve the <del>largest new developments</del> <b>strategic housing sites. The centres for the two largest sites</b> at Baldock and on the edge of Luton <b>are expected to contain a wider range of retail facilities.</b> Once built, these will become local centres in our retail hierarchy and future proposals within them will be assessed appropriately.
MM 021 / FM 055	39-40	Paragraph 4.46	Our evidence shows there will be a steady growth in retail demand over the plan period, <b>although projected growth post-2026 carries a degree of uncertainty due to changing shopping and retail patterns and the effects of Covid-19. Projected growth is</b> <del>driven</del> in part by planned population growth but also by underlying changes in the way people shop and how much money they have available to spend. It is anticipated that on-line shopping will continue to grow whilst a certain amount of future demand can be accommodated through the re-occupation of existing, vacant shop units. However, it is also necessary to identify new sites for retail <sup>41</sup> . <b>Projected retail needs, and particularly those in the post-2026 period, will be kept under review via the monitoring framework and updated retail studies.</b>
MM 022	40	Paragraph 4.48 (delete paragraph)	<del>Further allocations and broad locations are identified within our main towns to accommodate the remainder.</del>
MM 023	41	Policy SP5	<b>Policy SP5: Countryside and Green Belt</b> We support the principles of the Green Belt and recognise the intrinsic value of the countryside. Green Belt

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			<p>and Rural Areas Beyond the Green Belt are shown on the <del>Proposals</del> <b>Policies</b> Map. We:</p> <ol style="list-style-type: none"> <li>a. Have conducted a comprehensive review of the Green Belt. Land has been removed from the Green Belt to: <ol style="list-style-type: none"> <li>i. enable strategic development at the locations referred to in Policies SP8 and SP3;</li> <li>ii. enable local development around a number of the District's towns and villages; and</li> <li>iii. define boundaries for villages referred to in Policy SP2 which fall within the Green Belt but were previously 'washed over' by this designation;</li> </ol> </li> <li>b. Have provided new Green Belt to cover, in general terms, the area bounded by the Metropolitan Green Belt to the east, the Luton Green Belt to the west and the A505 Offley bypass to the north;</li> <li>c. Will only permit development proposals in the Green Belt where they would not result in inappropriate development <b>or where very special circumstances have been demonstrated</b>; and</li> <li>d. Will operate a general policy of restraint in Rural Areas beyond the Green Belt <b>through the application of our detailed policies</b>.</li> </ol>
MM 025	42	Paragraph 4.56	Proposals for development within the Green Belt will be considered against national <del>guidance</del> <b>policy</b> . Where the proposed use can be considered acceptable in principle, we will use the detailed policies of this Plan to determine whether permission should be granted.
MM 027	42	Paragraph 4.59	In terms of intrinsic character and beauty, <del>this area</del> <b>the Rural Area beyond the Green Belt</b> contains some of the highest quality countryside in the District. However, the settlements are generally more dispersed meaning a Green Belt designation cannot be justified. This sparser pattern of development additionally means that, outside of the defined settlements, many sites are not well located in relation to key services. On these grounds it remains appropriate to <b>restrain the types of development allowed in the Rural Area beyond the Green Belt</b> <del>have a policy of restraint</del> . Our detailed <b>Development Management</b> policies set out the approach that will apply in this area.
MM 028	43	Policy SP6	<p><b>Policy SP6: Sustainable transport</b></p> <p>We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:</p> <ol style="list-style-type: none"> <li>a. Comply with the <b>NHDC Transport Strategy and the</b> provisions of the Local Transport Plan and other supporting documents as <b>relevant</b> <del>considered necessary</del>;</li> <li>b. Encourage development in locations which enable sustainable journeys to be made to key services and facilities;</li> <li>c. Work with Hertfordshire County Council, <b>neighbouring authorities</b>, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>improved pedestrian, cycle and passenger transport (including rail and/or bus links and routes;</p> <p>d. Seek the <b>earliest reasonable opportunity to implement</b> early implementation of sustainable travel infrastructure on Strategic Housing Sites <b>and other development sites</b> in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;</p> <p>e. Assess development proposals against the parking standards set out in this Plan and <b>having regard to</b> relevant supplementary advice;</p> <p>f. Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and</p> <p>g. Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.</p>
MM 029 / FM 056	43	Paragraph 4.66	<p>The overarching transport policy document for the area is the Hertfordshire Local Transport Plan (<del>LTP3</del>) <b>(LTP4)</b> which provides the framework for achieving better transport systems in Hertfordshire for the plan period <del>2011</del> <b>2018-2031</b>. The LTP4 is in progress which will cover the Hertfordshire 2020 Transport vision and will be consulted on in late 2016. <b>LTP4 was adopted in 2018</b>. The Local Transport Plan covers all modes of transport including walking, cycling, public transport, car based travel, reducing road freight movements and making provision for those with mobility impairments.</p>
MM 030	44	Paragraph 4.67 and associated footnote	<p>Although the <del>LTP3</del> <b>Local Transport Plan</b> identifies some specific schemes, the majority of transport schemes are identified at settlement level. From time to time the County Council, <b>North Hertfordshire District Council, and neighbouring authorities</b> publishes other documents and strategies<sup>[x]</sup> which will also need to be taken into account <b>when considering development proposals. This includes the NHDC Transport Strategy and also relevant strategies prepared by neighbouring authorities, such as the Stevenage Mobility Strategy, for sites that are functionally attached to, or in close proximity to North Hertfordshire.</b></p> <p><i>[Footnote] [x] These could include the forthcoming HCC Growth Transport Plans, the NHDC Transport Strategy prepared as part of the evidence base as well as other local strategies, for example cycling.</i></p>
MM 031	44	After Paragraph 4.68 (new paragraph)	<p><b>Many of the developments in the smaller settlements may not be enough on their own to have a major transport impact within an area. However, cumulatively a number of developments can create additional demands and burdens on existing infrastructure (such as increased use of less appropriate roads, higher volumes of traffic through constrained village centres) which may require suitable mitigation to be implemented. Such mitigation can also include better, walking and cycling improvements and public transport services which will</b></p>

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			<p>reduce the need to travel by car. The Council will consider these overall cumulative impacts as far as they are able as part of Policy SP7 and may require appropriate contributions from all such development sites.</p>
MM 032	44	Policy SP7	<p><b>Policy SP7: Infrastructure requirements and developer contributions</b></p> <p>The Council will require development proposals to make provision for infrastructure that is necessary in order to accommodate additional demands resulting from the development. We will:</p> <ol style="list-style-type: none"> <li>a. Require developers to provide, finance and / or contribute towards provision which is fairly and reasonably related in scale and kind to the development, including: <ol style="list-style-type: none"> <li>i. on-site and/or off-site improvements and infrastructure necessary as a result of the development in order to: <ul style="list-style-type: none"> <li>• ensure appropriate provision of facilities and infrastructure for new residents;</li> <li>• <b>contribute toward</b> <del>help-addressing</del> cumulative impacts that might arise across multiple developments;</li> <li>• avoid placing unreasonable additional burdens on the existing community or existing infrastructure;</li> <li>• mitigate <del>any</del> adverse impacts <b>where possible</b>; and/or</li> <li>• enhance critical assets or make good their loss or damage; and</li> </ul> </li> <li>ii. maintenance and/or operating costs of any such new provision;</li> </ol> </li> <li>b. Ensure <b>essential</b> new infrastructure to support new development <del>is</del> <b>will be</b> operational no later than the completion of development or <b>during the</b> phase in which it is needed, <b>whichever is earliest</b> <del>unless otherwise agreed with relevant providers</del>;</li> <li>c. Refuse planning permission where appropriate agreements or processes ensuring criteria (a) and (b) can be met are not in place;</li> <li>d. Have regard to <del>any</del> <b>relevant national</b> guidance or requirements in relation to planning obligations and any Community Infrastructure Levy <b>or successor funding tariff</b> which may be introduced <b>by the Council</b>;</li> <li>e. Work with landowners, developers and other agencies in facilitating the delivery of sites identified in the Local Plan <b>and associated infrastructure</b> and seek to overcome known obstacles; and</li> </ol>

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			f. <del>Take a stringent approach</del> <b>Need robust evidence to be provided</b> where developers consider that viability issues impact <b>upon</b> the delivery of key infrastructure and/or mitigation measures. <b>This evidence will be used to determine whether an appropriate and acceptable level of contribution and / or mitigation can be secured.</b>
MM 033	45	Paragraph 4.75	On the largest development sites, it will be necessary to directly provide facilities alongside the primary use – schools within residential areas, bus stops within business parks, cycling routes and new footways etc. In other areas, much of the growth arises from a number of smaller developments. A small development on its own may not be enough in itself to have a major impact within an area. However, cumulatively a number of developments <b>(including both the larger and smaller sites)</b> can create additional demands and burdens on existing infrastructure which may require suitable mitigation to be implemented. <b>Transport infrastructure including highways improvements and sustainable transport measures such as walking, cycling, improved public transport and behaviour change - projects are needed to address cumulative impacts - the latter seek to reduce vehicle travel to improve capacity and enable more sustainable travel. The NHDC Transport Strategy sets out the measures required, and all developments will be expected to contribute to these measures.</b>
MM 034	46	Paragraph 4.83	In cases where viability is an issue, developers will <del>be expected</del> <b>need to provide pay for an independent assessment and analysis of their viability evidence in order to verify it. This must be completed by a suitably qualified individual or company and to scrutinise the assumptions that have been made and the conclusions that have been reached and whether they are justified.</b> The methodology and scope of any such assessment should be agreed in advance between the applicant and the Council. If, following this assessment, it is accepted <b>by the Council</b> that the viability of a scheme would be critically undermined by application of the Council’s usual standards and expectations, we will exceptionally: <ul style="list-style-type: none"> <li>• consider which requirements are most critical to securing development and meeting the overall vision and objectives of this Plan;</li> <li>• assess the extent to which these might be met in a way which makes any scheme viable; and</li> <li>• determine whether this would result in an appropriate and acceptable level of contribution and / or mitigation.</li> </ul>
MM 035 / FM 057	47-48	Policy SP8	<b>Policy SP8: Housing</b> Over the period 2011-2031, housing growth will be supported across the District. We will: <ul style="list-style-type: none"> <li>a. Release sufficient land to deliver at least <del>14,000</del> <b>11,600 net</b> new homes for North Hertfordshire’s own needs. Of these: <ul style="list-style-type: none"> <li>i. around <del>13,800</del> <b>11,500 net new homes</b> will be provided within that part of the District falling within the Stevenage Housing Market Area (HMA); while</li> </ul> </li> </ul>

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			<p>ii. around <del>200</del> <b>100 net new homes</b> will be provided within that part of the District falling within the Luton HMA;</p> <p>b. Provide additional land within the Luton HMA for a further 1,950 <b>net new</b> homes as a contribution towards the unmet needs for housing arising from Luton <b>with approximately 1,400 of these being delivered over the Plan period to 2031;</b></p> <p>c. Deliver these homes through the sites and allowances identified in this Plan that will support approximately<sup>48</sup>:</p> <p>i. <del>4,340</del> <b>5,100</b> homes from completions and permissions achieved since 2011 and other allowances;</p> <p>ii. 7,700 homes from six Strategic Housing Sites <b>delivering approximately 5,560 of these by 2031:</b></p> <ul style="list-style-type: none"> <li>• BA1 - North of Baldock for 2,800 homes (<del>2,500</del> <b>approximately 1,400</b> to be delivered by 2031);</li> <li>• LG1 - North of Letchworth for 900 homes (<b>approximately 600 by 2031</b>);</li> <li>• NS1 - North of Stevenage in Graveley parish for 900 homes (<b>approximately 775 by 2031</b>);</li> <li>• HT1 - East of Hitchin for 700 homes;</li> <li>• GA2 - North-east of Great Ashby in Weston parish for 600 homes; and</li> <li>• EL1 / EL2 / EL3 - East of Luton for 2,100 homes (<b>approximately 1,500 by 2031</b>);</li> </ul> <p>iii. <del>4,860</del> <b>4,000</b> homes through local housing allocations that will provide homes on:</p> <ul style="list-style-type: none"> <li>• <del>newly identified sites and land within pre-existing settlement limits;</del></li> <li>• <del>sites released from the Green Belt as part of a comprehensive, District-wide review; and</del></li> <li>• <del>land identified following a review of other relevant boundaries or designations.</del></li> <li>• <b>Further sites within the adjusted settlement boundaries of the towns;</b></li> <li>• <b>Land within the adjusted settlement boundaries of five villages where more than 200 homes are expected to be built over the Plan period; and</b></li> <li>• <b>Sites identified within the defined settlement boundaries of the Category A villages.</b></li> </ul> <p><b>This includes the use of land within pre-existing settlement limits, non-strategic sites released from the Green Belt and other land identified following a review</b></p>

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			<p style="text-align: center;"><b>of other relevant boundaries or designations.</b></p> <ul style="list-style-type: none"> <li>iv. <del>7-4</del> new, permanent Gypsy and Traveller pitches</li> <li>d. Maintain a five-year housing land supply and target the completion of 20% of new homes over the plan period on previously developed land;</li> <li>e. Seek to provide long-term certainty by <ul style="list-style-type: none"> <li><b>x. identifying Strategic Housing Sites that will continue delivery beyond the end of the Plan period in 2031;</b></li> <li>i. working with the Government and other relevant agencies to identify new settlement options within North Hertfordshire that can provide additional housing supply in the period after 2026; <del>and</del></li> <li>ii. safeguarding land to the west of the A1(M) at Stevenage, as shown on the <del>Proposals Policies Map, for up to 3,100 dwellings to meet longer-</del> <b>term development needs</b> in the period beyond 2026 subject to a future review of this Plan; <b>and</b></li> <li><b>x. undertaking a review of this Plan by the end of 2023.</b></li> </ul> </li> <li>f. Support a range of housing tenures, types and sizes measured against targets to provide: <ul style="list-style-type: none"> <li>i. 33% of all homes over the plan period as Affordable Housing for local needs with targets to deliver up to 40% Affordable Housing where viable;</li> <li>ii. A broadly even split between smaller (1- and 2-bed) and larger (3+ bed) properties <b>subject to up-to-date-assessments of housing needs;</b> and</li> <li>iii. <del>100-56</del> <b>plots on specified Strategic Housing Sites to help pro-actively address demand</b> for self-build development over the plan period; and</li> </ul> </li> <li>g. Provide <del>up to</del> <b>at least</b> 350 bed spaces in suitable, supported accommodation to meet the needs of those who cannot live in their own home.</li> </ul>
MM 036	47	Footnote 48	<p>These requirements include a small buffer of approximately <b>13% 7%</b>-over and above the <del>targets for North Hertfordshire's housing needs identified in criterion (a)</del> <b>total housing requirement set through criteria (a) and (b) of this Policy</b> to ensure sufficient flexibility. See Monitoring and Delivery chapter for further information. <b>All figures are net.</b></p>
FM 058	48	Paragraph 4.86	<p>Our evidence identifies a requirement for <del>13,800</del> <b>11,500</b> homes to be built between 2011 and 2031 to meet the needs of North Hertfordshire<sup>49</sup>. A modest uplift has been added. This predominantly reflects the fact that, as people live for longer and live in their own homes for longer, it may be more appropriate to assume that more of their needs will be met in the normal housing stock<sup>50</sup>.</p> <p><sup>49</sup> <b>Updating the Overall Housing Need (ORS, 2016) Review of the Official Projections for North Hertfordshire (ORS,</b></p>



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			<b>2020)</b> <sup>50</sup> Housing requirements are normally calculated on the basis that the proportion of older persons needing specialised accommodation will not change over time.
MM 037 / FM 059	48	Paragraph 4.89	<del>More than 4,300</del> <b>Approximately 5,100</b> of the required homes are accounted for by completions since 2011, sites which have already obtained planning permission <b>and commenced development</b> and other allowances. <b>This includes two large developments on the edge of Royston with permission for almost 600 homes.</b> <del>These allowances</del> <b>The majority of these homes will be on previously developed land and also</b> include: <ul style="list-style-type: none"> <li>• windfalls (those sites which will continue to come forward for development outside of the local plan process) as well as; and</li> <li>• <b>Letchworth Town Centre as a broad location.</b> <del>locations. These are areas</del> <b>This is an area</b> where it is reasonable to assume development might occur in the latter years of the plan, but where we cannot currently identify the exact location. <b>The boundary of the broad location is the same as the Town Centre boundary for Letchworth shown on the policies map.</b> <del>The majority of these 4,300 homes will be on previously developed land.</del></li> </ul>
MM 038 / FM 060	49	Paragraph 4.95	The remainder of new homes will be delivered through a range of local housing allocations set out in the detailed policies of this Plan: <ul style="list-style-type: none"> <li>• <del>More than 850 further homes are identified within pre-existing settlement boundaries and have influenced our target to build 20% of new homes on previously developed land;</del></li> <li>• <del>As part of our comprehensive review of the Green Belt, a number of additional villages have been 'inset' with boundaries drawn to release additional land for development. These locations will contribute around 2,600 homes to our target whilst also ensuring the long term sustainability of these settlements.</del></li> <li>• <del>A series of developments around the edge of Royston will contribute almost 1,000 further homes; while</del></li> <li>• <b>Sites for over 2,200 homes, in addition to the strategic sites, are identified within the adjusted settlement boundaries of the towns;</b></li> <li>• <b>Sites for nearly 1,600 homes are identified at five village locations identified by Policy SP2; while</b></li> <li>• <del>A review of the settlement boundaries in the Rural Areas Beyond the Green Belt of Category A villages allows for approximately 400</del> <b>180</b> homes.</li> </ul>
MM 039 / FM 061	49	Paragraph 4.96	This Plan also makes provision to meet the future needs of the Gypsy and Traveller community. <del>Existing arrangements at the Pulmer Water site near Codicote will be formalised</del> <b>A new site is allocated at Woodside Place, Danesbury Park Road at the southern edge of the District</b> allowing requirements over the period to 2031 to be met.
FM 063	49	After Paragraph 4.98 (new	<b>The spatial strategy proposed by this Plan requires the simultaneous delivery of a number of strategic sites around the main towns. There will be challenges in this approach. These include the capacity of the development industry</b>

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		paragraph)	<b>to deliver and the ability of the market to absorb these new homes. We will support higher delivery rates where possible. This might include using innovative approaches to construction. We will develop a greater understanding of the rates of housing delivery that can be achieved as schemes are progressed and reflect these in the review of the plan as set out in Policy IMR2.</b>
MM 040 / FM 064	50	Paragraph 4.99	A stepped approach is considered most appropriate <b>to deal with these issues. An average of 313 homes per year were built over the first nine years of the plan period between 2011 and 2020. Moving forward, housing supply will be measured against targets to deliver an average of 500 homes per year over the first ten years of the plan period (2011–2021) period to 31 March 2024. For the period beyond 2024, From 1 April 2024 a target of 1,100 1,120 homes per year will apply. Our approach to five-year land supply is set out in Policy IMR1 in Chapter 14.</b>
MM 041	50	Paragraph 4.101	The Council is committed to fully exploring new settlement options in the District <b>and initial work has been undertaken<sup>53</sup>. However, Our evidence shows that we cannot expect rely upon a future new settlement to make a substantial contribution contribute to housing requirements in this current Plan period to 2031<sup>53</sup>. We will work with relevant partners on an on-going basis to build the evidence base that is required to support any new settlement(s) and deliver on our aspirations.</b> <sup>53</sup> North Hertfordshire New Settlement Study (ATLAS, 2016)
MM 042	50	Paragraph 4.104	Land to the west of the A1(M) at Stevenage within North Hertfordshire has long been identified as a sustainable location for a substantial urban extension to the town. Given the history of this site, it is considered there is sufficient justification to remove this site from the Green Belt now and safeguard it for future use. <b>This land is not allocated for development at the present time.</b> No development will be permitted until a plan review determines that the site is required to meet long-term needs and remains (part of) the most appropriate solution.
MM 043 / FM 065	50	Paragraph 4.105	In taking this approach, it is recognised that <del>a review of this Local Plan will need to conclude before the end of the plan period in 2031</del> <b>we are required to undertake a review of the Plan every five years to see if it needs to be updated. This Plan commits to undertaking a full review by the end of 2023, well within the five-year period.</b> <del>It is reasonable to assume that some development will be realised from whichever sites are identified through this process in the period after 2026. An allowance of 500 homes has been included in our housing figures.</del>
FM 066	50	Paragraph 4.106	<b>Policy IMR2 in the Monitoring and Delivery</b> Chapter 14 of this Plan sets out in greater detail how we expect the local plan review process to occur.
MM 044	51	Paragraph 4.109	Self-build provides another route to home ownership. <b>Small developments, often delivered by local builders and companies, have historically made a valuable contribution to housing land supply in North Hertfordshire. These include schemes designed by individuals for their own use. We will continue to support small windfall schemes where they are compatible with the policy framework of this plan. Government guidance also encourages us to facilitate further opportunities for people to self-build through Local Plan policies and other measures. On five of our strategic sites, 1% of plots will be reserved and marketed for those people with a local connection who wish to</b>

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			<p>build their own home <b>reflecting demand recorded on the Council's Self-Build Register</b>. No specific self-build targets have been set on Local Housing Allocation sites and local demand will be considered on a site-by-site basis having regards to the Council's self-build register. Self build may additionally be an issue that local communities wish to explore through Neighbourhood Plans.</p>
MM 045 / FM 001	52	Policy SP9	<p><b>Policy SP9: Design and sustainability</b></p> <p>The Council considers good design to be a key aspect of sustainable development. We will</p> <ul style="list-style-type: none"> <li>a. Support new development where it is well designed and located and responds positively to its local context;</li> <li><b>x. Require Strategic Masterplans to be produced for Strategic Housing Sites and other significant development.</b></li> </ul> <p><b>Significant development generally comprises residential developments of 100 dwellings or more. Exceptionally, developments under 100 dwellings will be considered significant if there are site specific complexities and sensitivities that require a masterplan-led approach. In some circumstances a Strategic Masterplan may also be required to consider the cumulative impact of more than one site to support a co-ordinated and integrated approach to place-making and design.</b></p> <ul style="list-style-type: none"> <li>b. Require <b>Strategic Masterplans and planning applications for Strategic Housing Sites and significant developments to (as applicable):</b> <ul style="list-style-type: none"> <li>i. <b>Create buildings, spaces and streets which positively reflect and respond to the local landscape, townscape and historic character;</b></li> <li>ii. <b>Create integrated, accessible and sustainable transport systems with walking, cycling and public transport designed to be the most attractive forms of transport and effectively linking into the surrounding areas;</b></li> <li>iii. <b>Provide a clear structure and hierarchy of pedestrian friendly streets and well-connected footpaths and cycle ways integrated with the wider built and natural environment and communities;</b></li> <li>iv. <b>Plan for integrated and mixed-use communities with walkable locally accessible community, employment and retail facilities;</b></li> <li>v. <b>Positively integrate with adjacent rural and urban communities and positively contribute to their character and the way the area functions, including addressing cumulative, cross boundary planning and infrastructure matters;</b></li> </ul> </li> </ul>

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			<ul style="list-style-type: none"> <li>vi. Provide a diverse and distinctive range of flexible and adaptable house types, tenures and building forms to meet the differing needs of the population;</li> <li>vii. Create an accessible multi-functional green infrastructure network that provides: <ul style="list-style-type: none"> <li>▪ a key structuring and functional placemaking feature supporting healthy lifestyles, sport, play and recreation, linking into the wider Green Infrastructure Network; and</li> <li>▪ a high quality, integrated network to support ecological connectivity, biodiversity net gain, climate adaptation and mitigation linking into the wider Ecological Network;</li> </ul> </li> <li>viii. Ensure the effective use of sustainable urban drainage and sustainable water management;</li> <li>ix. Ensure a hierarchy of linked, high quality and attractive public spaces and public realm that is safe, attractive and supports social interaction for all age groups; and</li> <li>x. Design to last with a clear stewardship, management and maintenance strategy;</li> <li>x. Ensure Strategic Masterplans are informed by a technical and design evidence base and include the following for Strategic Housing Sites and where applicable for other significant development: <ul style="list-style-type: none"> <li>i. Site specific vision and placemaking principles</li> <li>ii. Masterplan setting out the quantum, scale, type, mix and distribution of land uses, housing and community facilities</li> <li>iii. Green Infrastructure Framework identifying the scale, distribution, type and design of green spaces, biodiversity net gain, strategic drainage, on and off-site linkages</li> <li>iv. Movement Framework setting out the key access points, strategic highways, street hierarchy and footways and cycleways (on and off site)</li> <li>v. Urban Design Framework and design principles identifying how the site responds to local character and context and key structuring elements and layout principles (including heights and densities)</li> </ul> </li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>vi. Sustainability &amp; Energy Framework identifying site wide and building scale opportunities for low and zero carbon</li> <li>vii. Illustrative Masterplan Layout</li> <li>viii. Infrastructure Delivery, Phasing &amp; Management Strategy</li> <li>x. Encourage the submission of Strategic Masterplans for the Council’s consideration and agreement before the submission of a planning application. We will also confirm the scope and contents of individual Strategic Masterplans with applicants in pre-application discussions. Planning applications must be accompanied by a Strategic Masterplan. Where applications have already been submitted to the Council a Strategic Masterplan should be agreed with the Council prior to or as part of the grant of planning permission. Adherence to the Strategic Masterplan will be secured through planning conditions and/or legal agreement.</li> <li>c. Assess proposals against detailed policy requirements set out in this Plan and <b>have regard to</b> the Design SPD; and</li> <li>d. Adopt the Government’s <b>additional optional</b> technical standards for the size of new homes, water efficiency and, in specified circumstances, accessibility.</li> </ul>
FM 002	52	Paragraph 4.116 (and new paragraphs thereafter)	<p>The largest sites will be masterplanned in accordance with any requirements set out in Policies SP14-SP19 and the Communities section of this Plan to maximise their benefits. <b>Policy SP9 sets out the strategic design and masterplanning expectations of the Council for the Strategic Housing Sites and other significant development. The policy has to apply to a wide range of developments in terms of quantum, scale and complexity. The policy should be applied in its entirety to Strategic Housing Sites but for other significant development a tailored and case-by-case approach will be required to identify a proportionate level of masterplan and design detail to secure design quality dependent on site specific issues and the level of detail submitted with any planning application.</b></p> <p><b>4.xxx Strategic Masterplans are an effective tool in securing comprehensive and timely delivery and securing design quality and positive place outcomes. Masterplans support comprehensive, integrated, well- planned and sustainable places in terms of the natural, built and historic environment. An effective masterplanning process helps to support a multi-disciplinary, integrated, inclusive and collaborative approach to securing quality design and delivery. It also assists with resolving and co-ordinating planning issues at an early stage in the process speeding up decision-making and driving forward delivery through a shared vision. This both de-risks and provides certainty.</b></p>

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			<p><b>4.xxx We encourage the production of Strategic Masterplans on a staged basis, initially evaluating and agreeing baseline technical, character and design analysis and assessments, then agreeing a shared vision and set of place-making objectives, exploring and testing a series of options with stakeholder input and then the agreement of a preferred option and masterplan.</b></p> <p><b>4.xxx For large sites that are developed over a long time period, strategic masterplans may require review and be flexible to adapt to changing circumstances. A Strategic Masterplan is not a blueprint, it is a framework within which further planning and design instruction can emerge over time.</b></p>
MM 046	52	Paragraph 4.117	The detailed policies of this Plan and supplementary guidance set out standards that will apply to new development in the District. Government reforms and technical standards have streamlined the type and amount of additional requirements that we can ask of new development. Having regard to relevant evidence, we consider it appropriate to introduce these <del>standardised</del> <b>additional optional</b> requirements in North Hertfordshire.
FM 067	53	Policy SP10(e) [remainder of policy unchanged]	<p>e. Work with Hertfordshire County Council and education providers to ensure the planning system contributes to the provision of sufficient school places and facilitates the provision of new or expanded schools in appropriate and accessible locations. <b>This will include monitoring of projected future demand to inform the review of this plan in relation to secondary education provision for the Stevenage area;</b></p>
FM 068	54	After Paragraph 4.127 (new paragraph)	<b>Forecasting education demand that will arise from new developments over the long-term is challenging. It is difficult to predict with certainty how and when school places will be needed until developments are built and new families move in. This is a particularly complex issue in the Stevenage area where housing developments have been proposed by three local authorities (North Hertfordshire, East Hertfordshire and Stevenage) across a wide number and variety of sites contained in separate local plans. These plans set out allocations and requirements for secondary education that could meet demand well into the 2030s. However, this issue needs to be kept under review particularly as alternative sites and opportunities which supplement those identified in current Plans and / or better address the County Council’s operational preferences may arise over this period. We will monitor long-term forecasts of demand with the County Council to inform the early review set out in Policy IMR2.</b>
MM 047	55	Policy SP11	<p><b>Policy SP11: Natural resources and sustainability</b></p> <p>This Plan seeks to meet the challenges of climate change and flooding. We will:</p> <ol style="list-style-type: none"> <li>Support proposals for renewable and low carbon energy development in appropriate locations;</li> <li>Take a risk based approach to development and flood risk, directing development to areas at lowest risk in accordance with the NPPF and ensuring the provision of Sustainable Drainage Systems (SuDS) and other</li> </ol>

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			<p>appropriate measures;</p> <p>c. Support the principles of the <del>Water Framework Directive</del> <b>Water Environment (Water Framework Directive) (England and Wales) Regulations 2017</b> and seek to protect, enhance and manage the water environment; and</p> <p>d. Give consideration to the potential or actual impact of land contamination and support proposals that involve the remediation of contaminated land; and</p> <p>e. <b>Work with utilities providers, East Hertfordshire District Council and relevant agencies to ensure additional wastewater treatment capacity is delivered without harm to protected European sites.</b></p>
MM 048	55	Paragraph 4.136	<p>This Plan also seeks to have regard to the wider water environment. The <del>Water Framework Directive (WFD)</del> <b>Water Environment (Water Framework Directive) Regulations 2017</b><sup>[59]</sup> is a piece of <b>transpose</b> European legislation that requires member states to make plans to protect and improve the water environment. It seeks to improve the condition of all qualifying water bodies to a “good” status and prevent deterioration in the water environment.</p> <p>Footnote:  <sup>[59]</sup>For information on the <b>Water Environment (Water Framework Directive) Regulations 2017</b>, see: <a href="http://www.environment-agency.gov.uk/research/planning/33362.aspx">http://www.environment-agency.gov.uk/research/planning/33362.aspx</a> <a href="http://evidence.environment-agency.gov.uk/FCERM/en/SC060065/About.aspx">http://evidence.environment-agency.gov.uk/FCERM/en/SC060065/About.aspx</a> and <a href="https://www.legislation.gov.uk/uksi/2017/407/contents/made">https://www.legislation.gov.uk/uksi/2017/407/contents/made</a></p>
MM 049	56	After paragraph 4.138 (new paragraph)	<p><b>Wastewater from some parts of North Hertfordshire is treated at Rye Meads on the Hertfordshire / Essex border. This site lies within a protected site of European importance and currently has capacity to serve additional development until 2026. We will work with the relevant bodies to ensure long-term wastewater treatment solutions are available which will not have an adverse impact upon the Lee Valley Special Protection Area.</b></p>
MM 050 / FM 069	56	Policy SP12	<p><b>Policy SP12: Green infrastructure, landscape and biodiversity and landscape</b></p> <p>We will accommodate significant growth during the plan period whilst ensuring the natural environment is protected and enhanced. We will:</p> <p>a. <del>Protect, enhance and manage the green infrastructure network and seek opportunities to create new green infrastructure;</del> <b>Protect, identify, manage and where possible enhance a strategic multi-functional network of green infrastructure;</b></p> <p>x. <b>Consider and respect landscape character, scenic beauty and locally sensitive features, particularly in relation to the Chilterns Area of Outstanding Natural Beauty;</b></p> <p>x. <b>Protect, enhance and manage sites in accordance with the following hierarchy</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>of designations and features:</p> <ul style="list-style-type: none"> <li>• Internationally designated sites</li> <li>• Nationally designated sites</li> <li>• Locally designated sites;</li> <li>• Non-designated sites that include important habitats and species</li> </ul> <p>b. Protect, enhance and manage biodiversity networks including <b>wildlife corridors, ancient woodlands and hedgerows</b>, wetland and riverine habitats, Local Geological Sites, <b>protected species, priority species and habitats, and non-designated sites of ecological value</b> and <del>seek opportunities for</del> <b>ensure measureable</b> net gains for biodiversity; and</p> <p>c. <del>Consider and respect landscape character and locally sensitive features, particularly in relation to the Chilterns Area of Outstanding Natural Beauty</del> <b>Protect other open spaces and support provision of new and improved open space.</b></p>
MM 051	56	Paragraph 4.145	<b>This Plan sets out a clear strategic approach for the protection, enhancement, creation and management of networks of green infrastructure.</b> Green infrastructure refers to all assets within and between towns and villages, both urban and rural. It is a network of multi-functional open spaces, including urban parks, gardens, woodlands, hedgerows, watercourses and associated buffer zones, and green corridors in addition to protected sites, nature reserves and open countryside.
MM 052	57	Paragraph 4.147	Our detailed policies set out our approach to green infrastructure <del>provision in new developments.</del>
MM 053	57	After paragraph 4.147 (new paragraphs)	<p><b>Much of North Hertfordshire is largely unspoilt, with very attractive landscape encompassing a range of natural, man-made and urban and rural spaces. The natural landscape to the west of Hitchin towards Hexton and Lilley follows the escarpment of the Chiltern Hills and part of the District here falls within the Chilterns Area of Outstanding Natural Beauty (AONB). There are also locally important landscapes which contribute to a feeling of remoteness in other parts of the District, for example Lilley Bottom and the East Anglian Heights.</b></p> <p><b>Whilst there are no biodiversity sites designated at the European level in the District, for example Ramsar sites, Special Areas of Conservation or Special Protection Areas, there are a number of nationally designated sites. Strict protection and control will be applied to all national designations in accordance with the conservation of Species and Habitats Regulations (2010). These designations include six Sites of Special Scientific Interest (SSSIs) as shown on the Policies Map and eight designated Local Nature Reserves (LNRs).</b></p> <p><b>Ancient woodland is a nationally agreed designation for land that has been woodland since at least 1600 AD. The District's woodlands will be managed over the plan period to provide recreation and amenity for local residents,</b></p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>and also to ensure their survival to benefit biodiversity. Ancient hedgerows are protected by the Hedgerow Regulations 1997 and will be protected and enhanced where possible to ensure their contribution to biodiversity and ecological networks.</p> <p>Species or Habitats of Principal Importance as identified in S41 of the Natural Environment and Rural Communities Act 2006 are defined at the national level and the Hertfordshire Biodiversity Action Plan<sup>x</sup> sets out an approach to biodiversity at the county level. In addition to this, the Hertfordshire Local Nature Partnership (LNP) Guiding Principles have informed the policies in this Plan.</p> <p>The District has over 300 designated Wildlife Sites<sup>y</sup>. The Hertfordshire Environmental Records Centre updates the list of designated Wildlife Sites on a regular basis. Sites identified or designated as Wildlife Sites are afforded protection as sites of substantive nature conservation value.</p> <p>Local Geological Sites are given the same level of protection as Wildlife Sites and are considered important for their educational or historical value. There are currently 11 Local Geological Sites in North Hertfordshire.</p> <p>[Footnote] [x] Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a></p> <p>[Footnote] [y] Please refer to the list held by the Hertfordshire Environmental Records Centre for the current list of designated Wildlife Sites</p>
MM 054		Paragraph 4.148	<p>There are a wide range of important habitats within North Hertfordshire, including hedgerows, wildflower meadows, orchards, ponds, lakes, reed bed and fen, ancient woodlands in the south, chalk grasslands and chalk streams in the east, <del>and wet</del> woodlands along the River Hiz and its tributaries, <b>and a wildlife corridor which runs in a south-west to north-east direction passing through the northern part of the district which is an important asset of food and habitat for flora and fauna, particularly birds.</b> Many of these habitats are subject to specific designations, reflecting their value in terms of wildlife interest, for instance national sites such as Sites of Special Scientific Interest and Local Nature Reserves, and local sites such as local wildlife sites. <b>The Biodiversity Action Plan for Hertfordshire and the Green Infrastructure Plan for North Hertfordshire identify the importance of such habitats.</b></p>
MM 055		Paragraph 4.150	<p>Much of North Hertfordshire is largely unspoilt, very attractive landscape encompassing a range of natural, <del>man-made and urban and rural spaces.</del> The natural landscape to the west of Hitchin towards Hexton and Lilley follows the escarpment of the Chiltern Hills and part of the District here falls within the Chilterns Area of Outstanding Natural Beauty (AONB).</p> <p>There are also locally important landscapes which contribute to a feeling of remoteness in other parts of the District, for example Lilley Bottom and the East Anglian Heights. Our detailed policies set out how we expect landscape issues to be taken into account.</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 056 / FM 070	57	Policy SP13	<p><b>Policy SP13: Historic environment</b></p> <p>The Council will balance the need for growth with the proper protection and enhancement of the historic environment. <b>When considering the impact of a proposed development on the significance of a designated heritage asset, great weight will be given to the asset's conservation and the management of its setting.</b> We will pursue a positive strategy for the conservation and enjoyment of the historic environment through:</p> <ol style="list-style-type: none"> <li>Maintaining a strong presumption in favour of the retention, preservation and enhancement of heritage assets and their setting <b>according to their significance;</b></li> <li>Identifying sites on the national register of Heritage at Risk or <b>on the Council's 'At Risk' local-risk-register;</b></li> <li>Periodic reviews of Conservation Areas and other locally designated assets; and</li> <li>Publication of detailed guidance.</li> </ol>
MM 057 / FM 003	60	After Paragraph 4.174 (new paragraph)	<p><b>All strategic sites will be informed by a Strategic Masterplan. We encourage their production to be undertaken pro-actively and collaboratively with the Council and key stakeholders in accordance with Policy SP9 Design and Sustainability and the individual site policy requirements. Planning applications must be accompanied by a Strategic Masterplan, and adherence to it and any further masterplanning and design requirements will be secured through conditions and/or legal agreements.</b></p>
MM 058 / FM 004	61	Policy SP14	<p><b>Policy SP14: Site BA1 – North of Baldock</b></p> <p>Land to the north of Baldock, as shown on the <del>Proposals-Policies</del> Map, is allocated as a Strategic Housing Site for a new neighbourhood of approximately 2,800 homes.</p> <p><del>Planning permission for residential-led development will be granted where the following site-specific requirements are met:</del></p> <ol style="list-style-type: none"> <li><del>A site masterplan to be approved prior to the submission of any detailed matters;</del></li> </ol> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be prepared and agreed between the landowner/developer and the Council.</b></p> <p><b>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</b></p> <p><b>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Development proposals should provide the following planning and master planning requirements:</b></p> <ul style="list-style-type: none"> <li>b. A new <b>mixed use</b> local centre/s to provide for a range of day to day local needs including along with additional neighbourhood-level provision providing of around 500 m<sup>2</sup> (net) class A1 convenience retail provision and 1,400 m<sup>2</sup> (net) of other A class <b>comparison retail and food and beverage</b> floorspace</li> <li>c. Structural planting to create a sense of place, integration into surrounding landscape and to reinforce a long-term, defensible Green Belt boundary to the north and east;</li> <li>d. A new link road connecting the A507 <del>London</del> <b>North</b> Road to the A505 Baldock bypass including a new bridge across the railway;</li> <li>e. Sustainable transport measures to include: <ul style="list-style-type: none"> <li>i. A secondary rail crossing for pedestrians and cyclists in the vicinity of Ashville Way;</li> <li>ii. Safe access routes to / from, and upgrades to, Baldock station;</li> <li>iii. Sensitive integration of Bridleway Baldock 034 / Bygrave 002 as a north-south route through the development; and</li> <li>iv. The use of Bygrave Road / Ashwell Road from the south-western edge of the allocated site to the link road as a sustainable transport corridor; <b>and</b></li> <li>v. <b>comprehensive integration into the existing pedestrian and cycle, public transport and road networks;</b></li> </ul> </li> <li>f. At least 28 serviced plots for self-build development;</li> <li>x. <b>Provision of an appropriate site for a care home for older people in Use Class C2 in accordance with the locational criteria in Policy HS4;</b></li> <li>g. A community hall and GP surgery;</li> <li>h. Up to 6 forms of entry (FE) of additional primary-age and secondary-age education provision;</li> <li>x. <b>Up to 8 forms of entry (FE) of additional secondary-age education provision. A secondary school larger than 6FE will be supported where:</b> <ul style="list-style-type: none"> <li>i. <b>It is located at the south of the allocation site; and</b></li> <li>ii. <b>Safe, sustainable and direct routes to school are provided from Clothall Common;</b></li> </ul> </li> <li>i. Address existing surface water flood risk issues, particularly to the south of Ashwell Road, through SUDs or other appropriate solution;</li> <li>j. Appropriate mitigation, compensation and / or enhancement of key features of biodiversity as informed by detailed assessments including: <ul style="list-style-type: none"> <li>i. Ivel Springs Local Nature Reserve;</li> </ul> </li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>ii. Bygrave Road local wildlife site; and</li> <li>iii. Identified protected species and priority habitats;</li> <li>k. Built development contained to the south and south-west of the ridgeline that generally extends eastwards from the A507 south of Blackhorse Farm and southwards from Ashwell Road; and</li> <li>l. Sensitive treatment of heritage assets and their settings including: <ul style="list-style-type: none"> <li>i. An access solution from the A507 <del>London</del> <b>North</b> Road which satisfactorily addresses potential impacts;</li> <li>ii. Retaining framed views of St Mary's Church from within and beyond the site;</li> <li>iii. Using the location of areas of archaeological significance to inform a site-wide green infrastructure strategy; and</li> <li>iv. Ivel Springs Scheduled Ancient Monument</li> </ul> </li> </ul>
MM 059	62	After Paragraph 4.179 new paragraph	<b>At minimum, the site will contain a 6FE secondary school to ensure the demands arising from within the development can be met. A larger school of 8FE would additionally serve existing residents of Clothall Common and adjoining new development. Appropriate measures to ensure pupils can safely and conveniently walk or cycle to school from the south of the railway line will be required to support this scale of provision.</b>
MM 060	62	After Paragraph 4.180 New paragraph	<b>National policy encourages the creation of inclusive and mixed communities meeting the needs of all age groups. A small proportion of plots will be reserved for those wishing to build their own home. Land will also be reserved for a home for older people who need greater levels of care. A minimum of 50-60 bed spaces are likely to be required in order to support the provision of communal facilities and on-site staff. The care home site should be sustainably located close to key facilities in line with the requirements of Policy HS4.</b>
MM 061 / FM 005	63	Policy SP15	<p><b>Policy SP15: Site LG1 – North of Letchworth Garden City</b></p> <p>Land to the north of Letchworth Garden City, as shown on the <del>Proposals</del> <b>Policies</b> map, is allocated as a strategic housing site for a <b>new neighbourhood</b> of approximately 900 homes. Planning permission for residential development will be granted where the following site-specific requirements are met:</p> <ul style="list-style-type: none"> <li>a. A site masterplan to be approved prior to the submission of any detailed matters which also sets out: <ul style="list-style-type: none"> <li>i. How the site will follow and implement Garden City principles</li> </ul> </li> </ul> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be prepared and agreed between the landowner/developer and the Council. This should follow and implement Garden City principles.</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</b></p> <p><b>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</b></p> <p><b>Development proposals should provide the following planning and master planning requirements</b></p> <ul style="list-style-type: none"> <li>ii. The most appropriate points of vehicular access considering landscape and traffic impacts;</li> <li><b>x. How comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured;</b></li> <li>iii. An appropriate education solution <del>with a presumption in favour of on-site provision of</del> <b>which delivers a new 2FE primary school on-site; and</b></li> <li>iv. Any measures required to address nearby heritage assets including the Scheduled Ancient Monument at Radwell Lodge and the Croft Lane and Norton Conservation Areas;</li> <li><b>v. The approach to existing trees and hedgerows around and within the site, with the presumption that trees will be retained and any hedgerow losses kept to a minimum;</b></li> <li>b. Neighbourhood level retail and community facilities <del>providing</del> <b>including</b> around 900 m<sup>2</sup> (net) <del>of A-class floorspace</del> <b>retail and food and beverage floorspace and a GP surgery;</b></li> <li>c. At least 9 serviced plots for self-build development;</li> <li><b>x. Provision of an appropriate site for a care home for older people in Use Class C2 in accordance with the locational criteria in Policy HS4 subject to up-to-date assessment of likely future needs and existing supply</b></li> <li>d. Incorporate ordinary watercourses (and any appropriate measures) within comprehensive green infrastructure and / or SUDs approach;</li> <li>e. Structural planting to create a sense of place, integration into the surrounding landscape and a long-term, defensible Green Belt boundary, particularly to the north-west and east;</li> <li>f. Diversion and / or re-provision of the Letchworth Greenway to provide a revised</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>route around the new urban edge.</p> <p><b>g. Undertake a detailed odour assessment to demonstrate no adverse impact on future residents and occupants of non residential buildings.</b></p>
MM 063	63	Paragraph 4.189	<p>Sites at this scale generate enough demand to support the provision of new primary schools on-site. <del>The presumption is that</del> site LG1 will follow this principle. However, the irregular shape of the site and the location of surrounding schools <del>and an existing reserve school site in the area</del> mean that this requires further consideration <b>to ensure existing school intake and travel patterns are not unduly affected.</b></p>
MM 064	64	Paragraph 4.190	<p>Although this site will not generate a requirement for a local centre which forms part of the formal retail hierarchy, it will be necessary to provide neighbourhood-level shops and facilities to ensure that the new development is sustainable. <b>Our evidence also identifies a requirement for a new GP surgery in Letchworth to serve new development<sup>[x]</sup>.</b></p> <p><b>[Footnote] [x] Infrastructure Delivery Plan Update (RS Regeneration, 2018)</b></p>
MM 065	64	After Paragraph 4.190 (new paragraph)	<p><b>A small proportion of plots will be reserved for those wishing to build their own home. To ensure sufficient provision of homes for older people, any application should be supported by up-to-date evidence of housing need. This will determine whether it is necessary to make provision for a care home. These normally require a minimum of 50-60 bed spaces in order to support the provision of communal facilities and on-site staff so an accurate picture of existing supply across Letchworth and the wider district will be essential. Any care home site should be sustainably located close to key facilities in line with the requirements of Policy HS4.</b></p>
MM 066	64	Paragraph 4.193	<p>Although parts of the north-eastern boundary are quite clearly defined, there are currently limited features demarcating the north-west and eastern edges of the site. These should be addressed in a comprehensive strategy which limits any harm to <b>existing green infrastructure</b> and the wider landscape, <del>and</del> preserves the setting of nearby heritage assets <del>whilst creating</del> <b>and creates</b> new defensible limits to the town.</p>
MM 067	64	Insert after paragraph 4.194	<p><b>An odour assessment will need to demonstrate that a suitable distance is provided between Letchworth Garden City Water Recycling Centre and sensitive development (defined as buildings which are regularly occupied) as part of the detailed masterplanning of the site.</b></p>
MM 068 / FM 006	65	Policy SP16	<p><b>Policy SP16: Site NS1 – North of Stevenage</b></p> <p>Land to the north of Stevenage within Graveley parish, as shown on the <del>Proposals</del> <b>Policies</b> map, is allocated as a Strategic Housing Site for a <b>new neighbourhood</b> of approximately 900 homes. Planning permission for residential development will be granted where the following site-specific requirements are met:</p> <p>a. A site masterplan to be approved prior to the submission of any detailed matters</p> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>prepared and agreed between the landowner/developer and the Council.</p> <p>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</p> <p>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</p> <p>Development proposals should provide the following planning and master planning requirements:</p> <ul style="list-style-type: none"> <li>b. Integration with adjoining development in Stevenage Borough including site-wide solutions for access, <b>sustainable travel</b>, education, retail, and other necessary <b>medical and social infrastructure to include:</b> <ul style="list-style-type: none"> <li>i. <b>2FE of primary-age education provision either wholly within the site or in conjunction with the adjoining land allocated for development in Stevenage Borough ensuring adequate primary school capacity across both sites over the lifetime of the developments;</b></li> <li>ii. <b>Travel provision designed having regard to the Stevenage Mobility Strategy and including:</b> <ul style="list-style-type: none"> <li>• <b>Effective links into the existing pedestrian and cycle, public transport and road networks; and</b></li> <li>• <b>an upgraded junction at the intersection of Graveley Road / North Road; and</b></li> </ul> </li> <li>iii. <b>Neighbourhood-level retail facilities subject to an up-to-date assessment of local demand and supply</b></li> </ul> </li> <li>c. A detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>d. At least 9 serviced plots for self-build development;</li> <li>e. Structural planting to create a sense of place, integration into surrounding landscape and a long-term, defensible Green Belt boundary to the north as <del>informed by detailed assessments;</del></li> <li>f. Integration of existing public rights of way to provide routes through the site to the wider countryside including</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>i. Footpath Graveley 006 and Bridleway Gravelly 008 along the perimeter of the site; and</li> <li>ii. Footpath Graveley 007 as a south-east to north-west route through the site and link path from the urban area to the Stevenage Outer Orbital Path; and</li> <li>g. Sensitive consideration of existing settlements, landscape features and heritage assets including: <ul style="list-style-type: none"> <li>i. Graveley village and Conservation Area;</li> <li>ii. The St Nicholas &amp; Rectory Lane Conservation Area <b>including the Grade I listed St Nicholas Church and Rook's Nest</b>; and</li> <li>iii. Chesfield Park.</li> <li>iv. Church of St Etheldreda</li> <li>v. Manor Farm; and</li> </ul> </li> <li><b>h. Detailed design and layout of the site to be informed by site-specific assessments to mitigate any landscape, heritage and Green Belt impacts to the fullest reasonable extent.</b></li> </ul>
MM 069	65	Paragraph 4.196	It is envisaged that principal access to the site will be in the form of a looped estate road, one end of which will be in Stevenage Borough. The northern end of this road will emerge at, or close to, the existing junction of the B197 at Graveley Road / North Road. A new arrangement, possibly a roundabout, will need to be provided. <b>Any transport proposals should consider the effects on adjacent networks and communities such as Graveley, and propose suitable mitigation; the analysis should also consider cumulative impacts.</b>
MM 070	66	After paragraph 4.196 (new paragraphs)	<p><b>The site will need to integrate provision for walkers, cyclists and public transport in line with the aims of the Stevenage Mobility Strategy. This will include connections to the wider sustainable travel network. These measures, along with wider transport and mobility proposals arising from development of the site, will be developed in consultation with Hertfordshire County Council and Stevenage Borough Council.</b></p> <p>Development at this scale would normally generate a requirement for the on-site provision of a 2FE primary school. The relationship with the adjoining land in Stevenage means that, in this instance, it may be possible to co-locate education provision for the two schemes to ensure the most effective outcome.</p> <p>Our evidence suggests that the three housing allocations to the north of Stevenage within the District will generate a requirement for two additional GPs<sup>x</sup>. The most appropriate location and format for this provision will be determined in consultation with health service providers also having regard to existing and proposed</p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>patterns of provision within Stevenage.</p> <p>The retail forecasts supporting the plan suggest that approximately 1,300m<sup>2</sup> of retail and food and beverage floorspace could be accommodated within this site to meet the needs arising from the new housing<sup>y</sup>. Equally it is recognised that Site NS1 is located in close proximity to existing and proposed convenience supermarkets and proposed local facilities within Stevenage. Any application should be supported by an up-to-date assessment of local retail requirements to ensure provision within this site is appropriately scaled to meet the needs generated by the development.</p> <p>[x] North Hertfordshire Infrastructure Delivery Plan September 2016 (Updated January 2018)  [y] North Hertfordshire Retail Study Update (Nathaniel Lichfield &amp; Partners, 2016)</p>
MM 071	66	Paragraph 4.200	<p>The site is in close proximity to a number of heritage assets. Sensitive design and layout will be required to ensure that any harm to their settings is minimised. Assessment of any impact upon the historic environment must be comprehensive and should not stop at the administrative boundary. To the south-east of the site, the adjoining land within Stevenage Borough is known colloquially as 'Forster Country' in recognition of author EM Forster. His childhood home of Rook's Nest is Grade I listed with a large part of its historic landscape setting protected by a the St Nicholas' and Rectory Lane Conservation Area. This conservation area also contains and provides the setting for a Grade I listed, twelfth century church.</p>
MM 072 / FM 007	67	Policy SP17	<p><b>Policy SP17: Site HT1 – Highover Farm, Hitchin</b></p> <p>Land to the east of Hitchin, as shown on the <del>Proposals</del> Policies map, is allocated as a strategic housing site for a new neighbourhood of approximately 700 homes. <del>Planning permission for residential development will be granted where the following site-specific requirements are met:</del></p> <p>a. A site masterplan to be approved prior to the submission of any detailed matters</p> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be approved prepared and agreed between the landowner/developer and the Council.</b></p> <p><b>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</b></p> <p><b>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Development proposals should provide the following planning and master planning requirements</b></p> <ul style="list-style-type: none"> <li>b. Neighbourhood-level retail facilities providing approximately 500m<sup>2</sup> (net) of <b>A-class retail and food and beverage</b> floorspace;</li> <li>c. Principal access from Stotfold Road with <del>appropriate integration to the local highway network</del> <b>provision for sustainable modes of transport and comprehensive integration into the existing pedestrian and cycle, public transport and road networks;</b></li> <li>d. At least 7 serviced plots for self-build development;</li> <li>e. <del>On-site</del> <b>Approximately two hectares of land reserved for</b> provision of a new primary school;</li> <li>f. Appropriate separation distances from the adjoining railway embankment to safeguard residential amenity; <del>and</del></li> <li>g. Lower density development and / or green infrastructure provision as informed by detailed landscape assessments at the north of the site to: <ul style="list-style-type: none"> <li>i. Maintain appropriate visual and physical separation between Hitchin and Letchworth Garden City;</li> <li>ii. Address surface water flood risk; and</li> <li>iii. Respect the setting of the scheduled burrows to the north-east.</li> </ul> </li> <li>h. <b>Sensitive consideration of other designated and non-designated heritage assets at Highover Farm including the Grade II listed Threshing Barn;</b></li> <li>i. <b>Undertake Contaminated Land Preliminary Risk Assessment, particularly relating to current and historic agricultural use; and</b></li> <li>j. <b>Undertake ecological appraisal in relation to Stotfold Road Verges and Hitchin Railway Banks Wildlife Sites.</b></li> </ul>
MM 074	68	After paragraph 4.208 (new paragraph)	<b>The Highover Farm complex, at the south-west of the allocation site, is an important and long-evolved complex of agricultural buildings recognised on the Council’s register of locally important heritage assets. In 2018, the Threshing Barn, which lies within this complex, was Grade II listed.</b>
MM 075 / FM 008	69	Policy SP18	<p><b>Policy SP18: Site GA2 – Land off Mendip Way, Great Ashby</b></p> <p>Land to the north-east of Great Ashby within Weston parish, as shown on the <del>Proposals</del> <b>Policies</b> map is allocated as a strategic housing site for <b>a new neighbourhood</b> of approximately 600 homes. <del>Planning permission for residential development will be granted where the following site specific requirements are met:</del></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><del>a. A site masterplan to be approved prior to the submission of any detailed matters</del></p> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be prepared and agreed between the landowner/developer, and the Council.</b></p> <p><b>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</b></p> <p><b>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</b></p> <p><b>Development proposals should provide the following planning and master planning requirements</b></p> <ul style="list-style-type: none"> <li>b. Neighbourhood-level facilities providing approximately 500 m<sup>2</sup> (net) of <b>A1 class retail and food and beverage floorspace and other necessary medical and social infrastructure;</b></li> <li>c. <del>Up to</del> <b>Four hectares of land at the north of the allocation site, broadly bounded by Footpaths Weston 044 and Weston 027 and Dell Spring reserved for education purposes-use to accommodate</b> subject to up-to-date assessments of need including, at minimum, 2FE of primary-age provision <b>and 4FE of secondary age provision;</b></li> <li>d. Principal access from Mendip Way <b>with:</b> <ul style="list-style-type: none"> <li>i. <b>provision for sustainable modes of transport having regard to the Stevenage Mobility Strategy; and</b></li> <li>ii. <b>comprehensive integration into the existing pedestrian and cycle, public transport and road networks;</b></li> </ul> </li> <li>x. <b>Transport Assessment to identify and secure measures to manage traffic flows arising from the development along Back Lane;</b></li> <li>e. A detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>f. At least 6 serviced plots for self-build development;</li> <li>g. Structural planting along the alignment of footpath <del>Weston 044 site boundaries</del> as informed by detailed landscape assessments to reinforce the revised Green Belt boundary and mitigate landscape impacts;</li> <li>h. Address existing surface water flood risk issues, particularly running south- east from Dell Spring to Newberry Grove, through SUDs or other appropriate solution;</li> <li>i. Appropriate mitigation, compensation and / or enhancement of key features of biodiversity including:</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>i. Local wildlife sites at Tilekiln Wood, Parsonsgreen Wood, New Spring Wood, Brooches Wood and Claypithills Spring Wood; <del>and</del></li> <li>ii. Identified protected species and priority habitats; <b>and</b></li> <li>iii. <b>Retention of green infrastructure connectivity and corridors to the wider countryside;</b></li> <li>j. Integration of existing public rights of way within and adjoining the site to provide routes to the wider countryside including <ul style="list-style-type: none"> <li>i. Footpaths Weston 027 and Weston 044 and Bridleway Weston 033 as features which help define the perimeters of the site; and</li> <li>ii. Footpath Weston 029 as a potential green corridor through the site;</li> </ul> </li> <li>k. Provision of a green infrastructure corridor beneath the current alignment of the pylon lines to <b>respect statutory safety clearance requirements for residential development;</b> and</li> <li>l. Lower intensity development and / or green infrastructure provision to the north of the site to minimise harm to the setting of listed buildings.</li> </ul>
MM 076	69	Paragraph 4.211	Although this site will not generate a requirement for a local centre which forms part of the formal retail hierarchy, it will be necessary to provide neighbourhood-level shops and facilities to ensure that the new development is sustainable. <b>Our evidence identifies that the three housing allocations to the north of Stevenage within the District will generate a requirement for two additional GPs. The most appropriate location and format for this provision will be determined in consultation with health service providers also having regard to existing and proposed patterns of provision within Stevenage.</b>
MM 077	70	Paragraph 4.213	Development of this site provides the opportunity to address these issues. <b>Reserving sufficient land within this site to deliver 2FE of primary-age and 4FE of secondary-age</b> provision will <del>exceed</del> <b>meet</b> the requirements arising from the site itself and <b>also</b> help alleviate pressures arising from existing and planned development in Great Ashby. <b>Together these will help to create a more sustainable residential neighbourhood at the north-east of Stevenage enabling more short-distance journeys to school.</b>
MM 078	70	Paragraph 4.214	<del>We will continue to work with the landowner and County Council to explore options for secondary school provision in this area. A modest level of secondary age provision, potentially in the form of an all-through school, could provide a local solution for Great Ashby and create a more sustainable residential neighbourhood at the north-east of Stevenage. It is currently anticipated that the secondary element of a new school will not be required before the late 2020s at the earliest. To ensure an appropriately sized site, additional school playing fields would be required on land beyond the allocation boundary to the south-west of Footpath Weston 027 and Warrengreen Wood towards Warrens Green Lane. This land is retained within the Green Belt to ensure appropriate control over any built structures.</del>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 079	70	After Paragraph 4.214 (new paragraphs)	<p><b>The Stevenage Mobility Strategy aims to significantly increase the proportion of journeys undertaken on foot, by bike and by public transport over the plan period. Sites on the edge of Stevenage will need to make appropriate provision for sustainable modes of transport, and appropriate contributions to relevant sustainable travel schemes across the town, to ensure that they meet these aims.</b></p> <p><b>There are local concerns that Back Lane, a narrow minor road which leads to Church Lane in Graveley, could be used by increased numbers of vehicles leaving the site, and that junctions in Graveley itself will suffer from congestion as a result of increased flows. This issue should be specifically addressed in the Transport Assessment for the site as part of the consideration of likely development impacts upon the wider highway network. These measures, along with wider transport and mobility proposals arising from development of the site, will be developed in consultation with Hertfordshire County Council and Stevenage Borough Council.</b></p>
MM 081	70	Paragraph 4.216	<p>Distinct areas of woodland lie between the site and the existing development at Great Ashby. These should be sensitively incorporated into the development having regard to their status as local wildlife sites. These woods, <b>and the connections from them to the wider countryside</b>, will be integral to the green infrastructure of the site, <del>which</del> This will also include incorporation of key rights of way.</p>
MM 082	70	Paragraph 4.217	<p>A green infrastructure corridor currently runs through Great Ashby following the alignment of the overhead power lines. This should additionally be carried through the new development to provide a continuous link through the neighbourhood to the wider countryside. <b>The width of the corridor will be informed by the health and safety clearance requirements imposed by National Grid (or any other relevant body).</b></p>
MM 083 / FM 009	71	Policy SP19	<p><b>Policy SP19: Sites EL1, EL2 &amp; EL3 – East of Luton</b></p> <p>Land to the east of Luton, as shown on the <del>Proposals</del> <b>Policies</b> map, is allocated as a Strategic Housing Site for a new neighbourhood of approximately 2,100 homes. Planning permission for residential led development will be granted where the following site-specific requirements are met:</p> <ul style="list-style-type: none"> <li>a. A site masterplan to be approved prior to the submission of any detailed matters</li> </ul> <p><b>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be prepared and agreed between the landowner/developer and the Council.</b></p> <p><b>Where applications have already been submitted to the Council a Strategic Masterplan should be agreed prior to the or as part of the grant of planning permission.</b></p> <p><b>Any application on part of the site will be assessed against its contribution to the Strategic Masterplan and must not prejudice the implementation of the site as a whole.</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Development proposals should provide the following planning and master planning requirements</b></p> <ul style="list-style-type: none"> <li>b. A new <b>mixed use</b> local centre/s to provide for a range of day to day local needs including with additional neighbourhood-level provision providing of around 250 m<sup>2</sup> (net) class A1 convenience retail provision and 850 m<sup>2</sup> of other A class <b>of comparison retail and food and beverage floorspace and other necessary social infrastructure;</b></li> <li>c. Structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a long-term, defensible Green Belt boundary to the east and mitigate landscape impacts;</li> <li>d. Principal access to be taken from Luton Road and integrated into Luton's existing highway network via Crawley Green Road <b>with:</b> <ul style="list-style-type: none"> <li>i. <b>Provision for sustainable modes of transport;</b></li> <li>ii. <b>Comprehensive integration into the existing pedestrian and cycle, public transport and road networks; and</b></li> <li>iii. <b>Appropriate transport mitigation measures secured to address impacts upon Luton</b></li> </ul> </li> <li>e. <del>Up to 4FE of primary-age and 4FE of secondary-age education provision to ensure the needs arising from this allocation can be met within the site</del> <b>with any secondary education solution designed so as not to preclude the potential for future expansion;</b></li> <li>f. <del>At least 21 serviced plots for self build development;</del> <b>Appropriate mechanism(s) to ensure that all the affordable housing derived from the 1,950 homes for Luton's unmet needs address affordable housing needs from Luton Borough;</b></li> <li>g. Built development contained within the Breachwood Ridge and avoiding adverse impacts on the wider landscape of the Lilley Valley or the Chilterns AONB as informed by detailed landscape assessments;</li> <li>h. Integration of existing public rights of way within and adjoining the site to provide routes to the wider countryside including: <ul style="list-style-type: none"> <li>i. Footpath Offley 001 as a route from south-east Luton to the rural area; and</li> <li>ii. Footpaths Offley 039, Offley 002 and Offley 003 as potential north-west to south-east green corridors through the site;</li> </ul> </li> <li>i. Address existing surface water flood risk issues, particularly along the south- western perimeter of the site, through SUDs or other appropriate solution;</li> <li>j. Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces;</li> <li>k. <b>Appropriate</b> <del>M</del>mitigation, compensation and / or enhancement of key features of biodiversity as informed by detailed assessments including: <ul style="list-style-type: none"> <li>i. The <b>adjoining</b> local wildlife sites at Stubbocks Wood; and</li> </ul> </li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>ii. Priority deciduous woodland habitat at Brickkiln Wood; and</li> <li>i. Sensitive integration of existing settlements and heritage assets, including               <ul style="list-style-type: none"> <li>i. Minimising the visual impacts of development upon the historic parts of Cockernhoe, including relevant listed buildings;</li> <li>ii. Using the location of the Mangrove Green and Cockernhoe areas of archaeological significance to inform a site-wide green infrastructure strategy; and</li> <li>iii. Retaining an appropriate setting to the adjoining Putteridge Bury;</li> </ul> </li> <li><b>m. Undertake Contaminated Land Preliminary Risk Assessment, particularly relating to historic landfill; and</b></li> <li><b>n. Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</b></li> </ul>
MM 084	72	Paragraph 4.219	Three adjoining sites are identified to the East of Luton totalling 2,100 dwellings. Around 150 homes will meet requirements arising from within North Hertfordshire, with the remaining 1,950 homes addressing needs that cannot be physically accommodated within Luton. <b>The contribution towards unmet needs from Luton will include the provision of both market and affordable homes. The District Council will work with Luton Borough Council to secure appropriate mechanisms for nomination rights in any legal agreement(s) relating to the site(s).</b>
MM 085	72	Paragraph 4.222	<p>Our assessments show that this level of development can be accommodated without a significant adverse impact on the wider highway networks of Luton and Hertfordshire<sup>70</sup>. This will be achieved, in part, by ensuring that education needs arising from the allocation will be met within the site itself. <b>In the period beyond 2028, it may prove necessary to expand secondary provision to ensure wider education needs across the rural west of the District can be met. This matter will be kept under review and subject to further investigation and / or planning application(s) at the appropriate time.</b></p> <p><sup>[70]</sup> East of Luton Urban Extension Stage 2 – Traffic Modelling Results (AECOM, 2016); Preferred Local Plan Model Testing (AECOM, 2016)</p>
MM 086	72	After paragraph 4.222 New paragraph	<b>The sites will need to integrate provision for walkers, cyclists and public transport in line with the aims of the NHDC Transport Strategy and the sustainable travel strategy set out in the Luton Local Plan. This will include connections to the wider sustainable travel network.</b>
MM 087	72	After paragraph 4.225 New paragraph	<p><b>East of Luton lies within the Thames Water area with wastewater draining to their facility at East Hyde south east of Luton. Previous work identifies that this treatment works should have sufficient capacity to accommodate this planned development, it is recognised that upgrades to the existing infrastructure network may be required.</b></p> <p><b>Scheme promoters should work with Thames Water, and together, to identify the likely nature of infrastructure required to ensure this can be programmed appropriately.</b></p>
		<b>SECTION 3</b>	<b>DEVELOPMENT MANAGEMENT POLICIES</b>

Ref.	Page (LP1)	Policy / Paragraph	Modification
		<b>CHAPTER 5</b>	<b>ECONOMY AND TOWN CENTRES</b>
MM 088 / FM 071	75	ETC1	<p><b>Policy ETC1: Appropriate uses in Employment Areas</b></p> <p>Within the <b>safeguarded</b> allocated Employment Areas, and the <b>Employment Allocations (BA10 and RY9)</b>, as shown on the <b>Policies Proposals Map</b>, planning permission will be granted <del>where</del> <b>for office, research and development, industrial processes, industrial and storage and distribution uses provided:</b></p> <ol style="list-style-type: none"> <li>a. <del>Within those parts of the Employment Areas designated for business use only, development is for Use Class B1;</del></li> <li>b. <del>Elsewhere within Employment Areas, development is for Use Classes B1, B2 or B8;</del></li> <li>c. <b>For allocated sites</b> any relevant site-specific criteria are met; and</li> <li>d. Any Use Class B8 development is easily accessible from the primary road network.</li> </ol> <p>Planning permission for other uses will be granted as an exception to the above criteria <del>where</del> <b>provided</b> they are:</p> <ol style="list-style-type: none"> <li>i. Ancillary to the above uses;</li> <li>ii. Essential to the continued operation of an established premises;</li> <li>iii. Would bring comparable benefits to <b>office, research and development, industrial processes, industrial and storage and distribution</b> <del>a B-class</del> uses in the same location; or</li> <li>iv. Would make use of a site that would otherwise be likely to become or remain vacant for an extended period of time.</li> </ol> <p><b>Conditions and legal agreements will be used to limit uses to ensure that development meets, and will continue to meet, identified employment needs</b></p>
FM 072	75	5.1	<p>Within the four main towns there are a number of established Employment Areas, where the majority of employment premises are located. They include <del>B1 business, B2 general industrial and B8 storage and distribution uses</del> <b>certain E class uses (office, research and development, industrial processes), B2 (industrial) and B8 (storage and distribution) class uses.</b> They are well-established areas and are a valuable resource to the District</p>
MM 089	75	5.4	<p><del>Within the employment areas, certain areas will be reserved for B1 uses such as offices, research and development and light industry only. Due to the constrained nature of the District's Town Centres, and the competition from other land uses, much of the new office development anticipated over the plan period is likely to be within Employment Areas.</del></p>
FM 073	76	5.5	<p>However, the Council recognises that Employment Areas are often sought-after locations for a number of other uses. It is recognised that there is a need for some flexibility to meet the needs of uses, <b>including sui generis uses such as motor trade uses and taxi vehicle depots</b> such as: tyre and exhaust centres, trade wholesalers, vehicle hire, plant hire, <del>motor trade uses and taxi vehicle depots.</del> These are often partial B uses, combining a retail element with a</p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>predominantly business, industrial or storage use, or are sui generis<sup>71</sup>. These uses tend to cause conflict in other parts of the towns, such as town centres or residential areas as a result of impacts on residential amenity and living condition.</p> <p><sup>71</sup> 'Sui generis' is a term used to mean any use which does not fall within the use classes defined in the Use Classes Order.</p>
FM 074	76	5.6	<p>Motor vehicle premises, in particular, usually include a mixture of sales and repairs. The sale of motor vehicles tends to provide lower density of employment than normally expected in an employment area. The amount of the retail sales element on larger developments will be restricted in order to protect the availability of, and maximise the use of, employment land. In addition, in order to prevent the change of use of buildings to Class A1 (shops) a condition will be imposed on any relevant grant of permission removing permitted development rights. These considerations apply to the sale of all types of vehicles.</p>
FM 075	76	5.7	<p>Development proposals for uses in employment areas <b>that are not for office, research and development, industrial processes, industrial and storage and distribution uses</b> which seek to make use of the exception criteria of this policy will be considered on their merits. When assessing such proposals, the Council will have regard to (as applicable in each instance):</p> <ul style="list-style-type: none"> <li>• employment generation on site;</li> <li>• impact on relevant town centres, <b>including details of any sequential and / or impact testing;</b></li> <li>• where appropriate, the level and type of retail involved on the site;</li> <li>• any potential benefits to the community or surrounding businesses from the proposed use;</li> <li>• the proportion of the site to be used for sales and display as opposed to repairs and servicing, in the case of motor trade uses;</li> <li>• accessibility by non-car modes of transport; <b>and</b></li> <li>• any evidence clearly demonstrating that: <ul style="list-style-type: none"> <li>• the land or premises is no longer required to meet future employment needs of the District;</li> <li>• the land or premises is inappropriate or unfeasible for employment use, based on market conditions or amenity / living condition problems; and</li> <li>• no other suitable sites outside designated employment areas are viable and available. ; <b>and</b></li> </ul> </li> <li>• <del>details of any sequential and / or impact testing.</del></li> </ul>
FM 076	76	After 5.8 (New paragraph)	<p><b>The Council is required to make provision for sufficient employment land over the plan period. To ensure that development meets identified employment needs, both now and in the future, conditions and legal agreements will be used.</b></p>
MM	77	ETC2	<p><b>Policy ETC2: Employment development outside Employment Areas and Employment Allocations</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
090			<p><b>BA10 and RY9</b></p> <p>Planning permission for employment uses outside of allocated Employment Areas <b>and Employment Allocations BA10 and RY9</b> will be granted <del>where</del> <b>provided that:</b></p> <ul style="list-style-type: none"> <li>a. <del>they are located consistently with the principles of sustainable development;</del> <b>the proposal is:</b> <ul style="list-style-type: none"> <li>i. <b>within a defined settlement boundary or the built core of a Category B village; or</b></li> <li>ii. <b>for small scale offices or other small employment development; and or</b></li> <li>iii. <b>is appropriate to the location in terms of size, scale, function, catchment area and / or historic and architectural character; and</b></li> </ul> </li> <li>b. <del>The proposal is appropriate to the area in terms of size, scale, function, catchment area and / or historic and architectural character;</del></li> <li>c. <del>there would be no significant adverse impacts on living conditions.</del></li> <li>d. <del>if major in scale, evidence is provided that there are no more suitable sites within the existing Employment Areas.</del></li> </ul> <p>The Council will only permit the loss of existing employment uses on unallocated sites, where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i. the land or premises is no longer required to meet future employment needs of either the local community or the District, <b>demonstrated through evidence of at least twelve months of active marketing;</b></li> <li>ii. the existing use has a significant adverse impact on the amenities of surrounding land uses; or</li> <li>iii. the existing use is detrimental to highway safety.</li> </ul>
MM 091 / FM 077	77	5.9	<p>There are a number of employment sites across North Hertfordshire that are outside the designated Employment Areas <b>and Employment Allocations</b> but which provide sources of local employment and services. These are in other parts of the main towns including town centres, in <del>category A larger</del> villages, and sometimes within category B and C villages or in the countryside following the re-use or redevelopment of agricultural buildings. Some have been there for a long time and may not be in the most appropriate location while others exist perfectly well adjacent to other uses such as residential and / or in their wider setting. <b>Planning Applications seeking non-employment uses on such sites will need to be supported with evidence that at least twelve months of active marketing has been undertaken. This will include an assessment of market signals, including that the marketing has been conducted appropriately given the terms, rental values and / or sales values of the site and similar properties, the benefits of the proposed uses and the impact on the community of such a loss of employment land.</b></p>
MM 092 /	77	ETC3	<p><b>Policy ETC3: New retail, leisure and other main town centre development</b></p> <p>Planning permission for new retail, leisure and other main town centre <del>uses</del> <b>development</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
FM 078			<p>will be granted <b>provided that</b> where:</p> <ol style="list-style-type: none"> <li>The sequential test is passed;</li> <li><b>Where the town centre development is outside of the town centre, an impact assessments is</b> are provided based on locally set <b>the following minimum floorspace</b> thresholds demonstrating there is no unacceptable harm to the vitality or viability of a designated town centre: <ul style="list-style-type: none"> <li><b>Hitchin: 2,500 gross sq.m and above;</b></li> <li><b>Letchworth Garden City: 1,000 gross sq.m gross and above;</b></li> <li><b>Baldock, Royston and elsewhere: 500 gross sq.m and above;</b></li> </ul> </li> <li>Within retail allocation sites, as shown on the <del>Proposals</del> <b>Policies</b> Map, any relevant site-specific criteria are met;</li> <li>The proposal is appropriate to the area in terms of use, size, scale, function, catchment area, historic and architectural character; and</li> <li>There would be no significant adverse impact upon living conditions.</li> </ol> <p><b>The Council will use planning conditions or legal agreements to limit uses to ensure that the identified retail needs are met, and will continue to be met, through the allocated sites.</b></p> <p>[Footnote] * <b>Main town centre uses are defined in the Local Plan Glossary</b></p>
FM 079	78	5.13	<p>In assessing proposals for main town centre uses, we will adopt the 'sequential approach' as set out in Government guidance<sup>74</sup>. Therefore, retail uses will be considered in the following order of preference:</p> <ol style="list-style-type: none"> <li>within the primary or secondary shopping frontages of town centres, on allocated sites within town centres, or in local centres;</li> <li><del>other parts of the town centres;</del></li> <li><del>2.</del> <b>2.</b> the edge of centres; and</li> <li><del>3.</del> <b>3.</b> out of centre, only where there are no available, suitable and viable sites which are sequentially preferable.</li> </ol>
MM 093 / FM 080	78	5.16	<p>Nevertheless, the first preference for the location of leisure facilities <b>is within the defined town centre boundaries.</b> encompasses a wider area than retail as leisure uses should not be re-directed from the wider town centre areas to the primary shopping area. Therefore, the first preference for leisure facilities includes both the primary shopping area and wider town centre area.</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 407	78	5.17 (delete)	<del>For other town centre uses the test will start at number two in the list above.</del>
MM 094	78	5.19	<p>This Plan identifies thresholds for the application of the impact test in North Hertfordshire's towns in line with our evidence<sup>76</sup>. Applications for main town centre uses on sites outside the town centres, not otherwise in accordance with the development plan and exceeding the thresholds in <b>Policy ETC3 below</b> must also be assessed against the impact considerations set out in Government guidance before planning permission will be granted.:</p> <ul style="list-style-type: none"> <li>• Hitchin: 2,500m<sup>2</sup> and above</li> <li>• Letchworth Garden City: 1,000m<sup>2</sup> and above</li> <li>• Baldock, Royston and elsewhere: 500m<sup>2</sup> and above</li> </ul> <p>[Footnote] <sup>76</sup>North Hertfordshire Town Centre and Retail Study Update (NLP, 2016)</p>
FM 081	78	After 5.19 (New Paragraph)	<b>The Council is required to make provision for sufficient retail land over the plan period. To ensure that development meets identified retail needs, both now and in the future, conditions and legal agreements will be used.</b>
MM 095 / FM 082	79	ETC4	<p><b>Policy ETC4: Primary Shopping Frontages</b></p> <p>Town Centre boundaries for Hitchin, Letchworth Garden City and Royston are shown on the <del>Proposals</del> <b>Policies</b> Map. Within the designated Primary Shopping Frontages, planning permission will be granted at ground-floor level:</p> <ol style="list-style-type: none"> <li>a. For <del>shops retail A1 uses</del>; or</li> <li>b. <del>Exceptionally For an A3 or similar</del> <b>other main town centre uses<sup>x</sup> if they do it does not, individually or cumulatively, undermine the retail function of the centre and where the proposal will attract people to the centre, enhancing in the daytime or detract from the centre's vitality and viability.</b></li> </ol> <p>[Footnote] <sup>x</sup> <b>Main town centre uses are defined in the Local Plan Glossary</b></p>
MM 096 / FM 083	79	ETC5	<p><b>Policy ETC5: Secondary Shopping Frontages</b></p> <p>In the Secondary Shopping Frontages of Hitchin, Letchworth Garden City, Baldock and Royston, as shown on the <del>Proposals</del> <b>Policies</b> Map, planning permission will be granted at ground-floor level:</p> <ol style="list-style-type: none"> <li>a. For <del>retail, professional services and restaurants (A1, A2, or A3)</del> <b>shops, financial and professional services, restaurants and cafes, pubs or drinking establishments and takeaways</b>; or</li> <li>b. <del>Exceptionally For other main town centre uses<sup>x</sup> if they do, it does not</del> <b>individually or cumulatively, undermine the retail function of the centre and where the-</b></li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>proposal will attract people to the centre, enhancing or detract from the centre's vitality and viability.</p> <p>[Footnote] * <b>Main town centre uses are defined in the Local Plan Glossary</b></p>
FM 084	79	5.21	Too many non-retail A1 uses can create 'dead frontages' (units not normally open during normal shopping hours or which attract relatively few customers), reduce the interest and attraction of the primary shopping area, and harm the retail function. This is particularly a problem where there are a number of units in a row which are not shops. This is something the Council is keen to prevent.
FM 085	80	5.23	Within Primary Frontages we will retain the attractiveness of the essential and continuous shopping cores of our town centres; only <b>shops retail (A1)</b> will generally be permitted here.
MM 097 / FM 086	80	5.24	For Secondary Frontages, the policy is more flexible, allowing <b>shops, financial and professional services, restaurants and cafes, pubs or drinking establishments and takeaways,</b> retail, office and restaurant (A1, A2, and A3) uses based on their contribution to vitality and viability and their ability to attract people to the centre. <del>Other uses such as pubs (A4) and hot food takeaways (A5) can add to an areas attractiveness and vitality, however, control is needed to ensure that these uses do not detract from the centre and affect the shopping pattern.</del>
MM 098 / FM 087	80	5.25	Evidence in the form of predicted footfall, opening times and linked trips will be required for any application seeking to meet <b>part b of policies ETC4 and ETC5 to assess the impact upon daytime retail function, vitality and viability</b> the exception criteria. Where a shop unit has been vacant for an extended period of time (normally at least <del>six months</del> <b>one year</b> ), documentary evidence should demonstrate that all reasonable attempts to sell or let the premises for the preferred use(s) <b>as set out in part a. of Policies ETC4 and ETC5</b> have failed.
MM 099 / FM 088	80	ETC6	<p><b>Policy ETC6: Local Centres</b></p> <p>Within Local Centres, as shown on the <b>Policies Proposals</b> Map or identified in approved masterplans <b>for the strategic site allocations</b>, planning permission will be granted where:</p> <ol style="list-style-type: none"> <li>a. It is for <b>a shop, financial and professional services, café or restaurant, pub or drinking establishment, takeaway or use classes F1 or F2</b> use class A1, A2, A3, A4, A5, D1 or D2 at ground floor level; and</li> <li>b. The centre would continue to provide a range of uses, <del>with the majority of units being retained in A1 use</del> <b>including shops to meet day-to-day needs and the vitality and viability of the centre would be maintained;</b> and</li> <li>c. Any change of use from class A1 would: <ol style="list-style-type: none"> <li>i. maintain the general vitality and viability of the centre; and</li> <li>ii. not seriously diminish the provision of local shopping facilities.</li> </ol> </li> </ol> <p>Proposals for over 500 sq.m m<sup>2</sup> gross will not generally be suitable in local centres.</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
FM 089	80	5.29	The Council considers that it is important that the neighbourhood centres continue to provide a mix of shopping, services and community facilities, and in particular retail units. A predominance of shops is considered to be necessary to secure <b>the</b> future viability of these centres. However, some non-retail uses may be appropriate in the centres where <b>local community retail needs are already met</b> <del>this does not harm the mainly retail function.</del>
FM 090	81	5.31	Where a vacant shop premises is subject to a proposed change of use <b>where planning permission is required</b> , then documentary evidence will be necessary to show that all reasonable attempts to sell or let it for use as a shop for a year or more have failed. If there are other vacant units in the centre this will also be taken into account.
MM 100 / FM 092	100	Policy ETC7	<p><b>Policy ETC7: Scattered Local community shops and services in towns and villages</b></p> <p>Planning permission for small-scale proposals providing new shops and services <del>will be granted within existing settlements to serve the day-to-day needs of the local community as an exception to the sequential approach set out in Policy ETC3(a)</del> <b>will be granted where:</b></p> <ul style="list-style-type: none"> <li>• <b>The site is within a defined settlement boundary;</b></li> <li>• <b>In the case of Category B villages, the site is within the built core; or</b></li> <li>• <b>In the case of Category C settlements, the proposed development meets the criteria of Policy CGB2b.</b></li> </ul> <p><b>280 sqm will generally be used as a guide to determine small scale. This reflects the Use Classes Order 2020 and recognises that some such facilities will fall within Class E or other use classes.</b></p> <p>Planning permission for the loss or change of use of any shops, services or facilities outside the defined retail hierarchy will be granted where:</p> <ol style="list-style-type: none"> <li>a. there is another shop, service or facility of a similar use available for customers within an <b>800m convenient</b> walking distance; and</li> <li>b. the proposed replacement use would complement the function and character of the area.</li> </ol> <p>An exception to criterion (a) above will only be permitted if it can be demonstrated that the unit is <b>no longer required to meet the needs of the local community, including through evidence of at least twelve months active marketing.</b> <del>has remained vacant for a year or more, and documentary and viability evidence has been provided that all reasonable</del></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			attempts to sell or let the premises for similar uses in that period have failed.
MM 101	81	5.34	New facilities of an appropriate scale and location within <del>Category A and Category B</del> <b>villages, towns, villages and smaller settlements</b> will generally be supported <b>subject to meeting the criteria of Policy CGB2b where applicable without the need for sequential testing of alternate locations.</b>
MM 408	81	Paragraph 5.36	These facilities should be protected wherever possible and the policy seeks to prevent their loss. However, where it can be shown such facilities are no longer needed and not viable, then permission may be granted for a change of use. <b>Planning Applications seeking a change of use that is not for shops, services or similar facilities will need to be supported with evidence that at least twelve months of active marketing has been undertaken. This will include an assessment of market signals, including that the marketing has been conducted appropriately given the terms, rental values and / or sales values of the site and similar properties, the benefits of the proposed use(s) and the impact on the community of such a loss of shops, services or similar facilities.</b>
MM 102	82	ETC8	<p><b>Policy ETC8: Tourism</b></p> <p>Planning permission for tourism-related development will be granted as an exception, <b>subject</b> to the sequential approach set out in Policy ETC3(a) where it:</p> <ol style="list-style-type: none"> <li>increases the attractiveness of the District as a tourist destination;</li> <li>improves visitor accommodation; or</li> <li>delivers sustainable tourist and visitor attractions in appropriate locations.</li> </ol> <p><del>In the rural area outside settlement boundaries proposals will need to evidence why they can not be accommodated within existing settlements and how they will support the rural economy.</del></p>
MM 103	82	5.41	<del>Although</del> <b>The district of North Hertfordshire is itself not a major tourist destination, the inclusion of a tourism policy reflects this sector's growing significance as a form of economic development and its potential to diversify both urban and rural economies. However,</b> there are a wide range of attractions in the District, particularly those based on heritage and the countryside. Some, such as Letchworth, the world's first Garden City, Royston Cave and the British Schools <b>and Museum</b> in Hitchin are unique. Knebworth House and <b>its grounds are</b> a major day visitor destination <b>in the region and unique nationally in their capacity for large music. The inclusion of a tourism policy reflects this sector's growing significance as a form of economic development, and its potential to diversify both urban and rural economies.</b>
		<b>CHAPTER 6</b>	<b>COUNTRYSIDE AND GREEN BELT</b>
MM 104	84	Policy CGB1	<p><b>Policy CGB1: Rural Areas beyond the Green Belt.</b></p> <p>In the Rural Areas beyond the Green Belt, as shown on the <del>Proposals</del> <b>Policies Map,</b> planning permission will be granted <del>where</del> <b>provided that</b> the development:</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>a. Is <b>infilling development which does not extend within</b> the built core of a Category B village;</li> <li>b. Meets a proven local need for community facilities, <del>and services or rural</del> <b>affordable housing in an appropriate location;</b></li> <li>c. Is strictly necessary for the needs of agriculture or forestry;</li> <li>d. Relates to an existing rural building;</li> <li>e. Is a modest proposal for rural economic development or diversification; or</li> <li>f. Would provide land or facilities for outdoor sport, outdoor recreation and cemeteries that respect the generally open nature of the rural area.</li> </ul>
MM 105	84	Paragraph 6.1	<p>The Rural Area beyond the Green Belt covers the countryside to the east <b>and north</b> of the District that lies outside of the towns and <del>Category A</del> <b>larger</b> villages identified in Policy SP2. These areas do not meet the necessary criteria to be designated as Green Belt, but it is still necessary to impose restraints on development to prevent inappropriate schemes<sup>x</sup>.</p> <p><b>[new footnote] <sup>x</sup> The Council’s definition of “Rural Areas beyond the Green Belt” is not intended to replicate the NPPF definition of “rural areas” which also includes development within villages, as covered by other policies of this Plan.</b></p>
MM 106	84	Paragraph 6.2	<p><b>Policy CGB1 sets out the broad typologies of development considered acceptable within the Rural Area Beyond the Green Belt.</b> Where schemes <b>fall within</b> meet one or more of the <del>criteria</del> <b>categories</b> above, they will be judged against other relevant policies of the Plan.</p>
MM 107	84	Policy CGB2	<p><b>Policy CGB2: Exception sites in rural areas</b></p> <p>Planning permission for community facilities and services or affordable housing</p> <ul style="list-style-type: none"> <li>• <del>Adjoining Category A villages;</del></li> <li>• <del>Beyond the built core of Category B villages; or</del></li> <li>• <del>Within Category C settlements will be granted where:</del> <ul style="list-style-type: none"> <li>a. <del>It meets a proven local need as identified through a parish survey or other relevant study;</del></li> <li>b. <del>There are no reasonable alternate, suitable and available sites within the defined settlement boundaries of relevant towns or Category A villages or the built core of relevant Category B villages;</del></li> <li>c. <del>he proposal would meet relevant criteria of Policy HS2, particularly in relation to need, affordability and retention of dwellings;</del></li> <li>d. <del>The proposed development would not have a substantial adverse impact on the openness or general policy aims of the Green Belt or Rural Area beyond the Green Belt; and</del></li> <li>e. <del>The public benefit of the proposal outweighs any harm that might arise against these aims.</del></li> </ul> </li> </ul>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><del>f. The provision of limited market housing to cross-subsidise schemes under this policy will be granted planning permission in exceptional circumstances where it can be demonstrated that the level of market housing proposed is strictly necessary to make the required development deliverable and would accord with criteria (d) and (e) of this policy.</del></p>
MM 108	84	Policy CGB2 – New policies	<p><b>Policy CGB2a: Exception sites for affordable housing in the Green Belt</b></p> <p><b>Planning permission for limited affordable housing in the Green Belt</b></p> <ul style="list-style-type: none"> <li>• Adjoining Category A villages; or</li> <li>• Beyond the built core of Category B villages;</li> </ul> <p>will be granted provided that the land is identified for such development in a Neighbourhood Plan or:</p> <ol style="list-style-type: none"> <li>a. It meets a proven local need as identified through a parish survey or other relevant study;</li> <li>b. There are no reasonable alternate, suitable and available sites: <ol style="list-style-type: none"> <li>i. within the defined boundaries of the relevant Category A settlement or the built core of the relevant Category B village; or</li> <li>ii. otherwise within a reasonable travelling distance (by various modes) of the location where the need has been identified;</li> </ol> </li> <li>c. The proposal would meet relevant criteria of Policy HS2, particularly in relation to need, affordability and retention of dwellings;</li> <li>d. The proposed development would not have a substantial adverse impact on the openness or general policy aims of the Green Belt; and</li> <li>e. The public benefit of the proposal outweighs any harm that might arise against these aims.</li> </ol> <p>Development permitted in Category C settlements within the Green Belt under Policy SP2 will also need to meet criteria (a) to (e) above.</p> <p><b>Policy CGB2b: Community facilities, services and affordable housing in the Rural Area Beyond the Green Belt</b></p> <p><b>Planning permission for community facilities, services or affordable housing in the Rural Area Beyond the Green Belt</b></p> <ul style="list-style-type: none"> <li>• Adjoining Category A villages; or</li> <li>• Beyond the built core of Category B villages</li> </ul> <p>will be granted provided that the land identified for such development in a Neighbourhood Plan or:</p> <ol style="list-style-type: none"> <li>a. it meets a proven local need as identified through a parish survey or other relevant study;</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>b. there are no reasonable alternate, suitable and available sites:</p> <ol style="list-style-type: none"> <li>i. within the defined boundaries of the relevant Category A settlement or the built core of the relevant Category B village; or</li> <li>ii. otherwise within a reasonable travelling distance (by various modes) of the location where the need has been identified;</li> </ol> <p>c. any affordable housing would meet relevant criteria of Policy HS2, particularly in relation to need, affordability and retention of dwellings;</p> <p>d. the proposed development would not have a substantial adverse impact on the openness or general policy aims of the Rural Area beyond the Green Belt; and</p> <p>e. the public benefit of the proposal outweighs any harm that might arise against these aims.</p> <p>Development permitted in Category C settlements in the Rural Area Beyond the Green Belt under Policy SP2 will also need to meet criteria (a) to (e) above</p> <p>The provision of limited market housing to cross-subsidise schemes under this policy will be granted planning permission in exceptional circumstances where it can be demonstrated that the level of market housing proposed is strictly necessary to make the required development deliverable and would accord with criteria (d) and (e) of this policy.</p>
MM 109	85	Paragraph 6.5	This Plan proactively identifies a range of development allocations across the District. These will all be expected to contribute towards affordable housing provision <b>and, where justified, new infrastructure</b> resulting in a significant boost in new homes <b>and facilities</b> for local needs.
MM 110 / FM 093	85	6.6	However, on occasion a small-scale need may still be identified for affordable housing or other types of community facilities to meet rural needs which cannot be met within the <b>adjusted settlement boundaries of the</b> main towns and villages. This policy continues North Hertfordshire's historic approach of allowing specified development on exception sites.
MM 111	85	Paragraph 6.9	A number of the settlements identified in Policy SP2 are located relatively closely to one another and it may be possible to meet any such needs more sustainably in nearby settlements. In justifying the exception site, applicants should have regard to actual and potential sites <b>both within the parish where development is proposed and in other, nearby locations. In assessing compliance with criterion b of the policies, the Council will have regard to potential alternate sites within both a 15 minute drive time and a 30 minute journey time using passenger transport where the locations are connected by a route providing at least five services per weekday.:</b> <ul style="list-style-type: none"> <li>• <del>Within the parish where the development is proposed</del></li> <li>• <del>In immediately adjoining parishes and towns; and</del></li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>otherwise within a reasonable travelling distance (by various modes) of the location where the need has been identified</li> </ul>
MM 112	86	Policy CGB3	<p><b>Policy CGB3: Rural workers' dwellings</b></p> <p>Planning permission for <b>isolated</b> new homes <b>in the countryside</b> to support existing agricultural, forestry and other rural businesses will be granted <del>where</del> <b>provided that:</b></p> <ol style="list-style-type: none"> <li>there is a clearly established existing functional need;</li> <li>the unit and the rural business concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and should remain so;</li> <li>the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and</li> <li>the proposal responds appropriately to the site's local context <b>and the needs of the business</b> in terms of design, scale and function.</li> </ol> <p><b>Where accommodation is proposed in association with a new business, applicants will need to demonstrate the business is viable with secure future prospects as an exception to criterion (b).</b></p> <p><b>If a new home is deemed essential to support a rural business, it should first be permitted through a time-limited permission, or temporary accommodation such as a caravan. Permission for permanent dwellings will normally only follow in the event of a persistent need.</b></p> <p><b>Any temporary or permanent home will be restricted to the occupancy of a worker associated with the business.</b> Planning permission for the removal of agricultural occupancy conditions will only be granted where:</p> <ol style="list-style-type: none"> <li>the circumstances which led to the imposition of the relevant condition(s) have significantly changed;</li> <li>the building is demonstrably not required or suitable for an agricultural or rural business use; and</li> <li>it is clearly evidenced that there is no further need in the locality for an agricultural worker's dwelling.</li> </ol> <p><b>Where proposals are for development that would be inappropriate in the Green Belt, this policy will be used to help consider and assess any case of very special circumstances.</b></p>
MM 113	86	Paragraph 6.17 (delete)	<p><del>If a new home is deemed essential to support a rural business, it should first be permitted through a time-limited permission, or temporary accommodation such as a caravan.</del></p> <p><del>Permission for permanent dwellings will normally only follow in the event of a persistent need. Any temporary or</del></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			permanent home will be restricted to the occupancy of a worker associated with the business.
MM 114	87	Policy CGB4	<p><b>Policy CGB4: Existing rural buildings in the Rural Area Beyond the Green Belt</b></p> <p>Planning permission for the re-use, replacement or extension of buildings in the <del>Green Belt or Rural Area</del> beyond the Green Belt will be granted <del>where</del> <b>provided that</b>:</p> <ol style="list-style-type: none"> <li>any existing building to be converted <b>for re-use</b> does not require major extension or reconstruction;</li> <li>the resultant building(s) do not have a materially greater impact on the openness, purposes or general policy aims of the <del>Green Belt or Rural Area</del> beyond the Green Belt than the original building(s); and</li> <li>any outbuilding(s) are sited as close as possible to the main building(s) and visually subordinate to them.</li> </ol>
MM 115	87	After paragraph 6.21 (new paragraph)	<b>National policy provides clear guidance on proposals for the re-use, replacement or extension of buildings in the Green Belt which will be used, alongside the detailed design policies of this plan for relevant applications.</b>
MM 116	87	Paragraph 6.22	<b>We consider that a broadly consistent approach is also justified in the Rural Area Beyond the Green Belt to <del>in</del> these cases, we will ensure that similar proposals do not cause harm to the rural area.</b> Such harm may come from a variety of sources. The extension, alteration or replacement of buildings can change their character negatively, for example where a modest cottage, over time, becomes a mansion.
MM 117	88	Policy CGB5	<p><b>Policy CGB5: Urban Open Land</b></p> <p>In areas of Urban Open Land, as shown on the <del>Proposals</del> <b>Policies</b> Map, planning permission will be granted <del>where</del> <b>provided that</b> the development:</p> <ol style="list-style-type: none"> <li>Would provide land or limited ancillary built facilities for: <ul style="list-style-type: none"> <li>outdoor sport, outdoor recreation or cemeteries;</li> <li>rural land uses or buildings appropriate in an urban fringe location; or</li> <li>landscaping, <b>essential transport infrastructure</b> or other earthworks associated with the development of adjoining allocated sites;</li> </ul> </li> <li>Is low intensity in nature; and</li> <li>Would maintain openness and respect the transition from the urban area to the rural area beyond.</li> </ol>
MM 118	88	Paragraph 6.28	However it is also recognised that, in appropriate circumstances, this land could provide opportunities for the location of <b>access roads or other transport infrastructure</b> , general landscaping, school playing fields, sports pitches or other low-intensity uses associated with nearby development and / or the adjoining settlements. Where such uses are sought within Urban Open Land, all reasonable attempts should be made to maintain openness and

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		<b>CHAPTER 7</b>	<b>TRANSPORT</b>																		
MM 119	89	Policy T1	<p><b>Policy T1: Assessment of transport matters</b></p> <p>Planning permission will be granted <b>provided that where:</b></p> <ul style="list-style-type: none"> <li>a. Development would not <del>adversely</del> <b>lead to highway safety problems or cause unacceptable</b> impacts upon <b>the highway network and safety;</b></li> <li>b. Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;</li> <li>c. Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and</li> <li>d. For major developments, applicants demonstrate (as far as is practicable) how: <ul style="list-style-type: none"> <li>i. the proposed scheme would be served by public transport; <del>and</del></li> <li>ii. safe, direct and convenient routes for pedestrians and cyclists will be provided; <b>and</b></li> <li>iii. <b>comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.</b></li> </ul> </li> </ul>																		
FM 094	91	After 7.4 (Table 1)	<table border="1"> <thead> <tr> <th></th> <th>Transport Statement</th> <th>Transport Assessment</th> </tr> </thead> <tbody> <tr> <td>Residential (<del>C3</del>)</td> <td>&gt;50 homes</td> <td>&gt;80 homes</td> </tr> <tr> <td>Business (<del>Use Class B1</del>)</td> <td>&gt;1,500m2 Gross Floor Area (GFA)</td> <td>&gt;2,500m2 GFA</td> </tr> <tr> <td>Industrial (<del>B2</del>)</td> <td>&gt;2,500m2 GFA</td> <td>&gt;4,000m2 GFA</td> </tr> <tr> <td>Warehousing (<del>B8</del>)</td> <td>&gt;3,000m2 GFA</td> <td>&gt;5,000m2 GFA</td> </tr> <tr> <td>Non-food retail</td> <td>&gt;800m2 GFA</td> <td>&gt;1,500m2 GFA</td> </tr> </tbody> </table>		Transport Statement	Transport Assessment	Residential ( <del>C3</del> )	>50 homes	>80 homes	Business ( <del>Use Class B1</del> )	>1,500m2 Gross Floor Area (GFA)	>2,500m2 GFA	Industrial ( <del>B2</del> )	>2,500m2 GFA	>4,000m2 GFA	Warehousing ( <del>B8</del> )	>3,000m2 GFA	>5,000m2 GFA	Non-food retail	>800m2 GFA	>1,500m2 GFA
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MM 120	90	Policy T2	<p><b>Policy T2: Parking</b></p> <p>Planning permission will be granted <b>provided that where:</b></p> <ul style="list-style-type: none"> <li>a. Parking <b>for residential development</b> is provided in accordance with the minimum standards set out in <b>Appendix 4</b> of this Plan;</li> <li>x. <b>Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;</b></li> <li>b. Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;</li> <li>c. Applicants clearly identify how they provide for all likely types of parking demand <b>and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.</b></li> </ul> <p><b>Variations from these standards will only be considered where applicants can demonstrate that the</b></p>																		

Ref.	Page (LP1)	Policy / Paragraph	Modification								
			accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.								
MM 122	91	After paragraph 7.16 (new paragraph)	The policy also introduces some flexibility in the application of the standards. Where development proposals seek to reduce the standard, applicants will be required to demonstrate justification for such variation based on the principles of the NPPF (paragraph 39) and taking into consideration impact on on-street conditions such as highway safety, available on-street capacity as well as likely pedestrian and environmental impacts.								
		<b>CHAPTER 8</b>	<b>HOUSING STRATEGY</b>								
MM 125	92	Policy HS2	<p><b>Policy HS2: Affordable housing</b></p> <p>Planning permission for new homes will be granted where provided that:</p> <p>a. Affordable housing provision is</p> <ol style="list-style-type: none"> <li>maximised having regard to provided in accordance with the following targets <b>subject to viability</b> set in this policy:</li> </ol> <table border="1"> <thead> <tr> <th><i>Size of site (gross dwellings)</i></th> <th><i>Target percentage of dwellings to be affordable</i></th> </tr> </thead> <tbody> <tr> <td><b>11 – 14 dwellings</b></td> <td><b>25%</b></td> </tr> <tr> <td><b>15 – 24 dwellings</b></td> <td><b>35%</b></td> </tr> <tr> <td><b>25 or more dwellings</b></td> <td><b>40%</b></td> </tr> </tbody> </table> <ol style="list-style-type: none"> <li>made delivered on-site unless robustly justified; and</li> <li>genuinely affordable to local people where rents or prices are linked to open-market values</li> </ol> <p>b. The size, type and tenure of any affordable housing meets has regard to:</p> <ol style="list-style-type: none"> <li>the Council's <b>expectation</b> starting point for negotiation that 65% of the <b>affordable housing required by criterion (a)(i)</b> homes will be rented and 35% other forms of affordable housing;</li> <li>the housing needs of the area <b>including needs identified by relevant local authority housing register data, Neighbourhood Plans and any settlement- or parish-level surveys or assessments; and</b></li> <li>the likely affordability of any affordable housing provision in real terms;</li> <li>relevant local authority housing register data; and</li> <li>the requirements of Policy HS3 and <b>will contribute to an appropriate the proposed</b> mix of housing across the site as a whole;</li> </ol> <p>c. The affordable housing is secured for first and subsequent occupiers through an appropriate condition or legal agreement providing for</p>	<i>Size of site (gross dwellings)</i>	<i>Target percentage of dwellings to be affordable</i>	<b>11 – 14 dwellings</b>	<b>25%</b>	<b>15 – 24 dwellings</b>	<b>35%</b>	<b>25 or more dwellings</b>	<b>40%</b>
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			<p>i. the retention of dwellings through the Council, a registered provider or similar body agreed with the Council; and</p> <p>ii. where appropriate, review mechanisms</p> <p>d. Relevant Supplementary Planning Documents, strategies or advice have been taken into account.</p> <p>Where development of a site is phased or divided into separate parts, or could reasonably be considered part of a larger development which would exceed the thresholds, it will be considered as a whole for the purposes of affordable housing provision.</p> <table border="0"> <tr> <td style="text-align: center;"><i>Size of site (gross dwellings)</i></td> <td style="text-align: center;"><i>Target percentage of dwellings to be affordable</i></td> </tr> <tr> <td style="text-align: center;">11—14 dwellings</td> <td style="text-align: center;">25%</td> </tr> <tr> <td style="text-align: center;">15—24 dwellings</td> <td style="text-align: center;">35%</td> </tr> <tr> <td style="text-align: center;">25 or more dwellings</td> <td style="text-align: center;">40%</td> </tr> </table>	<i>Size of site (gross dwellings)</i>	<i>Target percentage of dwellings to be affordable</i>	11—14 dwellings	25%	15—24 dwellings	35%	25 or more dwellings	40%
<i>Size of site (gross dwellings)</i>	<i>Target percentage of dwellings to be affordable</i>										
11—14 dwellings	25%										
15—24 dwellings	35%										
25 or more dwellings	40%										
MM 126	93	Paragraph 8.8	Affordable housing is provided for those who cannot access open market housing. It includes social rented and affordable rented housing and intermediate housing, such as shared ownership schemes <b>or other models where they meet the definition of Affordable Housing set in national policy. Affordable Housing is normally delivered in partnership with Registered Providers who assume long-term responsibility for the homes and can include schemes built through Community Land Trusts or other forms of co-operative provision.</b> It is secured with planning conditions and legal agreements to make sure that the benefit of the housing continues in the long term.								
MM 127	94	Paragraph 8.11	Our general expectation is that any affordable housing provision required and secured under this policy will be made on site. Although sites of between 10 and 14 units will deliver relatively low numbers of affordable homes, Registered Providers operating in the District are normally willing to take on these small groups of new homes. The onus will be firmly upon the applicant to <del>demonstrate that any exceptional circumstances exist to</del> <b>robustly</b> justify off-site provision <b>or</b> contributions in lieu. <del>or, on</del> <b>On Strategic Housing Sites, or other large schemes, a phased approach to affordable housing delivery will normally only be agreed where this is critical to ensuring viability and / or the provision of supporting infrastructure. The justification for any of these approaches will need to demonstrate how the scheme would contribute to the objective of delivering mixed and balanced communities.</b>								
MM 128	94	Paragraph 8.12	Our normal approach will be to request 65% rented tenures and 35% other tenures for affordable housing to meet the needs of local people <b>and ensure viability.</b> <del>This will be used as a starting point for negotiation, but this-</del> <b>This</b> may change as the plan period progresses <b>in response to new evidence</b> or to reflect site-specific circumstances.								
MM 129	94	Paragraph 8.13	The strength of local house prices means that affordable housing products which are linked to open-market sales or rental values will remain out of reach for many households and this issue will need to be taken into consideration.								

Ref.	Page (LP1)	Policy / Paragraph	Modification
			Affordable rent for larger (3+ bed) properties will normally be capped at below 80% of the local market rent. For shared ownership products, the most appropriate initial purchase percentages will be assessed on a case-by-case basis based upon local sales values. The Council will also consider the likely impacts of any proposed service (or other) charges in determining affordability.
MM 130	94	After paragraph 8.15 (new paragraph)	All affordable housing will be secured through legal agreements. Where appropriate, these agreements will include mechanisms to ensure that those with local connections are given appropriate priority in the allocation of homes. This is particularly relevant for schemes outside of the main towns where occupants of affordable housing on both allocated and exception sites may need to demonstrate a connection either to the parish in which the housing is to be provided, or to another nearby parish where a specific need for affordable housing has been identified. A local connection to the District is normally required to be eligible for inclusion on the housing waiting list.
MM 131	95	Policy HS3	<p><b>Policy HS3: Housing mix</b></p> <p>Planning permission for new homes will be granted <del>where provided that:</del></p> <ul style="list-style-type: none"> <li>a. An appropriate range of house types and sizes are provided taking into account: <ul style="list-style-type: none"> <li>x. <b>the overall targets of this plan;</b></li> <li>i. the findings of the most up-to-date <b>evidence including the most recent Strategic Housing Market Assessment, the Council’s Self-Build Register and other relevant evidence of housing need;</b></li> <li>ii. the location and accessibility of the site; and</li> <li>iii. recent completions, existing permissions and sites in the five year supply; and</li> </ul> </li> <li>b. The scheme would provide a density, scale and character of development appropriate to its location and surroundings.</li> </ul>
MM 132	95	Paragraph 8.18	National policy requires local plans to provide for a mix of housing that meets the requirements of different groups within the community <sup>[92]</sup> . <del>Having regards to our evidence, we will seek</del> <b>Current evidence suggests it is most appropriate to deliver target</b> a broad balance between smaller (defined as 2-bed or less) and larger (3-bed or more) homes over the plan period.  <sup>[92]</sup> Paragraph 50 of the NPPF
MM 133	95	Paragraph 8.20	On most suburban and edge-of-settlement sites, applicants should therefore make an initial assumption of 60% larger (3+ bed) and 40% smaller (1 or 2 bed) homes to ensure an overall mix is achieved. The most appropriate solution will be considered on a site-by-site basis having regard to this, <b>up-to-date evidence of housing need</b> , the criteria set out above and the outcomes from applying Policy HS2.



Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 134	96	Policy HS4	<p><b>Policy HS4: Supported, sheltered and older persons housing</b></p> <p>Planning permission for sheltered and supported housing in uses classes C2 and C3 will be granted <del>where</del> <b>provided that:</b></p> <ol style="list-style-type: none"> <li>There is good access to local services and facilities;</li> <li>The site is well served by public transport;</li> <li>Appropriate levels of on-site landscaping, amenity space and car parking (for residents, visitors and staff) are provided; and</li> <li>It would accord with Policy HS3(b).</li> </ol> <p>Planning permission for residential developments of 100 units or more will be granted where <b>provided that an element of accommodation within Use Class C3 for older persons housing is included under the requirements of Policy HS3(a) where this would be consistent with criteria (a) to (d) above.</b>; and</p> <ol style="list-style-type: none"> <li><del>An element of accommodation within Use Class C3 for older persons housing is included under the requirements of Policy HS3(a) where this would be consistent with criteria (a) to (d) above;</del> and</li> <li><del>On Strategic Housing Sites, provision is made for some accommodation in Use Class C2.</del></li> </ol>
MM 135	96-97	Paragraph 8.29	<p>On the <del>largest</del> <b>larger</b> housing sites we will <del>additionally expect a modest proportion of sheltered and / or supported housing to be provided</del> <b>new homes</b> to contribute towards the modelled demand for older persons housing<sup>95</sup>. This should include affordable housing provision where appropriate. <b>The most appropriate form(s) of provision will be assessed on a case-by-case basis. On some sites, the provision of a modest number of bungalows or smaller housing units that meet Accessible and Adaptable standards (see Policy HS5) may be the most appropriate approach. On larger sites we may seek a wider range of provision including sheltered and / or supported housing across both the market and affordable elements of provision.</b></p>
MM 136	97	Paragraph 8.30	<p>All of our Strategic Housing Sites will be large enough to support the provision of local facilities such as shops and bus routes. It should be possible for each of the sites identified in Policy SP14 to SP19 to accommodate the requirements of this policy. <b>Any additional requirements for these sites in relation to C2 provision are set out in the site-specific policies.</b></p>
MM 138	98	Policy HS6	<p><b>Policy HS6: Relatives' and dependents' accommodation</b></p> <p>Planning permission for relatives' and dependents' accommodation formed by the adaptation or extension of the main dwelling will be permitted <del>where</del> <b>provided that:</b></p> <ol style="list-style-type: none"> <li>A genuine need for the accommodation is demonstrated;</li> <li>The annex is subordinate to the main dwelling and designed in such a way that it can be easily (re-</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>)incorporated into the main house if use as an annex ceases;</p> <p>c. Any development would not exceed the size of extensions that would otherwise normally be acceptable; and</p> <p>d. The occupation of the accommodation is restricted by condition.</p> <p>Free standing annexes will <del>exceptionally</del> be allowed where the above criteria are met and it can be demonstrated that adaptation or extension of the main house is not possible.</p>
MM 139 / FM 095	98-99	Policy HS7	<p><b>Policy HS7: Gypsies, Travellers and Travelling Showpeople</b></p> <p><del>Land at Pulmore Water, as shown on the Proposals Map, is allocated for the provision of 7 permanent Gypsy and Traveller pitches to meet the District's needs up to 2031.</del></p> <p><b>The Council will protect existing and allocated lawful pitches for Gypsies and Travellers. The following site, as shown inset into the Green Belt on the Policies Map, is allocated for the provision of permanent Gypsy and Traveller pitches to meet the District's needs up to 2031:</b></p> <ul style="list-style-type: none"> <li>• <b>Policy CD6 - Land at Woodside Place, Danesbury Park Road is allocated for the provision of 4 permanent Gypsy and Traveller pitches.</b></li> </ul> <p><b>This site is allocated solely for the accommodation of Gypsy and Travellers that meet the planning definition. Planning Permission will only be granted for development and occupation that meets the planning definition of Gypsy and Travellers. Other uses will not be permitted.</b></p> <p><b>There is no identified need to allocate any transit or travelling showpeoples' sites.</b></p> <p>Planning permission for accommodation for Gypsies and Travellers or Travelling Showpeople will be granted where:</p> <ol style="list-style-type: none"> <li>It satisfies a demonstrated local need for accommodation;</li> <li>The intended occupants meet the <b>planning</b> definition of Gypsies and Travellers, or Travelling Showpeople, as set out in government guidance or case law;</li> <li>Residents of the proposed site can access local services such as shops, schools, public transport and medical facilities within a reasonable distance from the site and where those facilities have capacity to meet the needs of the site's residents;</li> <li>The proposed site:</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>i. does not conflict with any other development plan policy or national policy including flood risk, agricultural land classification, contamination and hazardous development, and has no significant adverse impact on the character and appearance of the countryside, or on features of significant biodiversity or heritage importance;</li> <li>ii. has no significant adverse impact on the amenity of nearby residents or adjoining land users and can be successfully screened and contained within a specified boundary;</li> <li>iii. has adequate and safe access from a suitable road, and adequate parking, storage, turning and servicing on site;</li> <li>iv. is capable of being serviced with water, electricity, sewerage and rubbish disposal; and</li> <li>v. will provide a safe, inclusive and secure environment for the residents in an appropriate location to meet their needs.</li> </ul> <p>Where all the above criteria are met, proposals for sites for Gypsies, Travellers and Travelling Showpeople may be appropriate in the countryside as rural exception sites (in line with Policy CGB2b) but Green Belt policies would still apply.</p>
MM 140 / FM 096	99	Paragraph 8.41	<p>The Local Plan should make appropriate provision to meet the needs of Gypsies, Travellers and Travelling Showpeople in North Hertfordshire. <del>There is recognition that the three groups are different and have very different needs, but for the purposes of this policy the key considerations are very similar.</del> <b>The Council's evidence<sup>x</sup> shows that there is no identified need for transit or travelling show people sites but a need to provide four additional pitches for Gypsies at Danesbury Park Road.</b></p> <p>[Footnote] <sup>x</sup> <b>Gypsy &amp; Traveller Accommodation Assessment Study (2018); NHDC Note on Gypsy and Traveller provision (2020)</b></p>
MM 141 / FM 097	99	Paragraph 8.42	<p>There is currently one private Traveller site at <del>Pulmore</del> <b>Pulmer Water</b> in the parish of Codicote. This consists of twelve permanent <del>and six temporary</del> pitches. <b>There is a further site at Danesbury Park Road which currently benefits from a temporary planning permission and is allocated in this Local Plan to meet the identified need.</b> - <del>There is no public site in the District.</del> Historically, the District has not been an area where significant numbers of Gypsies, Travellers or Travelling Showpeople have resided in or resorted to, which is supported by figures for unauthorised encampments and developments.</p>
MM 142 /	99	Paragraph 8.44 (delete)	<p><del>Our evidence identifies a requirement for 7 additional pitches over the period to 2031<sup>400</sup>. The area covered by the temporary planning permission on the Pulmore Water site meets requirement though the existing permission-</del></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
FM 098			<p>expires in 2017.</p> <p>[Footnote] <sup>400</sup>-Gypsy and Traveller Accommodation Study, ORS 2014</p>
MM 143 / FM 099	100	Paragraph 8.45	<p>This area is therefore allocated for permanent provision and to provide certainty going forward. Based on current evidence, it should prevent the need for future ‘single issue’ reviews of this policy and the long term needs of these communities will be considered as part of the next general review of the plan alongside the needs of the settled community. <b>The site at Pulmer Water has a complex planning history and consists of Gypsy and Traveller provision adjoining a caravan park with permission for residential use. A robust and up-to-date assessment of current occupation and the future needs arising from this site, alongside any needs from elsewhere in the District, will be required to inform the proposed early review of the Plan (see Policy IMR2 in the Delivery Chapter).</b></p>
		<b>CHAPTER 9</b>	<b>DESIGN</b>
MM 144	101	Policy D1	<p><b>Policy D1: Sustainable design</b></p> <p>Planning permission will be granted <b>provided that</b> where development proposals:</p> <ol style="list-style-type: none"> <li>a. Respond positively to the site’s local context;</li> <li>b. Take all reasonable opportunities, consistent with the nature and scale of the scheme, to: <ol style="list-style-type: none"> <li>i. create or enhance public realm;</li> <li>ii. optimise the potential of the site by incorporating Sustainable Drainage Systems (SuDS);</li> <li>iii. reduce energy consumption and waste;</li> <li>iv. retain existing vegetation and propose appropriate new planting;</li> <li>v. maximise accessibility, legibility and <b>physical and social</b> connectivity <b>both internally and with neighbouring areas;</b></li> <li>vi. future proof for changes in technology and lifestyle;</li> <li>vii. design-out opportunities for crime and anti-social behaviour; and</li> <li>viii. minimise the visual impact of street furniture and parking provision;</li> </ol> </li> <li>c. Have regard to the Design SPD, and any other relevant guidance; <del>and</del></li> <li><b>x. Within Letchworth Garden City have regard to the Letchworth Garden City Design Principles contained in Appendix 5; and</b></li> <li>d. For residential schemes, meet or exceed the nationally described space <b>standards</b> and <b>the additional optional</b> water efficiency standards.</li> </ol>
MM 145	102	Paragraph 9.6	<p>Using innovative design to reduce energy consumption and waste from the construction and use of buildings can optimise the potential of the site and have a positive influence on the environment. Development should <del>meet the requirements of the most up-to-date standards on</del> <b>seek to minimise</b> carbon emissions and <del>embedded</del> <b>maximise</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			opportunities for the generation of energy from renewable sources, so far as is practicable given other policies in this plan and viability considerations. The reduction of carbon emissions should be achieved by both making new development as energy efficient as possible and through increasing the amount of energy gained from renewable sources. The efficient use of new materials from local or sustainable sources, together with the reuse and recycling of materials will help to reduce the energy used and the waste created in the development. It will also help the development to achieve local character and distinctiveness. The policy encourages sustainable design, and the use of materials and technologies that will ensure that the energy used in the construction and throughout the life of the development will be minimised.
MM 146	102	Paragraph 9.12	Development proposals should be in line with current regulations and guidelines and any future changes in Legislation or to the Building Regulations that will affect the sustainability of a building. <b>North Hertfordshire lies in an area of serious water stress. Both the Environment Agency and Anglian Water support the introduction of the optional water efficiency standard within the district therefore, the lower figure of 110 litres per person per day for water consumption is sought. The introduction of the lower standard will have a marginal impact on scheme viability in the area.</b>
MM 147	103	Paragraph 9.16	For development proposals in Letchworth Garden City reference should be made to the <b>Letchworth Garden City Design Principles set out in Appendix 5 of this Plan.</b> available on the Heritage Foundation's website.
MM 148	104	Policy D2	<p><b>Policy D2: House extensions, replacement dwellings and outbuildings</b></p> <p>Planning permission for house extensions will be granted where:</p> <ol style="list-style-type: none"> <li>a. The extension is sympathetic to the existing house in height, form, proportions, <b>roof type</b>, window details, and materials <b>and the orientation of the main dwelling; and</b></li> <li>b. Pitched roofs are used where appropriate, particularly if the extension is more than the height of a single storey;</li> <li>c. <del>Rear</del> <b>The extensions does not dominate adjoining properties and: are well related to the levels of adjoining properties, the direction the house faces and the distance between the extension and the windows in the next door properties; and</b> <ol style="list-style-type: none"> <li>i. <b>It is well related to the floor levels of adjoining properties,</b></li> <li>ii. <b>there is an appropriate distance between the proposed extension and the windows of the adjoining properties; and</b></li> <li>iii. <b>Spacing between buildings ensures there is no harm to the character and appearance of the streetscene.</b></li> </ol> </li> <li>d. Side extensions, at first floor level or above, adjoining a residential plot to the side are at least 1 metre from the boundary to ensure there is no adverse impact on the character of the streetscene.</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>Planning permission for replacement dwellings and outbuildings will be granted where:</p> <ul style="list-style-type: none"> <li>e. The proposal <del>enhances</del> <b>does not harm</b> the character and <b>appearance</b> setting of the site; and</li> <li>f. The location of the proposal does not have an adverse impact on the character <b>and appearance</b> of the streetscene or area.</li> </ul>
MM 149	104	After paragraph 9.23 (new paragraph)	<b>London Luton Airport immediately adjoins the District to the west. Development potentially affected by noise from the airport will need to ensure that appropriate mitigation measures are incorporated. Site-specific criteria for relevant allocated sites are set out in the Communities section of this plan.</b>
MM 150	105	Policy D4	<p><b>Policy D4: Air quality</b></p> <p>Planning permission will be granted <b>provided that</b> where development proposals:</p> <ul style="list-style-type: none"> <li>a. Give consideration to the potential or actual impact on local air quality, both during the demolition/ construction phase and as a result of its final occupation and use;</li> <li>b. Propose appropriate levels of mitigation to minimise emissions to the atmosphere and their potential effects upon health and the local environment; and</li> <li>c. Carry out air pollution impact assessments, where required, to determine the impact on local air quality of the development, <del>otherwise the development may be refused.</del></li> </ul> <p><b>Where an air quality impact assessment demonstrates that a development is unacceptable from a local air quality perspective the development will be refused.</b></p> <p>Where air pollution impact assessments are not required there will still be a requirement on developers to provide appropriate levels of mitigation to address emissions of pollutants to the atmosphere.</p>
MM 153	106	Paragraph 9.30 1 <sup>st</sup> sentence	The following are types of developments for which the Council would expect <del>consideration to be given to the</del> submission of an air quality impact assessment: .....
MM 154	106	Paragraph 9.31	For other types of developments an air quality impact assessment will not be required but there will be <del>an expectation</del> <b>a requirement</b> for the developer to negotiate and agree air quality mitigation measures that are proportionate to the scale of the proposed development. <b>This requirement is in place to provide an opportunity to address the cumulative impacts of smaller, or less sensitively located, developments that nonetheless will be making a contribution to the emission of air pollutants.</b>
		<b>CHAPTER 10</b>	<b>HEALTHY COMMUNITIES</b>
MM 155	108	Policy HC1	<p><b>Policy HC1: Community facilities</b></p> <p>Planning permission for new community facilities will be granted <b>provided that</b> where they are:</p> <ul style="list-style-type: none"> <li>a. Appropriate in scale having regard to their local context;</li> <li>b. Accessible by a range of transport modes; and</li> <li>c. Would meet an identified need in the local community.</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Proposals for the redevelopment of sporting facilities will be supported where the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss of the existing facilities.</b></p> <p>The loss of community facilities will only be permitted where this is justified by:</p> <ul style="list-style-type: none"> <li>i. The provision of replacement facilities, either on site as part of the development proposal or in an alternative appropriate location;</li> <li>ii. Showing that there is no local need for the facility or service and that any appropriate, alternative community use of the existing premises to meet local needs is not required; or</li> <li>iii. Demonstrating that the facility, or any reasonable replacement, is not, and will not be viable on that site.</li> </ul>
MM 156	108	Paragraph 10.5	<p>It is important that these facilities are situated within local communities so that they are accessible; help to reduce the need to travel and provide opportunities for people to participate in activities within their own community. <b>One way that this can be achieved is through the shared use of facilities such as the dual use of school facilities for sport and other community uses in appropriate locations.</b></p>
		<b>CHAPTER 11</b>	<b>NATURAL ENVIRONMENT</b>
MM 157	110	Before Policy NE1 (New Policy NEx and supporting text )	<p><b>Policy NEx: Strategic green infrastructure</b></p> <p><b>Planning permission will be granted provided that development:</b></p> <ul style="list-style-type: none"> <li>a. Protects, conserves and where possible enhances the strategic green infrastructure network;</li> <li>b. Avoids the loss, fragmentation, severance or negative impact on the function of the strategic green infrastructure network;</li> <li>c. Creates new strategic green infrastructure where appropriate and is accompanied by a plan for its long term maintenance and management; and</li> <li>d. Has suitable mitigation measures or appropriate replacement to satisfactorily address adverse impacts on the strategic green infrastructure network.</li> </ul> <p>11.x Protection of those sites which contribute to the diversity of strategic green infrastructure throughout the District from inappropriate development is important. However, in some cases it needs to be acknowledged that appropriate mitigation measures would enable development to take place.</p> <p>11.x This policy will also ensure that when new strategic green infrastructure is created appropriate management and maintenance regimes are in place to provide the framework for its long-term use.</p> <p>11.x North Hertfordshire has significant strategic green infrastructure assets. These are identified in the North Hertfordshire District Green Infrastructure Plan<sup>x</sup> and include:</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>• ancient woodlands (e.g. at Newton Wood),</li> <li>• biodiversity rich landscapes (e.g. Therfield Heath),</li> <li>• other valued landscapes and the Chilterns AONB (see also policies NE2 and NE3)</li> <li>• chalk streams, rivers, and valleys (e.g. Lilley Bottom and the Mimram valley).</li> <li>• the historic designed landscapes of Letchworth Garden City and the literary associations of Forster Country, north of Stevenage, and</li> <li>• the rights of way networks, and long distance walking and cycling connections, e.g. the Chiltern Way, Hertfordshire way, National Cycle Route No.12.</li> </ul> <p>11.x The plan also identifies areas of strategic green infrastructure deficiency as well as opportunities to create new strategic green infrastructure not yet identified. New development should be connected to strategic green infrastructure networks which provide high quality, direct linkages across the development where possible. Developers should use the guiding principles set out in the Green Infrastructure Plan to influence all development proposals from an early stage in the design process.</p>
MM 158	110	Policy NE1	<p><b>Policy NE1: Landscape</b></p> <p>Planning permission will be granted for development proposals that:</p> <ol style="list-style-type: none"> <li>a. Respect the sensitivities of the relevant landscape character area and <del>accord with</del> <b>have regard to</b> the guidelines identified for built development and landscape management;</li> <li>b. Do not have a detrimental impact on <del>cause unacceptable harm to the character and appearance of their immediate surroundings and the surrounding area or the landscape character area in which the site is located, taking account of any suitable mitigation measures necessary to achieve this unless suitable mitigation measures can satisfactorily address the adverse impact;</del> <b>cause unacceptable harm to the character and appearance of their immediate surroundings and the surrounding area or the landscape character area in which the site is located, taking account of any suitable mitigation measures necessary to achieve this</b> unless suitable mitigation measures can satisfactorily address the adverse impact;</li> <li>c. Are designed and located to ensure the health and future retention of important landscape features; and</li> <li>d. Have considered the long term management and maintenance of any existing and proposed landscaping.</li> </ol>
MM 159	110	Paragraph 11.3	<p>The <b>guidelines referred to at criterion ‘a.’ of the policy originate from the North Herts Landscape Study<sup>107</sup> is which provides</b> an assessment of the character of the landscape within the District. There are 37 separate landscape character areas covering the District, some lie totally within the District while some extend into adjoining districts. The study provides a description of the distinctive characteristics of each landscape character area based on</p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			factors such as the geology, landform, soil types and historical activities for each area.
MM 160	110	Paragraph 11.4	The North Herts Landscape Study also identifies the inherent sensitivities of each character area in landscape and visual terms together with its capacity to accommodate a range of different types of development. Development should respect the sensitivities of each landscape character area and accord with the guidelines for managing change identified for each landscape character area in relation to built development and landscape management, <b>whilst recognising that some impacts on landscape are inevitable if future development needs are to be met.</b>
MM 161	110	Policy NE3	<b>Delete Policy NE2 in its entirety.</b>
MM 162	111	Paragraphs 11.5 to 11.7	<b>Delete Paragraphs 11.5 to 11.7 and the associated footnote in their entirety.</b>
MM 163	111	Policy NE3	<p><b>Policy NE3: The Chilterns Area of Outstanding Natural Beauty (AONB)</b></p> <p>Planning permission for any proposal within the AONB, or affecting the setting of the AONB, will only be granted <del>when</del> <b>provided that it:</b></p> <ol style="list-style-type: none"> <li>Is appropriate in scale having regard to national planning policy;</li> <li>Conserves and <b>where possible</b> enhances the Chilterns AONB's special qualities, distinctive character <b>and</b> biodiversity, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB designation;</li> <li>Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment;</li> <li><del>Meets the aims of</del> <b>Has regard to</b> the statutory Chilterns AONB Management Plan, making practical and financial contributions towards management plan delivery as appropriate;</li> <li><del>Complies with</del> <b>Has regard to</b> the Chilterns Building Design Guide and technical notes by being of high quality design which respects the natural beauty of the Chilterns, its traditional built character and reinforces the sense of place and local character; and</li> <li>Avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated.</li> </ol>
MM 164	112	Paragraph 11.12	The AONB is a nationally designated landscape and as such permission for major developments <b>within its boundaries</b> will be refused unless exceptional circumstances prevail as defined by national planning policy. <sup>112</sup> National guidance explains that whether a proposal constitutes major development is a matter for the relevant decision taker, taking into account the proposal in question and the local context. <sup>113</sup>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 166 / FM 100	113	After paragraph 11.14 (New Policy NEx and supporting text)	<p><b>Policy NEx: Biodiversity and geological sites</b></p> <p>Planning permission will only be granted for development proposals that appropriately protect, enhance and manage biodiversity in accordance with the hierarchy and status of designations and features listed in policy SP12. All development should deliver measurable net gains for biodiversity and geodiversity, contribute to ecological networks and the water environment, and/or restore degraded or isolated habitats where possible.</p> <p>Applicants should, having regard to the status of any affected site(s) or feature(s):</p> <ol style="list-style-type: none"> <li>a. Submit an ecological survey that is commensurate to the scale and location of the development and the likely impact on biodiversity, the legal protection or other status of the site;</li> <li>b. Demonstrate that adverse effects can be avoided and / or satisfactorily minimised having regard to the hierarchy of protection below: <ol style="list-style-type: none"> <li>i. locating on an alternative site with a less harmful impact;</li> <li>ii. providing adequate mitigation measures; or</li> <li>iii. as a last resort compensated for.</li> </ol> <p>The acceptability of approach(es) to avoidance, mitigation and compensation will be commensurate with the status of the asset(s) likely to be affected by the application; Compensation is unlikely to be an appropriate solution for proposals affecting nationally or internationally designated sites other than in the most exceptional circumstances.</p> </li> <li>c. Include appropriate measures to manage construction impacts by demonstrating how existing wildlife habitats supporting protected or priority species will be retained, safeguarded and managed during construction;</li> <li>d. Integrate appropriate buffers of complimentary habitat for designated sites and other connective features, wildlife habitats, priority habitats and species into the ecological mitigation and design. The appropriateness of any buffers will be considered having regard to the status of the relevant habitat. 12 metres of complimentary habitat should be provided around wildlife sites (locally designated sites and above), trees and hedgerows<sup>v</sup>. It may be necessary to exceed this distance for fragile habitats such as ancient woodland or to provide appropriate root protection for mature trees; and</li> <li>e. Provide a long-term management and monitoring plan including mitigation measures as necessary.</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p style="background-color: #e0ffe0; padding: 5px;">Local Geological Sites are ratified by the Herts &amp; Middlesex Wildlife Trust (HMWT) and are afforded the same protection as Local Wildlife Sites.</p> <p>11.xx Sites allocated in this Plan that have the potential to impact on designated biodiversity sites are required to provide an ecological survey and provide mitigation and/or off-setting measures as necessary. Where appropriate the Strategic Policies and Communities sections of this Plan provide site-specific policies relating to the impact on designated sites, for instance on Therfield Heath SSSI or Wain Woods SSSI.</p> <p>11.xx Sites can contain important habitats or species even where they are not formally designated. These may be identified by the Hertfordshire Environmental Records Centre, other relevant sources (such as the Government's 'MAGIC' mapping tool) or through the survey process as being of ecological interest and should be afforded an appropriate level of protection.</p> <p>11.xx Ecological surveys will be expected to involve an objective assessment of ecological value and identify any priority habitat, protected or priority species on site with survey data and site assessment to establish the potential impact. Surveys should be consistent with BS42020 Biodiversity- Code of Practice for Planning and Development, or as superseded, and use the DEFRA Biodiversity Metric<sup>w</sup>, or as superseded, or any statutorily prescribed alternative to assess ecological value and deliver measurable net gain.</p> <p>11.xx Development proposals will be expected to maximise opportunities for net gains, or contribute to improvements in biodiversity. This methodology will ensure that appropriate mitigation or compensation is provided to meet the aims of national policy and is commensurate to the scale and location of the development and the likely impact on biodiversity, the legal protection or other status of the site.</p> <p>11.xx Where off-site compensation is delivered as a last resort, the ecological networks mapping system developed by the Herts and Middlesex Wildlife Trust and Local Nature Partnership should be used. This provides the basis of targeted habitat creation to maximise the benefits to biodiversity of any required ecological measures.</p> <p>11.xx Certain habitats (such as chalk grassland) are priority habitats for the District. Restoration, mitigation and any compensation measures should focus on these priority habitats as described in the Hertfordshire Biodiversity Action Plan.<sup>x</sup></p> <p>11.xx Developments are required to demonstrate how existing wildlife habitats such as trees, hedgerows, woodlands and rivers (and any connective features between them) will be retained, safeguarded and managed during and after development, including the provision of buffers where required.</p> <p>11.xx Where necessary, a management plan outlining mitigation and monitoring measures may be required to sensitively manage any issues arising as a result of the development on biodiversity or geodiversity assets and will be secured through planning conditions or obligations.</p> <p>11.xx Net gains can be delivered through the provision of soft landscaping, including trees, shrubs and other</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>vegetation to support wildlife habitats as identified by the Hertfordshire Biodiversity Action Plan<sup>2</sup>. Similarly, the provision of permanent integrated features for wildlife can contribute to net gains, for instance the provision of bat and swift boxes, particularly where development borders open space.</p> <p>Footnotes:  <sup>w</sup> The DEFRA Biodiversity Metric is a tool used to quantify the value of biodiversity at any site and can form an evidence base on required mitigation for a development, the amount of residual biodiversity impact, and if necessary, the amount of required offsite compensation. The current Biodiversity Metric is available at : <a href="http://publications.naturalengland.org.uk/publication/5850908674228224">http://publications.naturalengland.org.uk/publication/5850908674228224</a>  <sup>x</sup>Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a>  <sup>y</sup> North Hertfordshire District Green Infrastructure Plan (2009)  <sup>z</sup> Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a></p>
MM 167	113	Policy NE4	<p><b>Policy NE4: Protecting publically accessible open space</b></p> <p>Planning permission will <b>only</b> be granted for any proposed loss of open space <del>only where</del> <b>provided that:</b></p> <ol style="list-style-type: none"> <li>a. It can be demonstrated that the open space is surplus to requirements, <del>or otherwise</del> <b>and</b> justified on the basis of: <ol style="list-style-type: none"> <li>i. the quality and accessibility of the open space;</li> <li>ii. the extent to which the open space is serving its purpose;</li> <li>iii. the quality and accessibility of alternative public open space; and</li> </ol> </li> <li>b. It is mitigated against by: <ol style="list-style-type: none"> <li>i. re-provision of an appropriate open space taking into account quality and accessibility; and/ or</li> <li>ii. financial contributions towards new or existing open space where: <ul style="list-style-type: none"> <li>• the required provision cannot reasonably be delivered on-site; or</li> <li>• the required provision cannot be provided on site in full; and</li> <li>• the proposal has over-riding planning benefits.</li> </ul> </li> </ol> </li> </ol>
MM 168	113	Before Paragraph 11.15 insert (New Policy NEx)	<p><b>Policy NEx: New and improved open space</b></p> <p>Planning permission will be granted for development proposals that make provision for new and/or improved open space which:</p> <ol style="list-style-type: none"> <li>a. meets the needs arising from the development having regard to the Council's open space standards</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>and other relevant guidance;</p> <p>b. contributes towards improving the provision, quality and accessibility of open space; and</p> <p>c. incorporate any necessary open space buffer(s) for landscape, visual, ecological or air quality reasons.</p> <p>Any on-site provision must include a long term maintenance and management plan, and where required phasing plans, to demonstrate delivery.</p> <p>Any built facilities within new or existing open space must be ancillary to the primary use and of an appropriate scale and design. Measures should be taken to integrate such facilities into the landscape.</p> <p>Proposals for new open spaces which meet identified needs will be encouraged in suitable locations, served by a choice of sustainable travel options.</p> <p>Financial contributions towards the provision of open space will be considered only where it can be demonstrated that the requirements of policy NE5 part (b)(ii) are met.</p> <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 for the purposes of open space provision.</p>
MM 169	114	Paragraph 11.15 delete	<p><del>Over the plan period it is anticipated that some open spaces could come under pressure for development. It is therefore vital that any proposed loss of open space is carefully considered to ensure that the both the existing and future population of North Hertfordshire has sufficient access to open space.</del></p>
MM 170	114	Paragraph 11.18	<p>The Open Space Review <b>defines the types of open space</b>, sets out the current provision of open space, identifying deficits, surpluses as well as priorities for improvement <b>and suggested standards for open space provision associated with new development</b>. The review analyses open space provision in the four main towns of Hitchin, Letchworth Garden City, Baldock and Royston, as well as in rural areas. <b>The Council also currently has a number of Action Plans<sup>x</sup> that set out open space priorities, which along with other relevant guidelines<sup>y</sup> can be used when determining the type of open space required.</b></p> <p><b>Footnotes:</b></p> <p><sup>x</sup> <b>The Council’s Action Plans include: Cemeteries and Closed Churchyards Action Plan; Outdoor Play Provision Action Plan; Outdoor Sports Facilities Action Plan; and the Allotments Action Plan.</b></p> <p><sup>y</sup> <b>Fields in Trust Guidelines (October 2015) or as superseded, Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, <a href="http://www.fieldsintrust.org/guidance">http://www.fieldsintrust.org/guidance</a></b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 171	114	After paragraph 11.18 insert (New paragraphs)	<p><b>11.xx</b> Over the plan period it is anticipated that some open spaces could come under pressure for development. It is therefore vital that any proposed loss of open space is carefully considered to ensure that both the existing and future population of North Hertfordshire has sufficient access to open space. In parts of the District where there are identified deficiencies in open space, any proposed loss would be subject to increased scrutiny.</p> <p><b>11.xx</b> As well as guarding against losses we also need to ensure provision of open space on new development and securing improvement to existing spaces.</p> <p><b>11.xx</b> It is vital to ensure that any on-site open space in new development is high quality, complements the landscape setting and is fully publically accessible to support sustainable and inclusive communities. Open space should be well integrated into the design of a scheme and located to achieve good access for all residents by suitable and sustainable modes of travel. Further to this, the provision of new open spaces across the District will be valuable in alleviating visitor and recreational pressure on designated biodiversity sites.</p> <p><b>11.xx</b> The Open Space Review outlines locations where there is currently under- provision of certain types of open space and should be used in determining the most appropriate type of open space required.</p> <p><b>11.xx</b> Designing new open spaces to meet community needs and enable community access can be extremely valuable in maximising access to open space. For example, enabling open spaces associated with schools to be used by the community can be helpful in meeting the demands for specific types of open space, such as playing fields.</p> <p><b>11.xx</b> In some developments, there may be a requirement for open space buffers to protect against sources of pollution, such as roads or railway lines, or for landscape, visual or ecological purposes, for instance connective features such as hedgerows and watercourses. In these cases it will be expected that the open space standards will be delivered alongside any buffer areas which are necessary.</p> <p><b>11.xx</b> The Council will support proposals for facilities within new and existing open spaces, for instance changing rooms or a kiosk, where the proposed facility is ancillary to the primary use and is of a scale and design that is commensurate with the primary use. The Council will consider larger facilities where they are appropriate to the use of the open space in accordance with national policy and guidance.</p> <p><b>11.xx</b> Long-term management and maintenance plans will be required to ensure that open spaces can continue to be enjoyed by the community in years to come.</p> <p><b>11.xx</b> It is acknowledged that some types of open space can only realistically be delivered on a larger scale due to the amount of space that would be required and management arrangements. In these circumstances it may be acceptable for financial contributions to be provided towards the provision of open space.</p> <p><b>11.xx</b> Where it can be demonstrated that open space cannot be provided on site a financial contribution</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>towards the provision of new or enhancement of existing open space will be sought subject to the criteria set out in the policy. In such instances, the Council will direct such contributions towards areas with an identified open space deficiency or towards projects for new or improved open spaces. This is to ensure that the additional demand created by the proposed development is met.</p> <p><b>11.xx This Plan does not designate Local Green Space. However, the Council will support the designation and enhancement of Local Green Space as proposed by local communities, for instance in Neighbourhood Plans, where appropriate.</b></p>
MM 172	114	Paragraphs 11.19 and 11.20 delete	<p>The Open Space Review and any other relevant Council reports should be used when interpreting the above policy. In parts of the District where there are identified deficiencies in open space, any proposed loss would be subject to increased scrutiny.</p> <p>Financial contributions may be appropriate subject to the criteria set out in the policy. In such instances, the Council will direct such contributions towards areas with an identified open space deficiency or towards projects for new or improved open spaces.</p>
MM 173	114	Policy NE5 (delete)	<p><b>Policy NE5: New and improved public open space and biodiversity</b></p> <p>Planning permission will be granted for relevant development proposals that:</p> <ul style="list-style-type: none"> <li>a. provide high quality, on-site, fully publically accessible open space having regard to the Council's open space standards;</li> <li>b. incorporate an open space buffer(s) where necessary for landscape, visual, ecological or air quality reasons;</li> <li>c. contribute to net gains for biodiversity, ecological networks and the water environment and/or restores degraded or isolated habitats; and</li> <li>d. submit a long term maintenance and management plan, and where required phasing plans, to demonstrate delivery.</li> </ul> <p>Any proposed facilities within open space must be small scale and ancillary to the primary use.</p> <p>Financial contributions towards the provision of open space as an exception to criterion (a) will be considered only in exceptional circumstances and where it can be demonstrated that the requirements of policy NE4 part (b)(ii) are met.</p> <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</p>
MM	115	Paragraphs 11.21 to	<p><del>11.21 To support growth over the plan period, relevant development proposals will be expected to contribute</del></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
174	to 117	11.40 delete	<p>towards open space provision in the District. Relevant development proposals are:</p> <ul style="list-style-type: none"> <li>• over 200 residential units; or</li> <li>• over 10,000 sqm gross external floorspace; or</li> <li>• where a specific need has been identified by the Council.</li> </ul> <p><del>11.22</del> It is vital to ensure that any on-site open space is high quality, complements the landscape setting and is fully publically accessible to support sustainable and inclusive communities. Further to this, the provision of new open spaces across the District will be valuable in alleviating visitor and recreational pressure on designated biodiversity sites.</p> <p><del>11.23</del> The Open Spaces Review undertaken in 2016 sets out open space standards that should be taken into account when determining the quantity of open space provision required. These standards will also be used at masterplanning stage for the strategic sites outlined in the Plan.</p> <p><del>11.24</del> Where large-scale developments are intended to be phased over a number of years, forward projections of the population and / or households may be considered.</p> <p><del>11.25</del> Whilst in most cases open space provision on-site will be required as the development exceeds the thresholds set out above, there may be instances where there is a specific need for open space. For example, in an area with an open space deficiency, or where an open space improvement project has been identified.</p> <p><del>11.26</del> The Open Spaces Review also outlines locations where there is currently under-provision of certain types of open space. This Review, or as superseded, should be used in determining the most appropriate type of open space to provide or contribute towards.</p> <p><del>11.27</del> In addition, the Council has a number of other relevant documents which can be used when determining the type of open space required. The Green Space Management Strategy and accompanying Action Plan sets out priorities for open space for across the District between 2014 and 2019. The priority actions are disaggregated by the type of open space, timescales and cost within a clear framework for delivery.</p> <p><del>11.28</del> The Council also currently has a number of Action Plans that that set out open space priorities comprising:</p> <ul style="list-style-type: none"> <li>• Cemeteries and Closed Churchyards Action Plan</li> <li>• Outdoor Play Provision Action Plan</li> <li>• Outdoor Sports Facilities Action Plan</li> <li>• Allotments Action Plan</li> </ul> <p><del>11.29</del> Play and recreational space has an important role in the function of many of the District's open spaces. Play space provision should be made in accordance with the relevant guidelines.<sup>116</sup> A balance must be achieved between a level of supervision for child safety and crime prevention, and the potential for noise</p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>amenity impacts.</p> <p>11.30 No additional allotment sites are designated in this Plan. However, the Council will require appropriate contributions towards allotment provision given the demand for allotment space.</p> <p>11.31 This Plan does not designate Local Green Space. However, the Council will support the designation and enhancement of Local Green Space as proposed by local communities, for instance in Neighbourhood Plans, where appropriate.</p> <p>11.32 Designing new open spaces to meet community needs and enable community access can be extremely valuable in maximising access to open space. For example, enabling open spaces associated with schools to be used by the community can be helpful in meeting the demands for specific types of open space, such as playing fields.</p> <p>11.33 It is acknowledged that some types of open space can only realistically be delivered on a larger scale due to the amount of space that would be required and management arrangements. As such, in exceptional circumstances it may be acceptable for financial contributions to be provided towards the provision of open space.</p> <p>11.34 Where a financial contribution is accepted instead, or in addition to, on-site open space provision, the contribution will be allocated to new open space provision elsewhere, or improvements towards existing open spaces. This is to ensure that the additional demand created by the proposed development is met.</p> <p>11.35 The Council will support proposals for facilities within open spaces, for instance changing rooms or a kiosk, where the proposed facility is small scale and ancillary to the primary use. The Council will take a flexible approach to the format and scale of the floorspace in accordance with national policy and guidance.</p> <p>11.36 The provision of open space can also serve a dual purpose of flood risk management, and the Council will encourage proposals that provide multiple benefits.</p> <p>11.37 In some developments, there may be a requirement for open space buffers to protect against sources of pollution, such as roads or railway lines, or for landscape, visual or ecological purposes, for instance connective features such as hedgerows and watercourses. In these cases it will be expected that the open space standards will be delivered alongside any buffer areas which are necessary.</p> <p>11.38 Development proposals will be expected to maximise opportunities for net gains, or contribute to improvements in biodiversity, which can be demonstrated by using the Biodiversity Impact Calculator<sup>117</sup>.</p> <p>11.39 Net gains can be delivered through the provision of soft landscaping, including trees, shrubs and other vegetation to support wildlife habitats as identified by the Hertfordshire Biodiversity Action Plan<sup>118</sup>. Similarly, the provision of permanent integrated features for wildlife can contribute to net gains, for instance the provision of bat and swift boxes, particularly where development borders open space.</p> <p>11.40 Long term management and maintenance plans will be required to ensure that open spaces can continue</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>to be enjoyed by the community in years to come, and to provide necessary protection to biodiversity assets.</p> <p>Footnotes:  <sup>116</sup> Fields in Trust Guidelines (October 2015) or as superseded, Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, <a href="http://www.fieldsintrust.org/guidance">http://www.fieldsintrust.org/guidance</a>  <sup>117</sup> The Biodiversity Impact Calculator is a tool used to quantify the value of biodiversity at a ny site and can form an evidence base on required mitigation for a development, the amount of residual biodiversity impact, and if necessary, the amount of require offsite compensation. The current Biodiversity Impact Calculator is available on the Environment Bank website at : <a href="http://www.environmentbank.com/impact-calculator.php">http://www.environmentbank.com/impact-calculator.php</a>  <sup>118</sup> Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a></p>
MM 175	117	Policy NE6 (delete)	<p><b>Policy NE6: Designated biodiversity and geological sites</b></p> <p>Planning permission will only be granted for development proposals affecting designated sites that:</p> <ul style="list-style-type: none"> <li>a. Protect, enhance and manage designated sites in accordance with the following hierarchy of designations; <ul style="list-style-type: none"> <li>• Internationally designated sites</li> <li>• Nationally designated sites</li> <li>• National Planning Policy Framework sites</li> <li>• Locally designated sites</li> </ul> </li> <li>b. Submit an ecological survey and demonstrate that adverse effects can be satisfactorily minimised by following the hierarchy below: <ul style="list-style-type: none"> <li>i. locating on an alternative site with a less harmful impact; ii. providing adequate mitigation measures; or</li> <li>iii. as a last resort compensated for.</li> </ul> </li> <li>c. Manage construction impacts by: <ul style="list-style-type: none"> <li>i. demonstrating how existing wildlife habitats will be retained, safeguarded and managed during construction; and</li> <li>ii. providing a buffer of complimentary habitat for all connective features for wildlife habitats, or priority habitats; and</li> </ul> </li> <li>d. Provide a long term management plan including mitigation measures as necessary.</li> </ul> <p>Development proposals on non-designated sites that include important habitats and species will be expected to meet parts (b) to (d) of this policy.</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			Local Geological Sites are ratified by the Herts & Middlesex Wildlife Trust (HMWT) and are afforded the same protection as Wildlife Sites.
MM 176	117 to 119	Paragraphs 11.41 to 11.52 delete	<p>11.41— Whilst there are no biodiversity sites designated at the European level in the District, for example Ramsar sites, Special Areas of Conservation or Special Protection Areas, there are a number of nationally designated sites. This includes six Sites of Special Scientific Interest (SSSIs) as shown on the Proposals Map and eight designated Local Nature Reserves (LNRs).</p> <p>11.42— There are also a number of National Planning Policy Framework sites comprising ancient woodland, and aged or veteran trees. Ancient woodland is a nationally agreed designation for land that has been woodland since at least 1600 AD. The District’s woodlands will be managed over the plan period to provide recreation and amenity for local residents, and also to ensure their survival to benefit biodiversity.</p> <p>11.43— Species or Habitats of Principal Importance as identified in S41 of the Natural Environment and Rural Communities Act 2006 are defined at the national level and the Hertfordshire Biodiversity Action Plan<sup>119</sup> sets out an approach to biodiversity at the county level. In addition to this, the Hertfordshire Local Nature Partnership (LNP) Guiding Principles have informed the policies in this Plan.</p> <p>11.44— The District has over 300 designated Wildlife Sites.<sup>120</sup> The Hertfordshire Environmental Records Centre updates the list of designated Wildlife Sites on a regular basis. Sites identified or designated as Wildlife Sites are afforded protection as sites of substantive nature conservation value.</p> <p>11.45— Local Geological Sites are given the same level of protection as Wildlife Sites and are considered important for their educational or historical value. There are currently 11 Local Geological Sites in North Hertfordshire.</p> <p>11.46— Sites allocated in this Plan that have the potential to impact on designated biodiversity sites are required to provide an ecological survey and provide mitigation and/or off-setting measures as necessary. Where appropriate the Strategic Policies and Communities sections of this Plan provide site specific policies relating to the impact on designated sites, for instance on Therfield Heath SSSI or Wain Woods SSSI.</p> <p>11.47— Sites can contain important habitats or species even where they are not formally designated. These sites are identified by the Hertfordshire Environmental Records Centre as being of ecological interest and should be afforded protection.</p> <p>11.48— Ecological surveys will be expected to involve an objective assessment of ecological value. Surveys should be consistent with BS42020 Biodiversity Code of Practice for Planning and Development, or as superseded, and use the Biodiversity Impact Calculator<sup>121</sup> or as superseded, to assess ecological value. This methodology will ensure that appropriate mitigation or compensation is provided to meet the aims of national policy.</p> <p>11.49— Where off-site compensation is delivered as a last resort, the ecological networks mapping system developed by the Herts and Middlesex Wildlife Trust and Local Nature Partnership should be used. This</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>provides the basis of targeted habitat creation to maximise the benefits to biodiversity of any required ecological measures.</p> <p>11.50 Certain habitats (such as chalk grassland) are priority habitats for the District. Restoration, mitigation and any compensation measures should focus on these priority habitats as described in the Hertfordshire Biodiversity Action Plan.<sup>122</sup></p> <p>11.51 Developments are required to demonstrate how existing wildlife habitats such as trees, hedgerows, woodlands and rivers will be retained, safeguarded and managed during and after development, including the provision of buffers where required. Where buffers are provided, these should be a minimum of 10 metres of complimentary habitat for all connective features for wildlife habitats or priority habitats.</p> <p>11.52 Where necessary, a management plan outlining mitigation measures may be required to sensitively manage any issues arising as a result of the development on biodiversity or geodiversity assets.</p> <p><u>Footnotes:</u></p> <p><sup>119</sup> Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a></p> <p><sup>120</sup> Please refer to the list held by the Hertfordshire Environmental Records Centre for the current list of designated Wildlife Sites.</p> <p><sup>121</sup> The Biodiversity Impact Calculator is a tool used to quantify the value of biodiversity at any site and can form an evidence base on required mitigation for a development, the amount of residual biodiversity impact, and if necessary, the amount of require offsite compensation. The current Biodiversity Impact Calculator is available on the Environment Bank website at : <a href="http://www.environmentbank.com/impact-calculator.php">http://www.environmentbank.com/impact-calculator.php</a></p> <p><sup>122</sup> Hertfordshire Environmental Forum (2006) A Biodiversity Action Plan for Hertfordshire, <a href="http://www.hef.org.uk/nature/biodiversity_vision/index.htm">http://www.hef.org.uk/nature/biodiversity_vision/index.htm</a></p>
MM 177	119	Policy NE7	<p><b>Policy NE7: Reducing flood risk</b></p> <p>Planning permission for development proposals will be granted <b>provided that</b> where (as applicable):</p> <ul style="list-style-type: none"> <li>x. <b>Development is located outside of medium and high risk flood areas (flood zone 2 and 3) and other areas affected by other sources of flooding where possible;</b></li> <li>a. <b>Where (x.) is not possible, application of the sequential and exception tests is demonstrated where development is proposed in areas of flood risk as set out in the NPPF have been applied using the Strategic Flood Risk Assessment (SFRA) and Environment Agency flood maps;</b></li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>b. A FRA has been prepared in accordance with national guidance <b>that considers the lifetime of the development, climate change impacts and safe access and egress;</b></li> <li><del>c. A reduction in flood risk will be managed through flood resistant, resilient design and construction;</del></li> <li>d. It will be located, designed and laid out to ensure the risk of flooding is <b>reduced</b> <del>minimised</del> whilst not increasing flood risk elsewhere;</li> <li><b>x. The impact of any residual flood risk will be minimised through flood resistant, resilient design and construction;</b></li> <li>e. <b>Any</b> flood protection and mitigation measures <del>which may be necessary</del> <b>will do not have an unacceptable impact on cause harm to</b> nature conservation, heritage assets, <b>and / or</b> landscape and recreation <b>and, where possible, will have a positive impact in these respects ;</b> and</li> <li>f. Overland flow routes and <b>functional floodplain</b> <del> flood storage</del> areas are protected from all development other than that which is “water compatible” and this must be designed and constructed to remain operational and safe for users during flood events, resulting in no net loss of flood plain storage and not impeding water flows or increasing flood risk elsewhere.</li> </ul>
MM 178	120	Paragraph 11.55	Where development is proposed in an area at risk from flooding, the applicant will be required to demonstrate that the site passes the flood risk Sequential Test before providing a Flood Risk Assessment (FRA) as part of the planning application submission. The flood risk Exception Test may also need to be demonstrated at this stage. An FRA is applicable to development over 1 hectare in flood zone 1 and all types of development in flood zones 2 and 3. Flood risk impacts should be taken into account for the lifetime of the development, and consideration given to the mitigation that needs to be provided for the increased future flood risk with predicted climatic changes. <b>This should include appropriate consideration of downstream flood risks and, where necessary, on site attenuation to address this.</b>
MM 179	120	Policy NE8	<p><b>Policy NE8: Sustainable drainage systems</b></p> <p>Planning permission for development will <del>only</del> be granted <b>provided that where:</b></p> <ul style="list-style-type: none"> <li>a. The most <b>appropriate</b> sustainable drainage solution is used <b>taking into account technical, viability and design issues</b> to reduce the risk of surface water flooding, enhance biodiversity, water quality and provide amenity benefits;</li> <li>b. It aims to mimic the natural drainage patterns and processes as far as possible; <b>and</b></li> <li>c. Drainage solutions follow the SuDS hierarchy; <del>and</del></li> <li><del>d. Developers have consulted with the Lead Local Flood Authority at the earliest possible opportunity, to ensure SuDS are incorporated at the design stage.</del></li> </ul>
MM	120	Paragraph 11.58	The Council will consult and work with the Lead Local Flood Authority <sup>123</sup> (LLFA), <del>and</del> the Environment Agency <b>and</b>

Ref.	Page (LP1)	Policy / Paragraph	Modification
180			<b>Internal Drainage Boards</b> as required on development proposals that are at risk from flooding or may contribute to additional surface run off. At risk areas are identified in the SFRA and mitigation measures need to be considered when designing development in order to reduce the risk of flooding from surface water. <b>When selecting appropriate drainage techniques, it is important to try and maximise the number of benefits, and to prioritise the most sustainable approaches taking into consideration appropriate design and financial viability issues. These techniques can be set out in the form of a hierarchy.</b> Evidence will need to be provided that development has followed the surface water management hierarchy as detailed below.
MM 181	121	Paragraph 11.59	For major development the LLFA is a statutory consultee in relation to the management of surface water drainage. Whilst SuDS is only a requirement for major development, it is recommended for all development to ensure surface water is appropriately managed. <b>Developers should consult with the Lead Local Flood Authority and / or the Internal Drainage Board at the earliest possible opportunity, to ensure SuDS are incorporated at the design stage.</b>
MM 182	122	Policy NE9	<p><b>Policy NE9: Water quality and environment</b></p> <p>Planning permission for development proposals will be granted <b>provided that</b> where they make appropriate space for water, including (as applicable):</p> <ol style="list-style-type: none"> <li>Maintaining a minimum <del>9-8</del> 8 metre<sup>124</sup> wide undeveloped buffer zone from all designated main rivers;</li> <li>Maintaining a minimum 5m wide undeveloped buffer zone for ordinary watercourses; and</li> <li>River restoration and resilience improvements where proposals are situated close to a river or considered to affect nearby watercourses.</li> </ol>
MM 184	122	After paragraph 11.63 (new paragraph)	<p><b>Main rivers are watercourses shown to be designated as main on the Environment Agency's statutory flood map<sup>[x]</sup>. These are usually a larger stream or river with a significant effect on the overall drainage of a catchment area, however smaller watercourses can also be designated as main rivers. The Environment Agency has authority, powers, rights and responsibilities for regulating main rivers. Ordinary watercourses are any other river, stream, ditch or culvert (other than a public sewer) that is not a designated Main River. The responsibility for maintenance of these lies with anyone who owns the adjacent land or property. Where these fall in Internal Drainage Board (IDB) land they are regulated by the IDB, outside of this North Hertfordshire District Council will be the regulator.</b></p> <p><b>Footnote:</b>  <sup>[x]</sup> Flood Map for Planning - <a href="https://flood-map-for-planning.service.gov.uk/">https://flood-map-for-planning.service.gov.uk/</a></p>
MM 185	123	Policy NE10	<p><b>Policy NE10 : Water conservation Framework Directive and wastewater infrastructure</b></p> <p>Planning permission for new development will be granted <b>provided that</b> where;</p> <ol style="list-style-type: none"> <li>It does not result in the deterioration of any watercourse in accordance with the <b>Water Environment</b></li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>(Water Framework Directive) <b>(England and Wales) Regulations 2017</b> (WFD);</p> <ul style="list-style-type: none"> <li>b. It helps contribute towards WFD actions and objectives.</li> <li>c. It helps achieve the objectives <b>set out in</b> <del>of flood management goals from the</del> Anglian and Thames River Basin Management Plans; <del>and</del></li> <li>d. Mechanisms for delivering any necessary new or improved water <b>and/ or wastewater</b> infrastructure are secured under the requirements of Policy SP7; <b>and</b></li> <li>e. <b>adequate foul water treatment and disposal already exists or can be provided in time to serve the development.</b></li> </ul> <p>New development around Stevenage within the Rye Meads Sewage Treatment Works Catchment will need to demonstrate that additional potable water supply and <b>consequential</b> wastewater treatment capacity can be achieved and implemented ahead of development without significant environmental impact, including adverse effects on designated sites.</p>
MM 186	123	Paragraph 11.66	<p>As a result there is little environmental capacity that can be taken up without causing a breach of statutory environmental targets including the <b>Water Environment (Water Framework Directive) (England and Wales) Regulations 2017</b> (WFD).<sup>126</sup> Additionally water supply also has implications under the WFD, not just water quality. The Great Ouse and Thames catchments are both highly water stressed. Any proposed increase in groundwater abstraction from these catchments is also likely to have implications on compliance with WFD regulations <del>also</del>.</p> <p><sup>126</sup> For information on the Water Framework Directive, see: <a href="http://www.environment-agency.gov.uk/research/planning/33362.aspx">http://www.environment-agency.gov.uk/research/planning/33362.aspx</a> <a href="http://evidence.environment-agency.gov.uk/FCERM/en/SC060065/About.aspx">http://evidence.environment-agency.gov.uk/FCERM/en/SC060065/About.aspx</a></p>
MM 187	123	After paragraph 11.67 (new paragraph)	<p><b>At present only the River Ivel is at a “good” status while the rest of the water bodies in North Hertfordshire are failing. Further information in relation to the water bodies in North Hertfordshire is available on the Environment Agency’s Catchment Data Explorer<sup>[x]</sup> including measures that will help achieve their objectives. Developers will be expected to contribute towards measures and objectives through their development proposals.</b></p> <p><b>Footnote:</b>  <b>[x] <a href="http://environment.data.gov.uk/catchment-planning/">http://environment.data.gov.uk/catchment-planning/</a></b></p>
MM 188	124	Policy NE11	<p><b>Policy NE11: Contaminated land</b></p> <p>Planning permission for development affecting <b>or affected by</b> contaminated land will be granted <b>provided that</b> where:</p> <ul style="list-style-type: none"> <li>a. A contaminated land study / contaminated land risk assessment is submitted as part of the application</li> </ul>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>b. Appropriate mechanisms are in place to investigate, <b>characterise the risks</b> and <del>where necessary</del> remediate the <b>contamination to remove the risks, or reduce the risk to an acceptable level</b>; and</p> <p>c. The site is suitable for <del>the new</del> use taking account of ground conditions, <b>groundwater vulnerability</b> and pollution arising from previous <b>land</b> use and <b>land remediation in reference to relevant guidance (and any subsequent updates)<sup>x</sup></b>.</p> <p><b>Footnote:</b>  [x] Groundwater Protection: Principles and practice (GP3), <a href="https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3">https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3</a>; Model Procedures for the Management of Land Contamination, <a href="https://www.gov.uk/guidance/land-contamination-risk-management">https://www.gov.uk/guidance/land-contamination-risk-management</a></p>
MM 189	124	Paragraphs 11.72 and 11.73 (Delete and insert new paragraphs)	<p><del>11.72 There are numerous sites in the District which are potentially affected by contamination as a consequence of their historical land uses.</del></p> <p><del>11.73 The policy addresses the protection of the health of end users of proposed developments, as well as the protection of the historic, built and natural environment, including groundwater. The latter is of particular relevance in North Hertfordshire because much of the District's water supply comes from an unconfined aquifer.</del></p> <p><b>11.xx Decisions should ensure that the site is suitable for its new use taking account of ground conditions, pollution arising from previous uses and any proposals for land remediation.</b></p> <p><b>11.xx Much of the area covered by this plan overlies Secondary and Principal Aquifers. Abstractions are located throughout the plan area, with WFD aquifers and rivers present. Source Protection Zones (1 to 3) and landfills are present within the plan area, and mostly in the areas around Hitchin, Letchworth, Baldock, Royston, Ashwell and Stevenage. Principal aquifers are geological strata that exhibit high permeability and provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. Secondary aquifers are often capable of supporting water supplies at a local scale and normally provide an important source of flow to some rivers. The use of groundwater for local drinking water supplies in the area makes it particularly vulnerable to pollution.</b></p> <p><b>11.xx Certain new activities need to be deterred in sensitive areas based on their intrinsic hazard to sensitive receptors (e.g. groundwater, Principal Aquifers, Source Protection Zones). Close to sensitive receptors a precautionary approach is likely to be taken even where the risk of failure is low as the consequences may be serious or irreversible.</b></p> <p><b>11.xx Where risks from landfill gas are likely to arise, where land contamination may be reasonably suspected, or particularly environmentally sensitive developments (e.g. petrol filling stations) are proposed for</b></p>



Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 190	125	Policy NE12	<p>sensitive sites, developers are encouraged to hold pre-application discussions. A Preliminary Risk Assessment (PRA) should be undertaken as the first stage in assessing these risks and is a requirement for validating relevant planning applications.</p> <p><b>Policy NE12 : Renewable and low carbon energy development</b></p> <p><b>Proposals for solar farms involving the best and most versatile agricultural land and proposals for wind turbines will be determined in accordance with national policy.</b> Proposals for <b>other</b> renewable and low carbon energy development which would contribute towards reducing greenhouse gas emissions will be permitted subject to an assessment of the impacts upon:</p> <ul style="list-style-type: none"> <li>i. Landscape quality, landscape character and visual amenity, including consideration of cumulative impacts of development;</li> <li>ii. Environmental assets;</li> <li>iii. The historic environment, including the impact on the setting of historic assets ;</li> <li>iv. The transport network;</li> <li>v. Air quality;</li> <li>vi. Aviation interests; and</li> <li>vii. The amenity of residents.</li> </ul> <p>In assessing renewable and low carbon energy proposals against the above criteria the Council will give significant weight to their local and wider benefits, particularly the potential to reduce greenhouse gas and other harmful emissions, and the social benefits of community owned schemes where this is relevant. Proposals for decentralised energy schemes associated with development of the strategic sites allocated in the Plan will be encouraged subject to an assessment of the impacts.</p> <p>In all cases, end of life/redundant plant, buildings, apparatus, and infrastructure must be removed and the site restored to its former state or a condition agreed with the Council.</p>
MM 191	126	Paragraph 11.77	<p>The Hertfordshire Renewable and Low Carbon Energy Technical Study identifies energy opportunity areas in the District. This may assist developers to choose the appropriate renewable technology, depending on the location of the development. The Study also identified that there may be areas of opportunity to investigate decentralised energy schemes, this could be particularly relevant in those areas where larger scale development may take place. Broadly, decentralised energy schemes refer to energy that is generated off the main grid and can include micro-renewables, heating and cooling. Schemes can serve a single building or a whole community. Although development proposals for renewable and low carbon energy will be supported in appropriate locations, it is also important that development proposals incorporate energy efficient measures to help reduce the demand for energy in the first place. <b>The Council is mindful that an appropriate balance must be maintained between the benefits of renewable energy and other constraints and considerations in accordance with national Planning</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<b>Practice Guidance (PPG).</b>
		<b>CHAPTER 12</b>	<b>HISTORIC ENVIRONMENT</b>
MM 192	127	Policy HE1	<p><b>Policy HE1: Designated heritage assets.</b></p> <p>Planning applications relating to Designated heritage Assets <b>or their setting</b> shall be accompanied by a Heritage Assessment/Justification Statement that:</p> <ol style="list-style-type: none"> <li>i. <del>Assesses</del> <b>Assesses</b> the significance of heritage assets, including their setting, <del>impacted by the proposal</del>;</li> <li>ii. <del>Justify</del> <b>Justifies</b> and details the impacts of any proposal upon the significance of the designated <b>heritage</b> asset(s); and</li> <li>iii. Informs any necessary <del>mitigation</del> measures to minimise or mitigate against any identified harms;</li> </ol> <p>Planning permission for development proposals affecting Designated Heritage Assets or their setting will be granted where they (as applicable):</p> <ol style="list-style-type: none"> <li>a. Enable the heritage asset to be used in a manner that secures its conservation and preserves its significance;</li> <li>b. Incorporate a palette of materials that make a positive contribution to local character or distinctiveness, where it is appropriate and justified; <b>and</b></li> <li>c. <b>Will lead to less than substantial harm to the significance of the designated heritage asset, and this harm is outweighed by the public benefits of the development, including securing the asset's optimum viable use.</b></li> </ol> <p><b>Where substantial harm to, or loss of significance, of a designated heritage asset is proposed the Council shall refuse consent unless it can be demonstrated that the scheme is necessary to deliver considerable public benefits that outweigh the harm or loss.</b></p>
MM 193	128	Policy HE2	<p><b>Policy HE2: Heritage at risk</b></p> <p>Planning permission will be granted for proposals that seek to <del>restore</del> <b>conserve</b> or provide new uses for designated heritage assets identified on the national register, or the <b>Council's 'At Risk'</b> <del>local-risk</del> register maintained by the Council, that are justified and appropriate to the significance of the asset to return a heritage asset to beneficial use.</p> <p>Proposals that harm the significance of heritage assets included on national and local registers will be resisted unless the need for, and the benefits of, the development in that location clearly outweigh that harm, taking account of the asset's significance and importance, and all feasible solutions to avoid and mitigate that harm have been fully <del>implemented</del> <b>assessed</b>.</p>
MM 194	128	Policy HE3	<p><b>Policy HE3: <del>Local heritage</del> Non-designated heritage assets</b></p> <p>Permission for the loss of a building of local interest will only be granted where</p> <p><b>Permission for a proposal that would result in harm to, or the loss of, a non- designated heritage asset will</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>only be granted provided that a balanced judgement has been made that assesses the scale of harm to, or loss of significance of the non- designated asset and, where the proposal results in the loss of a non-designated heritage asset:</p> <ol style="list-style-type: none"> <li>The replacement building contributes to preserving the local character and distinctiveness of the area; and</li> <li>Where the asset is located in a conservation area a continuous contract for the demolition and redevelopment of the site has been secured, unless there are justifiable grounds for not developing the site.</li> </ol>
MM 195	128	After paragraph 12.7 (new paragraph)	<p><b>Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. This policy is concerned with those non-designated heritage assets that are locally listed, such as Buildings of local interest.</b></p>
MM 196	129	Policy HE4	<p><b>Policy HE4: Archaeology</b></p> <p>Permission for development proposals affecting heritage assets with archaeological interest will be granted provided that: where:</p> <ol style="list-style-type: none"> <li>developers submit an appropriate desk-based assessment and, where justified, an archaeological field evaluation.</li> <li>It is demonstrated how archaeological remains will be preserved and incorporated into the layout of that development, if in situ preservation of important archaeological remains is considered preferable; and</li> <li>where the loss of the whole or a material part of important archaeological remains is justified, appropriate conditions are applied to ensure that the archaeological recording, reporting, publication and archiving of the results of such archaeological work is undertaken before it is damaged or lost.</li> </ol> <p>Where archaeological sites have been assessed to meet the criteria for inclusion on adopted registers or maps of locally important heritage assets these shall be treated in the same way as archaeology areas and areas of archaeological significance.</p> <p><b>Areas of as yet, unknown archaeology may be identified during research, or through the planning or plan making process. These sites or areas should be treated in the same way as archaeology areas and areas of archaeological significance.</b></p>
		<b>CHAPTER 13</b>	<b>COMMUNITIES</b>
MM 197		All tables	<i>All site references to be prefaced with "Policy" e.g. Site-Policy AS1</i>

Ref.	Page (LP1)	Policy / Paragraph	Modification				
		<b>ASHWELL</b>					
MM 202 / FM 102	135	Policy AS1	<table border="1"> <tr> <td>Land west of Claybush Road</td> <td>33 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Provision of pedestrian access into the village;</li> <li>Sensitive design and layout required in terms of ridge line and setting within landscape, additional planting on the east and west boundaries to improve views from Arbury Banks and screen properties on Claybush Road;</li> <li>Heritage Impact Assessment required informing design and layout at southern extent of site to respect setting of Arbury Banks Scheduled Ancient Monument and the views of St Marys Church; and</li> <li>Provide archaeological survey prior to development.</li> </ul> </td> </tr> </table>	Land west of Claybush Road	33 homes	<ul style="list-style-type: none"> <li>Provision of pedestrian access into the village;</li> <li>Sensitive design and layout required in terms of ridge line and setting within landscape, additional planting on the east and west boundaries to improve views from Arbury Banks and screen properties on Claybush Road;</li> <li>Heritage Impact Assessment required informing design and layout at southern extent of site to respect setting of Arbury Banks Scheduled Ancient Monument and the views of St Marys Church; and</li> <li>Provide archaeological survey prior to development.</li> </ul>	
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FM 104	136	Paragraphs 13.9 to 13.12 (delete)	<p><b>Infrastructure &amp; mitigation</b></p> <p><del>13.9 The impact of the proposed site on heritage assets and the landscape is a key consideration. Our overall evidence base concludes that, in order to meet our housing requirements over the plan period, it will be necessary to allocate some sites which may impact upon heritage assets and landscape. Our aim will be to ensure that the overall integrity of relevant heritage assets are protected and that the development is designed to minimise impact on the landscape.</del></p> <p><del>13.10 Currently there is no pedestrian access along Claybush Road, therefore the development should deliver a pedestrian access route into the village to enable access to services and facilities.</del></p> <p><del>13.11 The footpath network in Ashwell currently extends to the junction of Bear Lane and Ashwell Street and there may be opportunities to connect from here from the north of the allocated site.</del></p> <p><del>13.12 Additional education provision will be needed in Ashwell during the Plan period, funding will therefore be sought to ensure the local education infrastructure can accommodate the additional demand arising from the site.</del></p>				
		<b>BALDOCK</b>					
MM 206	138	Policy BA2	<table border="1"> <tr> <td>Land <b>south</b>-west of Clothall Road (Clothall parish)</td> <td>200 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Creation of appropriate, defensible Green Belt boundary along <b>the south-eastern</b> south-western perimeter of <b>the</b> site;</li> <li>Appropriate mitigation measures for noise associated with the A505 to potentially include insulation and orientation of living spaces;</li> <li>Proposals to be informed by a site-specific landscape assessment;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Consider and mitigate against potential adverse impacts upon Weston Hills Local Wildlife Site;</li> <li>Heritage impact assessment (including assessment of significance) and sensitive design to ensure</li> </ul> </td> </tr> </table>	Land <b>south</b> -west of Clothall Road (Clothall parish)	200 homes	<ul style="list-style-type: none"> <li>Creation of appropriate, defensible Green Belt boundary along <b>the south-eastern</b> south-western perimeter of <b>the</b> site;</li> <li>Appropriate mitigation measures for noise associated with the A505 to potentially include insulation and orientation of living spaces;</li> <li>Proposals to be informed by a site-specific landscape assessment;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Consider and mitigate against potential adverse impacts upon Weston Hills Local Wildlife Site;</li> <li>Heritage impact assessment (including assessment of significance) and sensitive design to ensure</li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<ul style="list-style-type: none"> <li>appropriate protection of adjacent Scheduled Ancient Monument; and</li> <li>Archaeological survey to be completed prior to development.</li> </ul>		
MM 207 / FM 106	138	Policy BA3	<table border="1"> <tr> <td>Land south of Clothall Common (Clothall parish)</td> <td>200 <del>245</del> homes</td> </tr> </table> <ul style="list-style-type: none"> <li>Deliver, in combination with Site BA4, a southern link road connecting <del>Wallington Road to the</del> B656 Royston Road to <b>Wallington Road or the A507 Clothall Road within the southern bypass;</b></li> <li><b>Provision of suitable vehicle, cycle and pedestrian links to ensure integration with adjoining site BA4;</b></li> <li><b>Consideration of the most appropriate routes and movements for all modes between the allocation site, the existing Clothall Common estate and the wider transport network</b></li> <li>Site layout to take account of existing wastewater infrastructure;</li> <li>Appropriate solution for short- and long-term education requirements having regard to up-to-date assessments of need;</li> <li>Appropriate mitigation measures for noise associated with the A505 to <del>potentially</del> include <b>appropriate</b> insulation and orientation of living spaces;</li> <li><b>Maintaining or limited re-profiling of the existing bunding towards the east of the site with no housing permitted on or beyond its (revised) alignment;</b></li> <li>Incorporate alignment of former Wallington Road and Bridleway Clothall 027 as green corridor <del>along northern perimeter of</del> <b>through the site;</b></li> <li>Incorporate ordinary watercourses (and any appropriate measures) within comprehensive green infrastructure and / or SUDs approach;</li> <li>Address existing surface water flood risk issues, including any run-off through SUDs or other appropriate solution;</li> <li>Proposals to be informed by a site-specific landscape assessment;</li> <li>Heritage impact assessment (including assessment of significance) and sensitive design to ensure appropriate protection of adjacent Scheduled Ancient Monument; and</li> <li>Archaeological survey to be completed prior to development.</li> </ul>	Land south of Clothall Common (Clothall parish)	200 <del>245</del> homes
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			<ul style="list-style-type: none"> <li>• <b>Consideration of the most appropriate routes and movements for all modes between the allocation site, the existing Clothall Common estate and the wider transport network;</b></li> <li>• Site layout to take account of existing wastewater infrastructure</li> <li>• Incorporate ordinary watercourses (and any appropriate measures) within comprehensive green infrastructure and / or SUDs approach;</li> <li>• Proposals to be informed by a site-specific landscape assessment;</li> <li>• Address existing surface water flood risk issues, including any run-off through SUDs or other appropriate solution</li> <li>• Archaeological survey to be completed prior to development.</li> </ul>		
MM 209	139	Policy BA5	<table border="1"> <tr> <td>Land off Yeomanry Drive</td> <td>25 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• Site layout to take account of existing wastewater infrastructure;</li> <li>• Incorporate ordinary watercourses (and any appropriate measures) within comprehensive green infrastructure and / or SUDs approach;</li> <li>• Address existing surface water flood risk issues, including any run-off through SUDs or other appropriate solution;</li> <li>• Appropriate treatment of <del>south-eastern and south-western</del> site boundaries to maintain access to, and integrity of, Footpath Baldock 036 <b>and east-west green corridor;</b></li> <li>• Heritage impact assessment (including assessment of significance) and sensitive design to ensure appropriate protection of adjacent Scheduled Ancient Monument; and</li> <li>• Archaeological survey to be completed prior to development.</li> </ul>	Land off Yeomanry Drive	25 homes
Land off Yeomanry Drive	25 homes				
MM 211	141	Policy BA10	<table border="1"> <tr> <td>Royston Road</td> <td>19.6</td> </tr> </table> <ul style="list-style-type: none"> <li>• <b>A masterplan to be secured prior to the approval of any detailed matters;</b></li> <li>• Ensure access arrangements control HGV movements to direct vehicles towards the A505 rather than through Baldock;</li> <li>• Address existing surface water flood risk issues, including any run-off through SUDs or other appropriate solution;</li> <li>• <b>Landscaping to enhance the ecological value of the railway corridor and reinforce a defensible Green Belt boundary to the east;</b></li> <li>• <b>Undertake Contaminated Land Preliminary Risk Assessment, particularly in relation to current and historic agricultural use;</b></li> <li>• Provide adequate mitigation measures for noise associated with the railway line and for any potential employment activity in relation to Clothall Common;</li> </ul>	Royston Road	19.6
Royston Road	19.6				

Ref.	Page (LP1)	Policy / Paragraph	Modification															
			<ul style="list-style-type: none"> <li>Retaining framed views of St Mary's Church from within and beyond the site;</li> <li>Archaeological survey to be completed prior to development; and</li> <li>Use of green roofs on buildings in order to create a less harsh urban-rural transition to the Green Belt on the eastern side of this allocation.</li> </ul> <table border="1"> <tr> <td colspan="3"><i>Designated employment areas</i></td> </tr> <tr> <td>BE1</td> <td>Bondor Business Centre</td> <td>2.5</td> </tr> <tr> <td>BE2</td> <td>Royston Road</td> <td>3.3</td> </tr> <tr> <td colspan="3"><i>Parts of employment areas designated for business use only</i></td> </tr> <tr> <td>BB1</td> <td>Bondor Business Centre East</td> <td>1.0</td> </tr> </table>	<i>Designated employment areas</i>			BE1	Bondor Business Centre	2.5	BE2	Royston Road	3.3	<i>Parts of employment areas designated for business use only</i>			BB1	Bondor Business Centre East	1.0
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MM 409	142	Paragraph 13.30	Additionally a southern link road is also proposed to enable the development of site BA3 and BA4 but also improving. <b>This will improve</b> connectivity to the south of the town providing the ability to bypass this junction. <b>The detailed alignment of the link road will be determined through the Development Management process. This may require the existing bunding at the eastern end of the proposed link road to be re-profiled. The agreed route of the southern link road through the bunded area will mark the outer limits of built development in this part of the site.</b>															
MM 212	142	After 13.30 (new paragraph)	<b>Baldock has historically experienced air quality issues associated with traffic in the town. However, these measures should help to ensure that relevant Air Quality Objectives are not exceeded as a consequence of growth. Detailed assessments will be required in line with Policy D4 when larger sites (including BA1 to BA4) are brought forward for development.</b>															
<b>BARKWAY</b>																		
FM 110	144	Policy BK1 (delete)	<table border="1"> <tr> <td>Land off Cambridge Road</td> <td>13 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>Site layout designed to integrate with any future use of adjoining reserve school site;</li> <li>Appropriate treatment of northern boundary to maintain integrity of Bridleway Barkway 017;</li> <li>Sensitive design to respect setting of Barkway Conservation Area and Cokenach Registered Park and Garden to include: <ul style="list-style-type: none"> <li>Reinforcing hedgerows and landscaping along southern boundary of site; and</li> <li>Access arrangements designed to minimise harm to heritage assets</li> </ul> </li> </ul>	Land off Cambridge Road	13 homes													
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MM 215 / FM 111	144	Policy BK2	<table border="1"> <tr> <td>Land off Windmill Close</td> <td>20 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>Part of the site to be retained as open space; and</li> <li><b>Contribution towards travel by sustainable modes of transport between Barley and Barkway schools</b></li> </ul>	Land off Windmill Close	20 homes													
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MM 216 / FM 112	144	Policy BK3	<p>Land between Cambridge Road &amp; Royston Road 140 homes</p> <ul style="list-style-type: none"> <li>Development should be set back from the road;</li> <li>Lower density housing would be appropriate on the eastern part of the site;</li> <li>Incorporation of <del>footpath</del> <b>Bridleway</b> Barkway 017 as a north-south green corridor through the site;</li> <li>Appropriate treatment of northern boundary to maintain alignment and integrity of Bridleway Barkway 018</li> <li>Explore opportunities for connecting road from Royston Road to Cambridge Road having regard to heritage considerations (below);</li> <li>Sensitive integration into existing village, particularly in terms of design, building orientation and opportunities for pedestrian and cycle access;</li> <li><b>Contribution towards travel by sustainable modes of transport between Barley and Barkway schools</b></li> <li>Provision of local convenience shop;</li> <li><b>Approximately 1.5 hectares of land secured as a reserve site for primary education;</b></li> <li>Site layout designed to integrate with any future use of <del>land identified for adjoining reserve</del> school site;</li> <li>Development should include extensive tree planting, maintenance of the existing boundaries and hedgerows.</li> <li><b>Development should include measures to minimise impact on Newsells Park Stud, in terms of proximity of built development, noise and increased activity;</b></li> <li>Sensitive design to respect setting of Cokenach Registered Park and Garden and listed buildings within Newsells estate to include: <ul style="list-style-type: none"> <li>Reinforcing of hedgerows and landscaping along site boundaries; and</li> <li>Access arrangements designed to minimise harm to heritage assets</li> </ul> </li> </ul>
MM 219 / FM 114	144	Paragraph 13.39	<p>The existing first school site in Barkway is <b>federated with the first school in neighbouring Barley with different year groups taught in each village. Current estimates suggest that the additional pupils likely to arise from the sites in Barkway can be accommodated in the existing schools. Contributions to support sustainable travel between the two sites should be secured from new developments. Both school sites are constrained and is are considered difficult to expand. Hertfordshire County Council hold a reserve school site in the village, lying between sites BK1 and within site BK3. This A reserve site will be retained providing the opportunity to respond to the any further increase in the number of dwellings for the pupils from the two villages.</b></p>



Ref.	Page (LP1)	Policy / Paragraph	Modification				
FM 115	145	Paragraph 13.40	We will work with the County Council and Diocese (who operate the schools in Barkway and Barley) to explore the most appropriate long-term education solutions.				
MM 220	145	After paragraph 13.41 (new paragraph)	<b>Newsells Park Stud is an established rural business which lies directly to the north of site BK3. The stud is a specialist business which relies on the adjoining pasture land to create the best conditions for rearing foals. Development on site BK3 will need to take into account any potential impact from noise, increased activity and other forms of disturbance both during construction and throughout the occupancy of the scheme.</b>				
MM 224 / FM 120	152	Policy CD1 (3 <sup>rd</sup> and 4 <sup>th</sup> bullets)	<table border="1"> <tr> <td>Land south of Cowards Lane</td> <td>73 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li>Sensitive integration into existing village, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</li> <li><b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li><b>Contribution towards expansion of Codicote Primary School;</b></li> <li><b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>Sensitive design, particularly at north-east of site, to prevent adverse impact upon setting of Listed Buildings on High Street;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Consider and mitigate against potential adverse impacts upon <del>Hollands</del> <b>Hollards</b> Farm Meadow Local Wildlife Site and adjoining priority woodland habitat.</li> </ul> </td> </tr> </table>	Land south of Cowards Lane	73 homes	<ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li>Sensitive integration into existing village, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</li> <li><b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li><b>Contribution towards expansion of Codicote Primary School;</b></li> <li><b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>Sensitive design, particularly at north-east of site, to prevent adverse impact upon setting of Listed Buildings on High Street;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Consider and mitigate against potential adverse impacts upon <del>Hollands</del> <b>Hollards</b> Farm Meadow Local Wildlife Site and adjoining priority woodland habitat.</li> </ul>	
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MM 225 / FM 121	153	Policy CD2 (2 <sup>nd</sup> and 3 <sup>rd</sup> bullets)	<table border="1"> <tr> <td>Codicote Garden Centre, High Street</td> <td>54 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li><b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li><b>Contribution towards expansion of Codicote Primary School;</b></li> <li><b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> </ul> </td> </tr> </table>	Codicote Garden Centre, High Street	54 homes	<ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li><b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li><b>Contribution towards expansion of Codicote Primary School;</b></li> <li><b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> </ul>	
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			<ul style="list-style-type: none"> <li>• <b>Access through site to adjoining sports field and community centre;</b></li> <li>• Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>• Consider and mitigate against potential adverse impacts upon adjoining priority deciduous woodland habitat;</li> <li>• Sensitive design taking opportunities to enhance setting of Grade II* Listed Church of St Giles;</li> <li>• <b>Retain and strengthen existing boundary hedgerows.</b></li> </ul>				
MM 226 / FM 122	153	Policy CD3 (1 <sup>st</sup> and 2 <sup>nd</sup> bullets)	<table border="1"> <tr> <td>Land north of The Close</td> <td>48 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• <b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li>• <b>Contribution towards expansion of Codicote Primary School;</b></li> <li>• <b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li>• Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>• Sensitive incorporation of Footpaths Codicote 007 and 008 as <del>perimeter</del> features <del>around</del> <b>within</b> the site and <b>providing</b> a connection from the High Street to the wider countryside;</li> <li>• Heritage impact assessment (including assessment of significance) and sensitive design to ensure appropriate approach to nearby Grade II* listed The Bury.</li> </ul> </td> </tr> </table>	Land north of The Close	48 homes	<ul style="list-style-type: none"> <li>• <b>Appropriate solution for expansion of Codicote Primary School to be secured to accommodate additional pupils arising from this site;</b></li> <li>• <b>Contribution towards expansion of Codicote Primary School;</b></li> <li>• <b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li>• Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>• Sensitive incorporation of Footpaths Codicote 007 and 008 as <del>perimeter</del> features <del>around</del> <b>within</b> the site and <b>providing</b> a connection from the High Street to the wider countryside;</li> <li>• Heritage impact assessment (including assessment of significance) and sensitive design to ensure appropriate approach to nearby Grade II* listed The Bury.</li> </ul>	
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MM 227 / FM 123	153	Policy CD5 (1 <sup>st</sup> and 2 <sup>nd</sup> bullets)	<table border="1"> <tr> <td>Land south of Heath Lane</td> <td>140 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• Land <del>broadly</del> to the east of the current alignment of footpath Codicote 014 to be reserved <b>and secured for education use to enable for</b> expansion of the existing school <b>to accommodate additional pupils arising from the allocated sites;</b></li> <li>• <b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>• Detailed drainage strategy identifying water infrastructure required and</li> </ul> </td> </tr> </table>	Land south of Heath Lane	140 homes	<ul style="list-style-type: none"> <li>• Land <del>broadly</del> to the east of the current alignment of footpath Codicote 014 to be reserved <b>and secured for education use to enable for</b> expansion of the existing school <b>to accommodate additional pupils arising from the allocated sites;</b></li> <li>• <b>Transport Assessment to consider the cumulative impacts of sites CD1, CD2, CD3 and CD5 on the village centre and minor roads leading to/from Codicote and secure necessary mitigation or improvement measures;</b></li> <li>• Detailed drainage strategy identifying water infrastructure required and</li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification						
			<p>mechanism(s) for delivery;</p> <ul style="list-style-type: none"> <li>• Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>• Consider and mitigate against potential adverse impacts upon nearby features of biodiversity interest including: <ul style="list-style-type: none"> <li>○ Codicote Lodge Icehouse &amp; surrounds Local Wildlife Site;</li> <li>○ Heath Plantation Local Wildlife Site;</li> <li>○ Meadow NW of First Spring Local Wildlife Site; and</li> <li>○ Priority deciduous woodland habitat adjoining the site;</li> </ul> </li> <li>• Sensitive incorporation of existing rights of way, including footpaths Codicote 014, 015 &amp; 016 as green corridors through the site connecting the existing village to the wider countryside;</li> <li>• Proposals to be informed by a site-specific landscape assessment, particularly ensuring development at the south-west of the site does not encroach beyond acceptable limits into longer views across the Mimram Valley;</li> <li>• Lower density of development to southern edge of site to respect local character; and</li> <li>• Sensitive treatment of Heath Lane frontage to minimise impact upon nearby Listed Buildings.</li> </ul>						
MM 229 / FM 125	154	Paragraph 13.78	A site adjoining the existing Gypsy and Traveller site at <b>Danesbury Park Road Pulmore Water</b> has been identified for <b>four</b> <del>six</del> additional <b>Gypsy and Traveller</b> pitches to meet identified needs.						
MM 230 / FM 126	154	Policy CD4 (delete)	<table border="1"> <thead> <tr> <th>Ref</th> <th>Site</th> <th>Pitch estimate</th> </tr> </thead> <tbody> <tr> <td>CD4</td> <td>Land at Pulmore Water, St Albans Road</td> <td>6</td> </tr> </tbody> </table>	Ref	Site	Pitch estimate	CD4	Land at Pulmore Water, St Albans Road	6
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MM231	154	Policy CD6 (add)	<table border="1"> <tbody> <tr> <td>CD6</td> <td>Land at Woodside Place, Danesbury Park Road</td> <td>4</td> </tr> </tbody> </table>	CD6	Land at Woodside Place, Danesbury Park Road	4			
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MM 232	154	Paragraph 13.80	The existing 1 FE Codicote school regularly fills most of its available places from the local area. Its current site is physically constrained. Expansion of the existing primary school is required to accommodate demand from the additional residential development <b>within sites CD1, CD2, CD3 and CD5 as well as other dwellings that may come forward</b> that is planned in Codicote. <b>Expansion of the existing primary school will require site CD5 to come forward first to provide the land with the other three sites coming forward shortly after to ensure the necessary</b>						

Ref.	Page (LP1)	Policy / Paragraph	Modification				
			contributions for the expansion are available at the right time.				
MM 233	154	After paragraph 13.81 (new paragraph)	Some minor roads leading to/from Codicote may require mitigation. This includes Bury Lane/Park Lane to Old Knebworth, and St. Albans Road. The effects of increased traffic through the village centre could also be off-set by environmental improvements.				
		<b>GREAT ASHBY AND NORTH-EAST STEVENAGE</b>					
MM 237	156	Policy GA1	<table border="1"> <tr> <td>Land at Roundwood (Graveley parish)</td> <td>330 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>Sensitive integration into existing settlement in terms of development layout and building orientation;</li> <li>Principal vehicular access taken from existing residential streets within Great Ashby</li> <li><b>Provision for sustainable modes of transport having regard to the Stevenage Mobility Strategy;</b></li> <li><b>Transport Assessment to identify and secure measures to manage traffic flows arising from the development along Back Lane;</b></li> <li><b>Contribution towards appropriate GP provision across the north of Stevenage sites;</b></li> <li>Maintain general integrity of Weston Road, including as a through route for pedestrians and cyclists</li> <li>Retention and sensitive treatment of priority woodland habitats surrounding site to north and west;</li> <li>Consider and mitigate against any adverse impacts upon adjacent local wildlife site at Parsonsgreen Wood;</li> <li>Integration of Footpath Graveley 010 as a perimeter feature around the north of the site;</li> <li>Sensitive design and landscaping around northern and western peripheries to minimise impacts upon wider landscape and heritage assets, including the setting of the Scheduled Ancient Monument at Chesfield Church.</li> </ul> </td> </tr> </table>	Land at Roundwood (Graveley parish)	330 homes	<ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>Sensitive integration into existing settlement in terms of development layout and building orientation;</li> <li>Principal vehicular access taken from existing residential streets within Great Ashby</li> <li><b>Provision for sustainable modes of transport having regard to the Stevenage Mobility Strategy;</b></li> <li><b>Transport Assessment to identify and secure measures to manage traffic flows arising from the development along Back Lane;</b></li> <li><b>Contribution towards appropriate GP provision across the north of Stevenage sites;</b></li> <li>Maintain general integrity of Weston Road, including as a through route for pedestrians and cyclists</li> <li>Retention and sensitive treatment of priority woodland habitats surrounding site to north and west;</li> <li>Consider and mitigate against any adverse impacts upon adjacent local wildlife site at Parsonsgreen Wood;</li> <li>Integration of Footpath Graveley 010 as a perimeter feature around the north of the site;</li> <li>Sensitive design and landscaping around northern and western peripheries to minimise impacts upon wider landscape and heritage assets, including the setting of the Scheduled Ancient Monument at Chesfield Church.</li> </ul>	
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MM 238	157	Paragraph 13.99	Our proposals for site GA2 also require consideration of education provision, <del>including a minimum requirement-</del> <b>reserving land</b> to provide a new 2FE primary / <b>4FE secondary 'all through'</b> school. <del>Between them, t</del> These measures <del>should</del> <b>will</b> ensure sufficient provision to serve Great Ashby as a whole.				
MM 239	157	After paragraph 13.99 (New paragraph)	<b>The Stevenage Mobility Strategy aims to significantly increase the proportion of journeys undertaking on foot, by bike and by public transport over the plan period. Sites on the edge of Stevenage will need to make appropriate provision for sustainable modes of transport, and appropriate contributions to relevant sustainable travel schemes across the town, to ensure that they meet these aims.</b>				
MM 240	157	Paragraph 13.100	Our transport modelling does not identify any specific mitigation scheme requirements for Great Ashby. <b>There are however local concerns that Back Lane, a narrow minor road which leads to Church Lane in Graveley, could be used by increased numbers of vehicles leaving the new development sites, and that junctions in Graveley itself</b>				

Ref.	Page (LP1)	Policy / Paragraph	Modification				
			<p>will suffer from congestion as a result of increased flows . These issues are also part of wider network issues concerning junction 8 of the A1(M) and alternative routeings to this, which are being reviewed by the Council and HCC, and which will propose mitigation measures in the area. These will be reflected in future iterations of the Infrastructure Delivery Plan. Any transport proposals should consider the effects on adjacent networks and communities such as Graveley , and propose suitable mitigation; the analysis should also consider cumulative impacts. However, it is also recognised that there are localised highway issues in the area, particularly relating to on-street car parking<sup>141</sup>. These <b>parking issues</b> have arisen, in part, as a result of national planning policies in place at the time Great Ashby was developed which restricted the amount of off-street car parking the District Council could require. <b>These measures, along with wider transport and mobility proposals arising from development of the site, will be developed in consultation with Hertfordshire County Council and Stevenage Borough Council.</b></p> <p>[Footnote] <sup>141</sup> This also explains why high-level traffic modelling, which will not contain this level of intelligence, considers there to be sufficient capacity.</p>				
MM 241	157	Paragraph 13.101	<p><b>Some elements of potential solutions to these issues</b> highway management measures, such as the use of Traffic Regulation Orders (TROs) <b>to deal with parking issues</b>, lie outside the direct control of the planning system and it is therefore not for this Local Plan to dictate the most appropriate solution(s).</p>				
MM 244	158	After Paragraph 13.103 (new paragraph)	<p><b>Our evidence identifies that the three housing allocations proposed to the north of Stevenage within the District will generate a requirement for two additional GPs. The most appropriate location and format for this provision will be determined in consultation with health service providers also having regard to existing and proposed patterns of provision within Stevenage.</b></p>				
		<b>HITCHIN</b>					
MM 249	162	Policy HT2	<table border="1"> <tr> <td>Land north of Pound Farm (St Ippolyts parish)</td> <td>84 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• Site layout designed to take account of existing wastewater infrastructure;</li> <li>• Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>• <b>No residential development within Flood Zone 2;</b></li> <li>• Maintain appropriate buffer zone from Ippolitts Brook at south-east of site;</li> <li>• Consider and mitigate against any adverse impacts upon adjoining priority habitat (deciduous woodland) and key features of interest of adjacent local wildlife site (Folly Alder Swamp);</li> <li>• <b>Retain and reinforce planting along southern and eastern boundaries to ensure integrity of revised Green Belt boundary;</b></li> <li>• Sensitive design towards south-west of site and in areas viewed from Mill Lane to minimise harm to heritage assets.</li> </ul> </td> </tr> </table>	Land north of Pound Farm (St Ippolyts parish)	84 homes	<ul style="list-style-type: none"> <li>• Site layout designed to take account of existing wastewater infrastructure;</li> <li>• Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>• <b>No residential development within Flood Zone 2;</b></li> <li>• Maintain appropriate buffer zone from Ippolitts Brook at south-east of site;</li> <li>• Consider and mitigate against any adverse impacts upon adjoining priority habitat (deciduous woodland) and key features of interest of adjacent local wildlife site (Folly Alder Swamp);</li> <li>• <b>Retain and reinforce planting along southern and eastern boundaries to ensure integrity of revised Green Belt boundary;</b></li> <li>• Sensitive design towards south-west of site and in areas viewed from Mill Lane to minimise harm to heritage assets.</li> </ul>	
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MM	162	Policy HT3	<table border="1"> <tr> <td>Land south of Oughtonhead Lane</td> <td>46 homes</td> </tr> </table>	Land south of Oughtonhead Lane	46 homes		
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Ref.	Page (LP1)	Policy / Paragraph	Modification				
250			<ul style="list-style-type: none"> <li>Access from Westbury <del>Close Way or Long Innings</del> whilst maintaining the general integrity and character of Oughtonhead Lane (Restricted Byway Hitchin 003);</li> <li>Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI;</li> <li><b>Retain and reinforce planting along western and southern boundaries to ensure integrity of revised Green Belt boundary;</b></li> <li>Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB.</li> </ul>				
MM 251	HT5	Policy HT5	<table border="1"> <tr> <td>Land at junction of Grays Lane &amp; Lucas Lane</td> <td>16 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Improvements to Grays Lane to provide access to sites HT5 and HT6 whilst maintaining appropriate access to, <b>and general integrity and character of</b>, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;</li> <li><b>Retain and reinforce planting along western boundaries to protect openness of Green Belt beyond the allocation;</b></li> <li>Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI;</li> <li>Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB.</li> </ul> </td> </tr> </table>	Land at junction of Grays Lane & Lucas Lane	16 homes	<ul style="list-style-type: none"> <li>Improvements to Grays Lane to provide access to sites HT5 and HT6 whilst maintaining appropriate access to, <b>and general integrity and character of</b>, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;</li> <li><b>Retain and reinforce planting along western boundaries to protect openness of Green Belt beyond the allocation;</b></li> <li>Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI;</li> <li>Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB.</li> </ul>	
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MM 252	HT6	Policy HT6	<table border="1"> <tr> <td>Land at junction of Grays Lane &amp; Crow Furlong</td> <td>53 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Improvements to Grays Lane to provide access to sites HT5 and HT6 whilst maintaining appropriate access to, <b>and integrity and character of</b>, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;</li> <li>Consider and mitigate against any adverse impacts upon adjoining priority habitat (deciduous woodland);</li> <li>Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI;</li> <li><b>Retain and reinforce planting along western and southern boundaries to ensure integrity of revised Green Belt boundary;</b></li> <li>Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB;</li> <li>Archaeological survey to take place prior to development.</li> </ul> </td> </tr> </table>	Land at junction of Grays Lane & Crow Furlong	53 homes	<ul style="list-style-type: none"> <li>Improvements to Grays Lane to provide access to sites HT5 and HT6 whilst maintaining appropriate access to, <b>and integrity and character of</b>, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;</li> <li>Consider and mitigate against any adverse impacts upon adjoining priority habitat (deciduous woodland);</li> <li>Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI;</li> <li><b>Retain and reinforce planting along western and southern boundaries to ensure integrity of revised Green Belt boundary;</b></li> <li>Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB;</li> <li>Archaeological survey to take place prior to development.</li> </ul>	
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MM	163	Policy HT8	<table border="1"> <tr> <td>Industrial Area, Cooks Way</td> <td><del>50</del>12 homes</td> </tr> </table>	Industrial Area, Cooks Way	<del>50</del> 12 homes		
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Ref.	Page (LP1)	Policy / Paragraph	Modification																														
253			<ul style="list-style-type: none"> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Site layout designed to take account of existing wastewater infrastructure;</li> <li>Higher intensity development to take account of site location and surrounding completed schemes.</li> <li><b>Development should not prejudice future use of the safeguarded rail aggregate depot</b></li> </ul>																														
MM 398	164	Table after Paragraph 13.128	<table border="1"> <thead> <tr> <th>Ref</th> <th>Employment allocations and site-specific criteria <i>Designated employment areas</i></th> <th>Hectares</th> </tr> </thead> <tbody> <tr> <td>HE1</td> <td>Wilbury Way</td> <td>38.9</td> </tr> <tr> <td>HE2</td> <td>Burymead Road</td> <td>7.1</td> </tr> <tr> <td>HE3</td> <td>Station approach</td> <td>1.4</td> </tr> <tr> <td>HE4</td> <td>Land adjacent to Priory Park</td> <td>0.9</td> </tr> <tr> <td colspan="3"><i>Parts of employment areas designated for business use only</i></td> </tr> <tr> <td>HB1</td> <td>Wilbury Way</td> <td>3.6</td> </tr> <tr> <td>HB2</td> <td>Cadwell Lane</td> <td>0.8</td> </tr> <tr> <td>HB3</td> <td>Burymead Road</td> <td>7.1</td> </tr> <tr> <td>HB4</td> <td>Land adjacent to Priory Park</td> <td>0.9</td> </tr> </tbody> </table>	Ref	Employment allocations and site-specific criteria <i>Designated employment areas</i>	Hectares	HE1	Wilbury Way	38.9	HE2	Burymead Road	7.1	HE3	Station approach	1.4	HE4	Land adjacent to Priory Park	0.9	<i>Parts of employment areas designated for business use only</i>			HB1	Wilbury Way	3.6	HB2	Cadwell Lane	0.8	HB3	Burymead Road	7.1	HB4	Land adjacent to Priory Park	0.9
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MM 255	164	Paragraph 13.132	<p>A need for additional retail floorspace has been recognised <b>by the Council</b> and national guidance is clear that, where this is the case, sites should be allocated where this need can be met. <b>The retail capacity projections<sup>[x]</sup> are district wide and can be met within the district. They are based on the projected additional spend on retail from an increased population and retaining market shares from competing centres. The capacity projections for Hitchin indicate the potential for growth of 11,100 gross sq.m to 2031. Whilst the retail projections go to 2031, national planning guidance advises that such projections are rarely reliable beyond five years. The Council will monitor such projections through the monitoring framework over the plan period to help inform decision making on any planning applications that include retail. Our evidence sees the Churchgate Centre and the surrounding area as a location where up to 4,000m<sup>2</sup> of additional retail floorspace could be provided as part of a comprehensive mixed-use redevelopment.</b></p> <p>[Footnote] <sup>[x]</sup>North Hertfordshire Retail Study Update (NLP, 2016); Retail Background Paper (NHDC, 2016)</p>																														
MM 256	164	After paragraph 13.132 (New Paragraph)	<p><b>For allocation purposes, the capacity has been distributed between three of the four Town centres' in the District. Baldock does not have an allocation due to no sites being presented as available to the Council.</b></p>																														
MM 257	164	Paragraph 13.133	<p><b>Our evidence sees the Churchgate Centre and the surrounding area as a location where up to 4,000 gross sq.m of additional retail floorspace could be provided as part of a comprehensive mixed-use redevelopment across the</b></p>																														

Ref.	Page (LP1)	Policy / Paragraph	Modification				
			<b>entire allocated site.</b> Redevelopment of this area at a suitable scale and reflecting the historic properties of Hitchin town centre has the potential to enhance the character, appearance and significance of this area.				
MM 258	164	After paragraph 13.133 (new paragraphs)	<p><b>Paynes Park could deliver up to 3,000 gross sq.m additional retail floorspace and overall the remaining potential retail capacity for Hitchin of 4,100 gross sq.m will need to be met on a district wide basis. The retail study briefing note<sup>[x]</sup> indicates in its summary table that by 2031 the District as a whole will have effectively met its current capacity projections.</b></p> <p><b>A concept framework / masterplan will be initiated by the District Council to address the requirements of Policies HT11 and HT12. It will consider existing and potential land uses, capacities for development and place-making. It will illustrate the disposition and connectivity of current and potential land uses including retail; employment / commercial; housing; community facilities; formal/informal public open space; the market; links to car parks, bus stops, key footpaths, cycle tracks and vehicular routes as well as guidance on how these routes will align through and around the framework / masterplan area connecting to surrounding neighbourhoods. The framework / masterplan will also consider the phasing and deliverability of any site-specific proposals.</b></p> <p>[New footnote] <sup>[x]</sup><b>Retail Study Briefing Note (Lichfields, 2017)</b></p>				
MM 259	164	Paragraph 13.134	These schemes will be <b>main town centre uses</b> retail-led. Consequently, no specific housing allocation or requirement is identified, and any residential units here will contribute towards the windfall other allowances identified in Policy SP8(c) of this Plan.				
MM 260	164	After paragraph 13.135 (new paragraphs)	<p><b>Any major planning application within the allocation area on the Policies Map, should have regard to the concept framework / masterplan. Any major planning application which comes ahead of the concept framework / masterplan will be considered in accordance with the criterion in Policy HT11.</b></p> <p><b>The Hitchin Town Centre Strategy review will commence in advance of the second period of the Local Plan; being informed by the preceding Concept Framework.</b></p>				
MM 262 / FM 131	165	Policy HT11	<table border="1"> <thead> <tr> <th>Churchgate and its surrounding area</th> <th>Mixed-use</th> </tr> </thead> <tbody> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Redevelopment to provide approximately 4,000 m<sup>2</sup> of gross sq.m of additional main shop, café, restaurant, pub, drinking establishment or takeaway town centre uses floorspace at ground floor level, subject to an up-to date assessment of retail capacity and supply. <ul style="list-style-type: none"> <li>Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</li> <li>Main Town Centre Uses and / or residential on upper or basement floorspace where these can additionally be accommodated in design,</li> </ul> </li> </ul> </td> </tr> </tbody> </table>	Churchgate and its surrounding area	Mixed-use	<ul style="list-style-type: none"> <li>Redevelopment to provide approximately 4,000 m<sup>2</sup> of gross sq.m of additional main shop, café, restaurant, pub, drinking establishment or takeaway town centre uses floorspace at ground floor level, subject to an up-to date assessment of retail capacity and supply. <ul style="list-style-type: none"> <li>Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</li> <li>Main Town Centre Uses and / or residential on upper or basement floorspace where these can additionally be accommodated in design,</li> </ul> </li> </ul>	
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			<p style="text-align: center;"><b>layout and transport terms.</b></p> <ul style="list-style-type: none"> <li>• Provision of residential accommodation on upper floors;</li> <li>• <b>Preparation of a concept framework / masterplan to enable:</b> <ul style="list-style-type: none"> <li>○ Identification of suitable, long-term location(s) for Hitchin Market;</li> <li>○ <del>Ensure an appropriate level of car parking is retained and / or provided across the town centre as a whole;</del></li> <li>○ Provision of high quality public realm including strengthened pedestrian links between Market Place, Queen Street, Portmill Lane, Bancroft and along the River Hiz;</li> <li>○ Preservation and enhancement of heritage assets including Hitchin Conservation Area and listed buildings, including: <ul style="list-style-type: none"> <li>▪ Protection of key views of Grade I listed St Mary’s Church, including from Hollow Lane;</li> <li>▪ Consideration and sensitive treatment of key listed buildings and their settings including the Sun Hotel, the Biggin and various buildings in Market Place;</li> <li>▪ Retention and enhancement of terracing to River Hiz <b>having regard to identified Flood Zone;</b></li> <li>▪ Any replacement buildings required to: <ul style="list-style-type: none"> <li>• respect existing building frontage lines on Sun Street and Market Place; and</li> <li>• provide architectural variation to reflect rhythm of historic building plots.</li> </ul> </li> </ul> </li> </ul> </li> <li>• Archaeological survey to be completed prior to development; <b>and</b></li> <li>• <b>Ensure an appropriate level of car parking is retained and / or provided across the town as a whole.</b></li> </ul>				
MM 263 / FM 132	165	Policy HT12	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="672 1182 1400 1230" style="width: 60%;"><b>Paynes Park</b></td> <td data-bbox="1400 1182 2074 1230" style="width: 40%; text-align: right;">Mixed-use</td> </tr> <tr> <td colspan="2" data-bbox="672 1230 2074 1444"> <ul style="list-style-type: none"> <li>• Redevelopment to provide approximately 4,000m<sup>2</sup> of <b>3,000 gross sq.m of additional main shop, café, restaurant, pub, drinking establishment or takeaway</b> town centre uses floorspace <b>at ground floor level, subject to an up-to date assessment of retail capacity and supply.</b> <ul style="list-style-type: none"> <li>○ <b>Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</b></li> </ul> </li> </ul> </td> </tr> </table>	<b>Paynes Park</b>	Mixed-use	<ul style="list-style-type: none"> <li>• Redevelopment to provide approximately 4,000m<sup>2</sup> of <b>3,000 gross sq.m of additional main shop, café, restaurant, pub, drinking establishment or takeaway</b> town centre uses floorspace <b>at ground floor level, subject to an up-to date assessment of retail capacity and supply.</b> <ul style="list-style-type: none"> <li>○ <b>Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</b></li> </ul> </li> </ul>	
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MM 264	166	Paragraph 13.145	All schemes in Hitchin will be required to make reasonable contributions towards the funding of these works, <b>and to walking and cycling schemes in Hitchin which aim to influence mode share and free up capacity for new development.</b> However, appropriate funding arrangements will need to be made. These need to reflect the fact that background traffic growth triggers the requirement for the schemes with new development than utilising some of the additional capacity that would be provided. <b>In some cases, existing traffic or background growth may result in junction capacity issues, and new development will further increase these problems. However any additional capacity developed to resolve existing or background growth issues will also be taken up by new development, and appropriate contributions are therefore likely to be required.</b>				
<b>ICKLEFORD</b>							
MM 268	169	Policy IC1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Land at Duncots Close</td> <td style="width: 20%;">9 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>● Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>● No built development in north-east corner of site to protect views from Grade I listed church;</li> <li>● <b>Retain and reinforce planting along site boundaries to minimise heritage and Green Belt impacts</b></li> <li>● Archaeological survey to be completed prior to development.</li> <li>● <b>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</b></li> </ul> </td> </tr> </table>	Land at Duncots Close	9 homes	<ul style="list-style-type: none"> <li>● Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>● No built development in north-east corner of site to protect views from Grade I listed church;</li> <li>● <b>Retain and reinforce planting along site boundaries to minimise heritage and Green Belt impacts</b></li> <li>● Archaeological survey to be completed prior to development.</li> <li>● <b>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</b></li> </ul>	
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MM	169	Policy IC2	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Burford Grange, Bedford Road</td> <td style="width: 20%;">40 homes</td> </tr> </table>	Burford Grange, Bedford Road	40 homes		
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269			<ul style="list-style-type: none"> <li>• Provision of a pedestrian crossing point over the A600 to connect to the existing footpath network and ensure safe access;</li> <li>• Transport Assessment to consider the cumulative impacts of sites IC2, IC3 and LS1 on the junction of the A600 and Turnpike Lane for all users and secure necessary mitigation or improvement measures;</li> <li>• Consider and mitigate against any adverse impacts upon key features of interest of adjoining local wildlife site (Westmill Lane)</li> <li>• Site layout designed to take account of existing wastewater infrastructure;</li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> <li>• Retention of planting at south and west of the site to ensure integrity of revised Green Belt boundary;</li> <li>• Development should prevent unnecessary mineral sterilisation by taking into account the mineral resource block and any subsequent mineral safeguarding mechanism.</li> </ul>		
MM 270	170	Policy IC3	<table border="1"> <tr> <td>Land at Bedford Road</td> <td>150 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• Transport Assessment to consider the cumulative impacts of sites IC2, IC3 and LS1 on the junction of the A600 and Turnpike Lane for all users and secure necessary mitigation or improvement measures;</li> <li>• Approximately two hectares of land secured as a <del>appropriate solution for</del> reserve site for a primary school education requirements having regard to up-to-date assessments of need;</li> <li>• Appropriate junction access arrangements to Bedford Road;</li> <li>• Sensitive incorporation of Footpaths Ickleford 013 &amp; 014 as green routes around the edge of the site including appropriate measures to reinforce the new Green Belt boundary along their alignment;</li> <li>• Integration of Bridleway Ickleford 015 as a green corridor through the site;</li> <li>• Sensitive treatment of priority deciduous woodland habitat or, where this cannot be (fully) retained, compensatory provision elsewhere within or adjoining the site;</li> <li>• Development proposals to be informed by site-specific landscape assessment;</li> <li>• Sensitive integration into existing village, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</li> <li>• Archaeological survey to be completed prior to development;</li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>	Land at Bedford Road	150 homes
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			<ul style="list-style-type: none"> <li>• <b>Development should prevent unnecessary mineral sterilisation by taking into account the mineral resource block and any subsequent mineral safeguarding mechanism.</b></li> <li>• <del>Consider and mitigate against potential adverse impacts of sites on Oughtonhead Lane SSSI.</del></li> </ul>
MM272	170	Paragraph 13.158	Our transport modelling work does not identify any specific mitigation works that are required on the Ickleford road network. Development here will, however, contribute toward traffic generation within Hitchin and appropriate contributions will be sought towards identified schemes in the town. <b>Any transport assessments for sites in Ickleford should also consider the junction of the A600 and Turnpike Lane, where improved facilities for pedestrians and cyclists may mitigate higher traffic volumes.</b>
MM 273	170	Paragraph 13.160	Ickleford Primary is a 1FE school and regularly fills most of its available places from the local area. However, it is located on a constrained site. The school premises lie partially within the Conservation Area and the original school building is listed. There is no capacity to expand within the current site <b>but the advantages of keeping the school at the historic centre of the village are recognised in both functional and heritage terms.</b>
MM 274	170	After Paragraph 13.160 (new paragraph)	<b>As well as serving Ickleford, the school also admits pupils from northern Hitchin as well as outlying rural areas and settlements. The amount of development proposed for Ickleford may result in a need for additional primary school provision. However, it is not possible to say at this point exactly how or when this provision might be needed. The additional demand created by new development in Ickleford may be offset, either in whole or in part, by changes to school admission patterns outside of the village.</b>
MM 275	170	Paragraph 13.161	<del>The estimated number of homes on site Site IC3</del> <b>reserves sufficient land to provide</b> <del>makes allowance for the provision of a new primary school of up to 2FE on this site</del> <b>should this prove necessary.</b> This would allow for the relocation of the existing school and / or additional provision to meet requirements arising from new development if this is determined to be the most appropriate solution. <b>The Council will work with the school, Hertfordshire County Council and other stakeholders as required to monitor the demand for school places. All options for the retention of the existing school in its current form, its expansion within or adjoining its existing site or splitting provision across the two sites will be fully explored before any decision is taken to relocate Ickleford Primary to the reserve site within IC3.</b>
MM 276	171	Paragraph 13.163	Anglian Water consider there is capacity in the relevant treatment works to support the level of growth proposed. <b>There have been local incidents of sewer flooding and all sites will be required to robustly assess wastewater drainage requirements.</b>
MM 277	171	After paragraph 13.163 (new paragraph)	<del>Hertfordshire County Council, as minerals planning authority, has identified a potential resource block (and associated buffer) to the north of Hitchin. Sites IC2 and IC3 lie within these areas. These sites will be subject to consultation with the mineral planning authority to determine whether prior extraction (or any other relevant measure) is necessary to avoid sterilisation of any minerals resource.</del>
		<b>KIMPTON</b>	

Ref.	Page (LP1)	Policy / Paragraph	Modification				
MM 280	173	Policy KM3	<table border="1"> <tr> <td>Land north of High Street</td> <td>13 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Address existing surface water <b>and groundwater</b> flood risk issues through SUDs or other appropriate solution;</li> <li>Sensitive design to minimise impacts upon adjoining Conservation Area.</li> </ul> </td> </tr> </table>	Land north of High Street	13 homes	<ul style="list-style-type: none"> <li>Address existing surface water <b>and groundwater</b> flood risk issues through SUDs or other appropriate solution;</li> <li>Sensitive design to minimise impacts upon adjoining Conservation Area.</li> </ul>	
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MM 281	173	After paragraph 13.174 (new paragraph)	<p><b><i>Infrastructure and mitigation</i></b>  <b>There are known flooding issues in Kimpton, from both surface water and groundwater, particularly along Claggy Road which acts as a flood route into the High Street. Development in Kimpton will be required to achieve the equivalent of greenfield run off rates to ensure existing issues are not exacerbated.</b></p>				
<b>KING'S WALDEN</b>							
MM 282	174	Policy KW1	<table border="1"> <tr> <td>Land west of The Heath, Breachwood Green</td> <td>16 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Appropriate noise monitoring and mitigation measures, to potentially include insulation and appropriate orientation of living spaces, demonstrating WHO and BS8223 standards will be met;</li> <li>Reprovision of existing allotments subject to up-to-date assessments of need;</li> <li>Sensitive treatment on site frontage to minimise impacts upon setting of nearby Listed buildings on The Heath;</li> <li>Reinforce western site boundary to screen views, enhance Green Belt boundary and maintain rural setting of Listed buildings on Brownings Lane;</li> <li><del>Incorporation</del> <b>Provision of Footpath Kings Walden 008 as green corridor through the site linking Footpath Kings Walden 008 with Footpath Kings Walden 014.</b></li> </ul> </td> </tr> </table>	Land west of The Heath, Breachwood Green	16 homes	<ul style="list-style-type: none"> <li>Appropriate noise monitoring and mitigation measures, to potentially include insulation and appropriate orientation of living spaces, demonstrating WHO and BS8223 standards will be met;</li> <li>Reprovision of existing allotments subject to up-to-date assessments of need;</li> <li>Sensitive treatment on site frontage to minimise impacts upon setting of nearby Listed buildings on The Heath;</li> <li>Reinforce western site boundary to screen views, enhance Green Belt boundary and maintain rural setting of Listed buildings on Brownings Lane;</li> <li><del>Incorporation</del> <b>Provision of Footpath Kings Walden 008 as green corridor through the site linking Footpath Kings Walden 008 with Footpath Kings Walden 014.</b></li> </ul>	
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<b>KNEBWORTH</b>							
MM 285	177	Policy KB1	<table border="1"> <tr> <td>Land at Deards End</td> <td>200 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li><b>Transport Assessment to consider the cumulative impacts of sites KB1, KB2 and KB4 upon key junctions and rail crossing points for all users, including walkers and cyclists, and secure necessary mitigation or improvement measures;</b></li> <li>Sensitive design and / or lower density housing at east of site to respect setting of Deards End Lane Conservation Area and listed buildings;</li> <li>Creation of appropriate, defensible Green Belt boundary along north-western perimeter of site;</li> <li><b>Detailed scheme layout to be informed by site-specific visual impact assessment to mitigate Green Belt impacts to the fullest reasonable extent;</b></li> <li>Transport assessment (or equivalent) to demonstrate highway impacts, including construction traffic, will not significantly affect Deards End Lane railway bridge (Scheduled Ancient</li> </ul> </td> </tr> </table>	Land at Deards End	200 homes	<ul style="list-style-type: none"> <li><b>Transport Assessment to consider the cumulative impacts of sites KB1, KB2 and KB4 upon key junctions and rail crossing points for all users, including walkers and cyclists, and secure necessary mitigation or improvement measures;</b></li> <li>Sensitive design and / or lower density housing at east of site to respect setting of Deards End Lane Conservation Area and listed buildings;</li> <li>Creation of appropriate, defensible Green Belt boundary along north-western perimeter of site;</li> <li><b>Detailed scheme layout to be informed by site-specific visual impact assessment to mitigate Green Belt impacts to the fullest reasonable extent;</b></li> <li>Transport assessment (or equivalent) to demonstrate highway impacts, including construction traffic, will not significantly affect Deards End Lane railway bridge (Scheduled Ancient</li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<ul style="list-style-type: none"> <li>Monument);</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces;</li> <li>Consider and mitigate against potential adverse impacts upon Knebworth Woods SSSI and priority habitat (deciduous woodland) adjoining site; and</li> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>		
MM 286 / FM 145	177	Policy KB2 (4 <sup>th</sup> bullet)	<table border="1"> <tr> <td>Land off <del>Gypsy</del> <b>Gypsy Lane</b></td> <td>184 homes</td> </tr> </table> <ul style="list-style-type: none"> <li><b>Transport Assessment to consider the cumulative impacts of sites KB1, KB2 and KB4 upon key junctions and rail crossing points for all users, including walkers and cyclists, and secure necessary mitigation or improvement measures;</b></li> <li>Sensitive design and / or lower density housing where site affects setting of Stockens Green Conservation Area;</li> <li>Creation of appropriate, defensible Green Belt boundary along southern perimeter of site;</li> <li><b>Approximately two hectares of land to the south of Gypsy Lane and adjoining the existing settlement reserved as an appropriate site for provision of <del>1FE</del> a new Primary School</b></li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</li> <li>Address existing surface water flood risk issues, including any run-off from A1(M), through SUDs or other appropriate solution;</li> <li>Transport assessment (or equivalent) to demonstrate highway impacts, including construction traffic, will not significantly affect Deards End Lane railway bridge (Scheduled Ancient Monument);</li> <li>Appropriate noise mitigation measures, to potentially include buffer strip, insulation and appropriate orientation of living spaces; and</li> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>	Land off <del>Gypsy</del> <b>Gypsy Lane</b>	184 homes
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FM 146	177	Policy KB3 (delete)	<table border="1"> <tr> <td><del>Chas Lowe site, London Road</del></td> <td><del>14 homes</del></td> </tr> </table>	<del>Chas Lowe site, London Road</del>	<del>14 homes</del>
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Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>Address existing surface water flood risk issues through removal of hardstanding, SUDs or other appropriate solution.</li> </ul>
MM 288	178	Policy KB4	<p>Land east of Knebworth 200 homes</p> <ul style="list-style-type: none"> <li><b>Transport Assessment to consider the cumulative impacts of sites KB1, KB2 and KB4 upon key junctions and rail crossing points for all users, including walkers and cyclists, and secure necessary mitigation or improvement measures;</b></li> <li>Structural landscaping and planting to provide and / or reinforce Green Belt boundary to east;</li> <li><b>Up to 4ha of land north of Watton Road reserved for long-term secondary education purposes subject to up-to-date assessments of needs;</b></li> <li>Integrate Bridleway Knebworth 001 as part of green infrastructure strategy;</li> <li>Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>Preserve longer views from Knebworth to wider countryside along dry valley to south of Watton Road; and</li> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>
MM 291	178	Paragraph 13.191	<p><b>Land will be reserved within Site KB2 will to provide an additional primary school that will meet the needs arising from new development at the west of Knebworth and provide capacity to serve some existing residential areas. Land at the south-east of the KB2 allocation is most suited for this provision which should additionally seek to maximise the distance of the school from the A1(M).</b></p>
MM 293 / FM 147	178	Paragraph 13.193	<p><del>New development, particularly on site KB4 to the east of Knebworth, provides the opportunity to look at alternate approaches. Making smaller-scale secondary provision, possibly as an 'all-through school'<sup>144</sup> may be an appropriate solution which meets future needs, benefits existing residents and provides a more sustainable approach.</del>  <sup>144</sup>All-through schools make provision for all children from age 4 to 18. See Policy SP10.</p>
MM 294	179	Paragraph 13.194	<p><b>It is currently anticipated that any secondary school provision in Knebworth will not be required until the late 2020s at the very earliest. To ensure an appropriately sized site can be made available, land to the north of Watton Lane at the east of the village is reserved for this purpose. We will continue to work with Hertfordshire County Council, the Parish Council, the landowner and Knebworth Primary School to monitor long-term education needs across the Stevenage School Place Planning Area and explore the most appropriate education solution for this site.</b></p>
MM 295	179	Paragraph 13.195	<p>Our transport modelling does not identify any specific mitigation scheme requirements for Knebworth. However, the high street, <b>including the junction of Stevenage Road/London Road/Watton Road and Station Road</b>, is a</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification				
			known pinch point, particularly when delays or incidents on the A1(M) result in the B197 being used as an alternate route between Welwyn Garden City and Stevenage. <b>There are also issues of poor pedestrian/cycle access along Station Road under the railway line, and similar issues at Gun Lane and new development will be expected to consider improvements to walking/cycling conditions in these locations and make reasonable contributions to secure their delivery.</b>				
		<b>LETCWORTH GARDEN CITY</b>					
MM 298	182	Paragraph 13.214	New development within Letchworth Garden City will need to demonstrate how it accords with <b>the Letchworth Garden City Design principles as set out in Appendix 5.</b>				
MM 300	182	Policy LG4	<table border="1"> <tr> <td>Land north of former Norton School, Norton Road</td> <td>45 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• Appropriate access arrangements to minimise impact upon Croft Lane Conservation Area;</li> <li>• <del>Justification for any loss of open space. Re-provision or contributions towards improvements to existing provision where appropriate;</del></li> <li>• Address existing surface water flood risk through SUDs or other appropriate solution, particularly on the western boundary of the site;</li> <li>• Sensitive design and / or lower density housing where site affects the setting of the Letchworth Conservation Area, the setting of the Croft Lane Conservation Area and setting of the Grade II Listed Croft Corner and Grade II Listed Treetops;</li> <li>• Archaeological survey to be completed prior to development.</li> </ul> </td> </tr> </table>	Land north of former Norton School, Norton Road	45 homes	<ul style="list-style-type: none"> <li>• Appropriate access arrangements to minimise impact upon Croft Lane Conservation Area;</li> <li>• <del>Justification for any loss of open space. Re-provision or contributions towards improvements to existing provision where appropriate;</del></li> <li>• Address existing surface water flood risk through SUDs or other appropriate solution, particularly on the western boundary of the site;</li> <li>• Sensitive design and / or lower density housing where site affects the setting of the Letchworth Conservation Area, the setting of the Croft Lane Conservation Area and setting of the Grade II Listed Croft Corner and Grade II Listed Treetops;</li> <li>• Archaeological survey to be completed prior to development.</li> </ul>	
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MM 301	183	Policy LG5	<table border="1"> <tr> <td>Land at Birds Hill</td> <td>86 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• Higher density/flatted development may be achieved given surrounding built form, subject to heritage considerations;</li> <li>• Appropriate mitigation measures for noise associated with railway and / or adjoining employment are to potentially include insulation and orientation of living spaces;</li> <li>• Ensure appropriate residential amenity for any properties adjoining employment area;</li> <li>• Preliminary Risk Assessment to investigate and provide adequate mitigation measures/remediation for contamination from previous land uses</li> <li>• Sensitive design where site affects setting of the Letchworth Conservation Area and Grade II Listed buildings on Birds Hill;</li> <li>• Retention of <del>any buildings of historic and/or architectural interest</del> <b>the following non-designated heritage assets<sup>[x]</sup> or, where this cannot be achieved, justification for their loss:</b> <ul style="list-style-type: none"> <li>• <b>Gunmetal &amp; Bronze, Letchworth Casting Co. Ltd, Casting House</b></li> <li>• <b>Ogle</b></li> </ul> </li> </ul> </td> </tr> </table>	Land at Birds Hill	86 homes	<ul style="list-style-type: none"> <li>• Higher density/flatted development may be achieved given surrounding built form, subject to heritage considerations;</li> <li>• Appropriate mitigation measures for noise associated with railway and / or adjoining employment are to potentially include insulation and orientation of living spaces;</li> <li>• Ensure appropriate residential amenity for any properties adjoining employment area;</li> <li>• Preliminary Risk Assessment to investigate and provide adequate mitigation measures/remediation for contamination from previous land uses</li> <li>• Sensitive design where site affects setting of the Letchworth Conservation Area and Grade II Listed buildings on Birds Hill;</li> <li>• Retention of <del>any buildings of historic and/or architectural interest</del> <b>the following non-designated heritage assets<sup>[x]</sup> or, where this cannot be achieved, justification for their loss:</b> <ul style="list-style-type: none"> <li>• <b>Gunmetal &amp; Bronze, Letchworth Casting Co. Ltd, Casting House</b></li> <li>• <b>Ogle</b></li> </ul> </li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification				
			<ul style="list-style-type: none"> <li>Vantage Point, Tenement Factory</li> </ul> <p>[Footnote] <sup>[x]</sup> As identified in <i>Design Principles for Industrial Premises in Letchworth Garden City</i>, Letchworth Garden City Heritage Foundation, 2015</p>				
MM 302	183	Policy LG6	<table border="1"> <tr> <td>Land off Radburn Way</td> <td>35 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Re-provision or relocation of any garages lost as a result of development subject to up-to-date evidence of occupation and demand;</li> <li>Retention of an area of priority orchard habitat within any scheme with appropriate Off-site compensatory re-provision for any of former priority orchard habitat lost as a result of development.</li> </ul> </td> </tr> </table>	Land off Radburn Way	35 homes	<ul style="list-style-type: none"> <li>Re-provision or relocation of any garages lost as a result of development subject to up-to-date evidence of occupation and demand;</li> <li>Retention of an area of priority orchard habitat within any scheme with appropriate Off-site compensatory re-provision for any of former priority orchard habitat lost as a result of development.</li> </ul>	
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MM 303	183	Policy LG9	<table border="1"> <tr> <td>Former Lannock School</td> <td>45 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Justification for any loss of open space. Re-provision or contributions towards improvements to existing provision where appropriate;</li> <li>Lower density development with retention of some existing trees and green space to retain sense of openness and accord with Garden City principles;</li> <li>Site layout designed to take account of existing wastewater infrastructure;</li> <li>Address existing surface water flood risk issues through SUDs or other appropriate solution.</li> </ul> </td> </tr> </table>	Former Lannock School	45 homes	<ul style="list-style-type: none"> <li>Justification for any loss of open space. Re-provision or contributions towards improvements to existing provision where appropriate;</li> <li>Lower density development with retention of some existing trees and green space to retain sense of openness and accord with Garden City principles;</li> <li>Site layout designed to take account of existing wastewater infrastructure;</li> <li>Address existing surface water flood risk issues through SUDs or other appropriate solution.</li> </ul>	
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MM 304	184	Policy LG10	<table border="1"> <tr> <td>Former playing field, Croft Lane</td> <td>37 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Justification for the loss of outdoor sports facilities. Re-provision or contributions towards improvements to existing provision where appropriate;</li> <li>Sensitive design and lower density development to minimise harm to the Croft Lane Conservation Area and setting of the Grade II Listed Buildings along Cashio Lane, Croft Lane and Norton Road;</li> <li>Access arrangements to minimise impact upon heritage assets;</li> <li>Provide archaeological survey prior to development.</li> </ul> </td> </tr> </table>	Former playing field, Croft Lane	37 homes	<ul style="list-style-type: none"> <li>Justification for the loss of outdoor sports facilities. Re-provision or contributions towards improvements to existing provision where appropriate;</li> <li>Sensitive design and lower density development to minimise harm to the Croft Lane Conservation Area and setting of the Grade II Listed Buildings along Cashio Lane, Croft Lane and Norton Road;</li> <li>Access arrangements to minimise impact upon heritage assets;</li> <li>Provide archaeological survey prior to development.</li> </ul>	
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FM 150	185	Policy LG14 (delete)	<table border="1"> <tr> <td>Site at Icknield Way</td> <td>8 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Sensitive design and / or lower density housing where site affects the setting of the Letchworth Conservation Area;</li> </ul> </td> </tr> </table>	Site at Icknield Way	8 homes	<ul style="list-style-type: none"> <li>Sensitive design and / or lower density housing where site affects the setting of the Letchworth Conservation Area;</li> </ul>	
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FM 151	185	Policy LG17 (delete)	<table border="1"> <tr> <td>Hamonte</td> <td>30 homes</td> </tr> <tr> <td colspan="2">No site-specific requirements identified.</td> </tr> </table>	Hamonte	30 homes	No site-specific requirements identified.	
Hamonte	30 homes						
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MM 399	185	Paragraph 13.217 (delete)	In order to help deliver the additional local jobs estimated to be needed in the District over the plan period, policy SP3 identifies that 1.5 hectares of employment land should be allocated at the former Power Station on Works Road, partly to compensate the loss of employment sites on the western fringes of the main employment area, but also to provide new employment space for business growth.				

Ref.	Page (LP1)	Policy / Paragraph	Modification																																							
MM 400	185-186	Table after Paragraph 13.217	<table border="1"> <thead> <tr> <th>Ref</th> <th>Employment allocations and site-specific criteria <i>Designated employment areas</i></th> <th>Hectares</th> </tr> </thead> <tbody> <tr> <td>LG12</td> <td>Former power station, Works Road</td> <td>1.5</td> </tr> <tr> <td colspan="3"><i>Designated employment areas</i></td> </tr> <tr> <td>LE1</td> <td>Works Road</td> <td>70.9</td> </tr> <tr> <td>LE2</td> <td>Blackhorse Road</td> <td>11.8</td> </tr> <tr> <td>LE3</td> <td>Icknield Way</td> <td>11.4</td> </tr> <tr> <td>LE4</td> <td>Spirella</td> <td>2.8</td> </tr> <tr> <td colspan="3"><i>Parts of employment areas designated for business use only</i></td> </tr> <tr> <td>LB1</td> <td>Amor Way</td> <td>0.2</td> </tr> <tr> <td>LB2</td> <td>Blackhorse Road North</td> <td>4.8</td> </tr> <tr> <td>LB3</td> <td>Icknield Way North</td> <td>3.7</td> </tr> <tr> <td>LB4</td> <td>Icknield Way South</td> <td>3.0</td> </tr> <tr> <td>LB5</td> <td>Spirella</td> <td>2.8</td> </tr> </tbody> </table>	Ref	Employment allocations and site-specific criteria <i>Designated employment areas</i>	Hectares	LG12	Former power station, Works Road	1.5	<i>Designated employment areas</i>			LE1	Works Road	70.9	LE2	Blackhorse Road	11.8	LE3	Icknield Way	11.4	LE4	Spirella	2.8	<i>Parts of employment areas designated for business use only</i>			LB1	Amor Way	0.2	LB2	Blackhorse Road North	4.8	LB3	Icknield Way North	3.7	LB4	Icknield Way South	3.0	LB5	Spirella	2.8
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MM 306	186	Paragraph 13.219	<p>There is no immediate identified need (up to 2021) for additional retail floorspace in Letchworth as existing permissions and filling vacant units help meet the town's short-term requirement. However, beyond 2021 there is a need to identify sites to accommodate additional floorspace. This will be in the form of mixed-use allocations. <b>A need for additional retail floorspace has been recognised by the Council and national guidance is clear that, where this is the case, sites should be allocated where this need can be met. The retail capacity projections<sup>[x]</sup> are district wide and can be met within the District. They are based on the projected additional spend on retail from an increased population and retaining market shares from competing centres. The capacity projections for Letchworth indicate the potential for growth of 9,200 gross sq.m to 2031. Whilst the retail projections go to 2031, national planning guidance advises that such projections are rarely reliable beyond five years. The Council will monitor such projections through the monitoring framework over the plan period to help inform decision making on any planning applications that include retail. For allocation purposes, the capacity has been distributed between three of the four town centres' in the District. Baldock does not have an allocation due to no sites being presented as available to the Council.</b></p> <p>[Footnote] <sup>[x]</sup> North Hertfordshire Retail Study Update (NLP, 2016); Retail Background Paper (NHDC, 2016)</p>																																							
MM 310 / FM 153	186	Policy LG19	<table border="1"> <tr> <td>The Wynd, Openshaw Way</td> <td>Mixed-use</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Redevelopment to provide approximately 4,500m<sup>2</sup> of gross sq.m of additional main-shop, café or restaurant, pub or drinking establishment or takeaway town centre</li> </ul> </td> </tr> </table>	The Wynd, Openshaw Way	Mixed-use	<ul style="list-style-type: none"> <li>Redevelopment to provide approximately 4,500m<sup>2</sup> of gross sq.m of additional main-shop, café or restaurant, pub or drinking establishment or takeaway town centre</li> </ul>																																				
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Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<p>uses floorspace at ground floor level, subject to an up-to date assessment of retail capacity and supply.</p> <ul style="list-style-type: none"> <li>○ <b>Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout, flood risk and transport terms.</b></li> <li>○ <b>Main Town Centre Uses and / or residential on upper or basement floorspace where these can additionally be accommodated in design, layout, flood risk and transport terms.</b></li> </ul> <ul style="list-style-type: none"> <li>● No net loss of residential accommodation;</li> <li>● Ensure an appropriate level of car parking is retained and / or provided across the town centre as a whole;</li> <li>● A public pedestrian link should be provided through the site from Norton Way South and Howard Gardens;</li> <li>● Sensitive design to respect Letchworth Conservation Area and the listed building at 52-58 Leys Avenue;</li> <li>● Address existing surface-water flood risk issues, including any run-off, through <b>preparation of a site-specific flood risk assessment and the provision of SUDs</b> or other appropriate solution.</li> </ul>		
MM 311 / FM 154	186	Policy LG20	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">Gernon Road</td> <td style="width: 50%; padding: 2px;">Mixed-use</td> </tr> </table>	Gernon Road	Mixed-use
Gernon Road	Mixed-use				

Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<ul style="list-style-type: none"> <li>• Redevelopment to provide approximately 1,000m<sup>2</sup> of gross sq.m of additional main-shop, café or restaurant, pub or drinking establishment or takeaway town centre uses floorspace at ground floor level, subject to an up-to date assessment of retail capacity and supply. <ul style="list-style-type: none"> <li>○ Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</li> <li>○ Main Town Centre Uses and / or residential on upper or basement floorspace where these can additionally be accommodated in design, layout and transport terms.</li> </ul> </li> <li>• Development should seek to retain parts of the library that make a positive contribution to the appearance and street-scene;</li> <li>• Development should enhance the setting of Broadway Gardens;</li> <li>• Preservation or enhancement of the setting of the listed museum;</li> <li>• Sensitive design to respect Letchworth Conservation Area and Letchworth Museum, Vasant Hall and Town Hall listed buildings;</li> <li>• Address existing surface water flood risk issues, including any run-off, through SUDs or other appropriate solution.</li> </ul>		
MM 312 / FM 155	187	Policy LG21	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">Arena Parade</td> <td style="width: 50%; padding: 2px;">Mixed-use</td> </tr> </table> <ul style="list-style-type: none"> <li>• Redevelopment to provide approximately 5,000m<sup>2</sup> of gross sq.m of additional main-shop, café or restaurant, pub or drinking establishment or takeaway town centre uses floorspace at ground floor level, subject to an up-to date assessment of retail capacity and supply. <ul style="list-style-type: none"> <li>○ Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.</li> <li>○ Main Town Centre Uses and / or residential on upper or basement floorspace where these can additionally be accommodated in design, layout and transport terms.</li> </ul> </li> <li>• No net loss of residential accommodation;</li> <li>• Ensure an appropriate level of car parking is retained and / or provided across the town centre as a whole;</li> <li>• Maintenance of building lines along Broadway and Eastcheap;</li> <li>• Improve east to west pedestrian links;</li> </ul>	Arena Parade	Mixed-use
Arena Parade	Mixed-use				

Ref.	Page (LP1)	Policy / Paragraph	Modification				
			<ul style="list-style-type: none"> <li>• Vehicle access/egress and servicing should be from Broadway;</li> <li>• Sensitive design to respect Letchworth Conservation Area and the Town Hall and Broadway Chambers listed buildings;</li> <li>• Address existing surface water flood risk issues, including any run-off, through SUDs or other appropriate solution.</li> </ul>				
MM 313	187	After Policy LG21 (New paragraphs)	<b>The allocation of sites LG19, LG20 and LG21 will not prejudice other re-development proposals, which would be of benefit to the vibrancy and vitality of the town centre; taking into consideration of the Local plan as a whole. The Letchworth Garden City Town Centre Strategy review will commence within twelve months of the adoption of this plan, which working with landowners, the local community, the Business Improvement District and other key stakeholders will consider up-to-date retail projections and if growth is still required, how to accommodate that growth.</b>				
MM 314	187	Before paragraph 13.221 and after new paragraphs at MM313 (New paragraphs)	<b>The schemes will be main town centre uses led. Consequently, no specific housing allocation is identified and any residential units here will contribute towards the windfall and other allowances identified in Policy SP8, c of this Plan. The projected additional 50 homes in the housing trajectory for Letchworth Garden City are expected to be completed within the broad location defined as the Town Centre Boundary on the Policies Map.</b>				
MM 315	187	Paragraph 13.225	<del>Further schools provision will be needed. Any further primary school places that are required in addition to the proposed new school north of Letchworth will be met through expansions. However, Hertfordshire County Council have confirmed that the expansion of Fearnhill School can meet demand for additional secondary school places beyond 2028. need to undertake further work to determine which schools have capacity to expand on their existing sites and how this relates to the proposed pattern of development across the town. This applies to both primary and secondary level education.</del>				
MM 316	188	Paragraph 13.228	Schemes in Letchworth will be required to make reasonable contributions towards these schemes and / or other schemes in nearby locations (see Baldock and Hitchin sections of this chapter in particular) where traffic generation arising from new development will have an impact. <b>In addition schemes will be required to make contributions to walking and cycling schemes in Letchworth which aim to influence mode share and free up capacity for new development.</b>				
<b>LOWER STONDON</b>							
FM 158	190	Policy LS1 (delete)	<table border="1"> <tr> <td>Land at Bedford Road</td> <td>120 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• <del>Appropriate junction access arrangements to Bedford Road;</del></li> <li>• <del>Sensitive integration into existing settlement, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</del></li> </ul> </td> </tr> </table>	Land at Bedford Road	120 homes	<ul style="list-style-type: none"> <li>• <del>Appropriate junction access arrangements to Bedford Road;</del></li> <li>• <del>Sensitive integration into existing settlement, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</del></li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification						
			<ul style="list-style-type: none"> <li>• Sensitive incorporation of Footpaths Ickleford 001 &amp; 002 as green routes through and around the edge of the site;</li> <li>• No residential development within Flood Zones 2 or 3;</li> <li>• Incorporate ordinary watercourses (and any appropriate measures) and address existing surface water flood risk issues within comprehensive green infrastructure and / or SUDs approach;</li> <li>• Development proposals to be informed by site-specific landscape and heritage assessment;</li> </ul> <table border="1"> <tr> <td>Total allocated sites</td> <td>120 homes</td> </tr> <tr> <td>Completions and permissions</td> <td>4 homes</td> </tr> <tr> <td>Total allocated, completed and permitted</td> <td>124 homes</td> </tr> </table>	Total allocated sites	120 homes	Completions and permissions	4 homes	Total allocated, completed and permitted	124 homes
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FM 159	191	Paragraphs 13.243 to 13.246 (delete)	<p><del>Infrastructure and mitigation</del></p> <p><del>13.243 Our transport modelling work does not identify any specific mitigation works that are required in this area. Development here will, however, contribute toward traffic generation within Hitchin and appropriate contributions will be sought towards schemes in the town.</del></p> <p><del>13.244 Site LS1 will require the creation of a new access onto the A600 Bedford Road. The most appropriate solution, along with any consequential works – such as changes to speed limits entering / exiting the village from / to the north – will be explored through transport assessments.</del></p> <p><del>13.245 The nearest school within Hertfordshire is Ickleford Primary. Our approach to education here is set out in the Ickleford section of this chapter. However, development of this site will tie in to the urban area of Lower Stondon and parents may express a preference for their children to go to school within the village.</del></p> <p><del>13.246 On this and all other relevant matters it will be necessary to consider how the proposed development interacts with land and facilities in the administrative area of Central Bedfordshire Council.</del></p>						
		<b>PRESTON</b>							
MM 327	196	Policy PR1	<table border="1"> <tr> <td>Land off Templars Lane</td> <td>21 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• Consider and mitigate against potential adverse impacts upon nearby Wain Wood SSSI;</li> <li>• Sensitive design that considers any impacts upon the setting of Preston Conservation Area and adjacent listed buildings;</li> <li>• <b>Retention of hedgerow boundary with Butchers Lane;</b></li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>	Land off Templars Lane	21 homes				
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MM 328	196	After table	<b>Infrastructure and mitigation</b>						

Ref.	Page (LP1)	Policy / Paragraph	Modification				
		(new paragraph)	<b>Wain Woods SSSI (Site of Special Scientific Interest) lies approximately 200m to the north of Preston and is accessed by the Public Rights of Way network. Any potential impacts that could be associated with an increase in visitor numbers to the SSSI, such as trampling of vegetation or dog fouling should be addressed through mitigation measures such as interpretation leaflets</b>				
		<b>ROYSTON</b>					
FM 168	200	Policy RY1 (delete)	<table border="1"> <tr> <td>Land west of Ivy Farm, Baldock Road</td> <td>279 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• <del>Appropriate solution for primary education requirements having regard to up-to-date assessments of need and geographical distribution of existing provision;</del></li> <li>• <del>Retention of Public Right of Way Royston 017 as a green corridor through the site;</del></li> <li>• <del>Appropriate mitigation measures for noise associated with the adjoining railway to potentially include insulation and appropriate orientation of living spaces;</del></li> <li>• <del>Design to minimise visual impact of the development from Therfield Heath;</del></li> <li>• <del>Proposals to be informed by a site-specific landscape assessment and to retain trees as a buffer to the railway line;</del></li> <li>• <del>Consider and mitigate against potential adverse impacts upon Therfield Heath SSSI including provision of green infrastructure within the development to reduce recreational pressure;</del></li> <li>• <del>Address potential surface water flood risk through SUDs or other appropriate solution;</del></li> <li>• <del>Archaeological survey to be completed prior to development.</del></li> <li>• <del>Sensitive design and mitigation measures to address any impact on the setting of the Scheduled Ancient Monuments (pre-historic barrows).</del></li> </ul> </td> </tr> </table>	Land west of Ivy Farm, Baldock Road	279 homes	<ul style="list-style-type: none"> <li>• <del>Appropriate solution for primary education requirements having regard to up-to-date assessments of need and geographical distribution of existing provision;</del></li> <li>• <del>Retention of Public Right of Way Royston 017 as a green corridor through the site;</del></li> <li>• <del>Appropriate mitigation measures for noise associated with the adjoining railway to potentially include insulation and appropriate orientation of living spaces;</del></li> <li>• <del>Design to minimise visual impact of the development from Therfield Heath;</del></li> <li>• <del>Proposals to be informed by a site-specific landscape assessment and to retain trees as a buffer to the railway line;</del></li> <li>• <del>Consider and mitigate against potential adverse impacts upon Therfield Heath SSSI including provision of green infrastructure within the development to reduce recreational pressure;</del></li> <li>• <del>Address potential surface water flood risk through SUDs or other appropriate solution;</del></li> <li>• <del>Archaeological survey to be completed prior to development.</del></li> <li>• <del>Sensitive design and mitigation measures to address any impact on the setting of the Scheduled Ancient Monuments (pre-historic barrows).</del></li> </ul>	
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FM 169	200	Policy RY2 (delete)	<table border="1"> <tr> <td>Land north of Newmarket Road</td> <td>330 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>• <del>New vehicular access from the A505;</del></li> <li>• <del>Appropriate solution for education requirements arising from sites RY2 and RY10 having regard to up-to-date assessments of need;</del></li> <li>• <del>Design to minimise visual and landscape impact, including development limits below the 70 metre contours;</del></li> <li>• <del>Undertake an ecological survey (including reptiles) due to adjacent habitats and provide mitigation and/or off-setting measures as necessary. Developer to ensure management of the chalk grassland;</del></li> <li>• <del>Protect and enhance hedgerows and trees where possible. Retain roadside trees and tree clump along the A505 and Newmarket Road;</del></li> </ul> </td> </tr> </table>	Land north of Newmarket Road	330 homes	<ul style="list-style-type: none"> <li>• <del>New vehicular access from the A505;</del></li> <li>• <del>Appropriate solution for education requirements arising from sites RY2 and RY10 having regard to up-to-date assessments of need;</del></li> <li>• <del>Design to minimise visual and landscape impact, including development limits below the 70 metre contours;</del></li> <li>• <del>Undertake an ecological survey (including reptiles) due to adjacent habitats and provide mitigation and/or off-setting measures as necessary. Developer to ensure management of the chalk grassland;</del></li> <li>• <del>Protect and enhance hedgerows and trees where possible. Retain roadside trees and tree clump along the A505 and Newmarket Road;</del></li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification				
			<ul style="list-style-type: none"> <li>Address potential surface water flood risk through SUDs or other appropriate solution;</li> <li>Additional wastewater treatment capacity to be provided prior to commencement of development;</li> <li>Archaeological survey to be completed prior to development.</li> </ul>				
MM307	221	Policy RY4	<table border="1"> <tr> <td>Land north of Lindsay Close</td> <td>40-100 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Access connecting from Old North Road in the west to Burns Road at the east;</li> <li>Appropriate mitigation measures for noise associated with the A505 Royston Bypass to potentially include insulation and appropriate orientation of living spaces;</li> <li>Site design and landscaping to mitigate landscape impacts;</li> <li>Protect and enhance tree belts where possible;</li> <li>Address existing surface water flood risk through SUDs or other appropriate solution, particularly to the east of the site;</li> <li>Site layout design to take account of existing wastewater infrastructure;</li> <li>Undertake a detailed assessment of the impact of the Royston Water Recycling Centre in relation to odours, lighting, noise and traffic impacts <b>to demonstrate no adverse impact on future residents. To provide evidence to demonstrate that a suitable distance is provided from Royston City Water Recycling Centre and sensitive development (buildings that are regularly occupied) as part of the detailed planning of the site and provide mitigation measures where necessary.</b></li> </ul> </td> </tr> </table>	Land north of Lindsay Close	40-100 homes	<ul style="list-style-type: none"> <li>Access connecting from Old North Road in the west to Burns Road at the east;</li> <li>Appropriate mitigation measures for noise associated with the A505 Royston Bypass to potentially include insulation and appropriate orientation of living spaces;</li> <li>Site design and landscaping to mitigate landscape impacts;</li> <li>Protect and enhance tree belts where possible;</li> <li>Address existing surface water flood risk through SUDs or other appropriate solution, particularly to the east of the site;</li> <li>Site layout design to take account of existing wastewater infrastructure;</li> <li>Undertake a detailed assessment of the impact of the Royston Water Recycling Centre in relation to odours, lighting, noise and traffic impacts <b>to demonstrate no adverse impact on future residents. To provide evidence to demonstrate that a suitable distance is provided from Royston City Water Recycling Centre and sensitive development (buildings that are regularly occupied) as part of the detailed planning of the site and provide mitigation measures where necessary.</b></li> </ul>	
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MM 338	201	Policy RY5 (delete)	<table border="1"> <tr> <td>Agricultural supplier, Garden Walk</td> <td>20 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Retain tree belts where possible;</li> <li>Address surface water flood risk through SUDs or other appropriate solution, particularly along Garden Walk;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation.</li> </ul> </td> </tr> </table>	Agricultural supplier, Garden Walk	20 homes	<ul style="list-style-type: none"> <li>Retain tree belts where possible;</li> <li>Address surface water flood risk through SUDs or other appropriate solution, particularly along Garden Walk;</li> <li>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation.</li> </ul>	
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MM 339	201	Policy RY7	<table border="1"> <tr> <td>Anglian Business Park, Orchard Road</td> <td>48-60 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Higher density/flatted development may be achieved given surrounding built form;</li> <li>Appropriate mitigation measures for noise associated with the railway to potentially include insulation and orientation of living spaces;</li> <li>Ensure appropriate residential amenity for any properties adjoining employment area or likely to be affected by existing, permitted operations;</li> </ul> </td> </tr> </table>	Anglian Business Park, Orchard Road	48-60 homes	<ul style="list-style-type: none"> <li>Higher density/flatted development may be achieved given surrounding built form;</li> <li>Appropriate mitigation measures for noise associated with the railway to potentially include insulation and orientation of living spaces;</li> <li>Ensure appropriate residential amenity for any properties adjoining employment area or likely to be affected by existing, permitted operations;</li> </ul>	
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Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<ul style="list-style-type: none"> <li>• Address potential surface water flood risk through SUDs or other appropriate solution;</li> <li>• Site layout designed to take account of existing wastewater infrastructure.</li> </ul>		
FM 170	202	Policy RY8 (delete)	<table border="1"> <tr> <td>Land at Lumen Road</td> <td>14 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• <del>Ensure appropriate residential amenity having regard to adjoining employment uses</del></li> <li>• <del>Design and layout to take account of foul pumping station within proximity to the site ensuring a buffer of 15m from the boundary of proposed occupied buildings;</del></li> <li>• <del>Address potential surface water flood risk through SUDs or other appropriate solution;</del></li> <li>• <del>Site layout designed to take account of existing wastewater infrastructure;</del></li> <li>• <del>Phasing of development to link with Sewage Treatment Works improvements;</del></li> <li>• <del>Preliminary Risk Assessment to identify any contamination associated with previous uses including mitigation;</del></li> <li>• <del>Sensitive design and / or lower density housing where the site affects the setting of the Grade II Listed 21 Mill Road.</del></li> </ul>	Land at Lumen Road	14 homes
Land at Lumen Road	14 homes				
MM341	203	Policy RY10	<table border="1"> <tr> <td>Land south of Newmarket Road</td> <td>300 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• <del>Appropriate solution for education requirements arising from sites RY2 and RY10 having regard to up to date assessments of need;</del></li> <li>• Provide a site-specific landscape assessment and tree survey. Retention of trees and hedgerows where possible;</li> <li>• Design and layout to respond to topography;</li> <li>• Address potential surface water flood risk through SUDs or other appropriate solution;</li> <li>• Archaeological survey to be completed prior to development;</li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> </ul>	Land south of Newmarket Road	300 homes
Land south of Newmarket Road	300 homes				
MM 403	203	After Paragraph 13.293 (new paragraphs)	<p><b>A need for additional retail floorspace has been recognised by the Council and national guidance is clear that, where this is the case, sites should be allocated where this need can be met. The retail capacity projections<sup>[x]</sup> are district wide and can be met within the District. They are based on the projected additional spend on retail from an increased population and retaining market shares from completing centres. The capacity projections for Royston indicate the potential for growth of 7,100 gross sq.m to 2031. Whilst the retail projections go to 2031, national planning guidance warns that such projections are rarely reliable beyond five years. The Council will monitor such projections through the monitoring framework over the plan period to help inform decision making on any planning applications that include retail.</b></p>		

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			<p><b>For allocation purposes, the capacity has been distributed between three of the four Town centres' in the District. Baldock does not have an allocation due to no sites being presented as available to the Council.</b></p> <p>[Footnote] <sup>[x]</sup> <b>North Hertfordshire Retail Study Update (NLP, 2016); Retail Background Paper (NHDC, 2016)</b></p>						
MM 404	203	Paragraph 13.295	This scheme will be <b>main town centre uses</b> retail-led. Consequently, no specific housing allocation or requirement is identified, and any residential units here will contribute towards the <del>windfall</del> <b>other</b> allowances identified in Policy SP8(c) of this Plan.						
FM 172	204	Paragraph 13.297 (delete)	<del>The potential impacts of site RY1 on the SSSI and heritage assets and Therfield Heath is one of the key-consideration. Our overall evidence base concludes that, in order to meet our housing requirements over the plan-period, it will be necessary to allocate some sites which may impact upon heritage assets and landscape. Our aim will be to ensure that the overall integrity of relevant heritage assets are protected and that the development is designed to minimise impact on the landscape.</del>						
MM 345	204	Paragraph 13.301	<p>In its role as Highway Authority, Hertfordshire County Council has recently developed a new county-wide transport model, 'COMET'. This will be used to identify transport mitigation schemes in the Royston Area. <b>This has identified that a number of improvement schemes will be required in Royston by 2031. Particular congestion points identified included:</b></p> <ul style="list-style-type: none"> <li>• <b>A505/ A10 Roundabout;</b></li> <li>• <b>A505/ A1198 Roundabout; and</b></li> <li>• <b>A10/ Newmarket Road/ Melbourn Street Roundabout</b></li> </ul> <p><b>In line with the Transport Strategy, development in Royston will be required to consider the implications of their schemes on these locations and make reasonable contributions towards improvements and / or other schemes improving walking and cycling in Royston which aim to influence mode share.</b> These will be reflected in future iterations of the Infrastructure Development Plan.</p>						
MM 346	204	After paragraph 13.302 (New paragraph)	<b>For site RY4, an odour assessment will need to demonstrate that a suitable distance is provided between the Water Recycling Centre and sensitive development (defined as buildings which are regularly occupied) as part of the detailed planning of the site.</b>						
<b>ST IPPOLYTS</b>									
MM 350	207	Paragraph 13.316	The northern part of the parish forms part of the town of Hitchin. St Ippolyts & Gosmore is classed as a Category A village, with the boundary drawn so as to include <b>the main built area of both settlements Gosmore</b> . The settlement boundary is shown on the <del>Proposals</del> <b>Policies</b> Map within which development will be allowed.						
MM 352	207	Policy SI1	<table border="1"> <tr> <td>Land south of Waterdell Lane</td> <td>40 homes</td> <td></td> </tr> <tr> <td colspan="3"> <ul style="list-style-type: none"> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> </ul> </td> </tr> </table>	Land south of Waterdell Lane	40 homes		<ul style="list-style-type: none"> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery;</li> </ul>		
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Ref.	Page (LP1)	Policy / Paragraph	Modification										
			<ul style="list-style-type: none"> <li>Additional planting to provide a continuous hedgerow boundary around the south-west of the site</li> <li>Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces</li> </ul>										
MM 353	208	Policy SI2, after 3 <sup>rd</sup> bullet (new criterion)	<table border="1"> <tr> <td>Land south of Stevenage Road</td> <td>12 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Archaeological survey to be completed prior to development.</li> <li>Trees should be incorporated into the design of the development;</li> <li>Maintain the existing right of way through the site</li> <li>Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces</li> </ul> </td> </tr> </table>	Land south of Stevenage Road	12 homes	<ul style="list-style-type: none"> <li>Archaeological survey to be completed prior to development.</li> <li>Trees should be incorporated into the design of the development;</li> <li>Maintain the existing right of way through the site</li> <li>Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces</li> </ul>							
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MM 356 / FM 179	209	Policy SP2 (delete)	<table border="1"> <tr> <td>Land between Horn Hill and Bendish Lane, Whitwell</td> <td>41 homes</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>Integration of Byway Open to All Traffic St Paul's Walden 036 as a green corridor through the site and boundary feature;</li> <li>Sensitive design approach, particularly towards north-east of site to minimise impacts on adjoining Conservation Area.</li> </ul> </td> </tr> <tr> <td>Total allocated sites</td> <td>41 homes</td> </tr> <tr> <td>Completions and permissions</td> <td>9 homes</td> </tr> <tr> <td>Total allocated, completed and permitted</td> <td>50 homes</td> </tr> </table>	Land between Horn Hill and Bendish Lane, Whitwell	41 homes	<ul style="list-style-type: none"> <li>Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>Address existing surface water flood risk issues through SUDs or other appropriate solution;</li> <li>Integration of Byway Open to All Traffic St Paul's Walden 036 as a green corridor through the site and boundary feature;</li> <li>Sensitive design approach, particularly towards north-east of site to minimise impacts on adjoining Conservation Area.</li> </ul>		Total allocated sites	41 homes	Completions and permissions	9 homes	Total allocated, completed and permitted	50 homes
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Ref.	Page (LP1)	Policy / Paragraph	Modification		
			<ul style="list-style-type: none"> <li>• Frontage development facing Police Row only;</li> <li>• Sensitive treatment of western boundary to maintain integrity of Footpath Therfield 022;</li> <li>• <del>No infiltration drainage SUDs (or other) features without prior consent of Environment Agency;</del> <b>Any infiltration drainage SuDS (or other features) must have regard to Environment Agency groundwater bore holes;</b></li> <li>• <b>Design with sensitivity to the nearby listed buildings and their setting;</b></li> <li>• <b>Retain open space to the southeast corner of the allocation from the edge of the hedgerow of the western boundary and directly eastwards to Police Row, to prevent coalescence between Therfield and Hay Green;</b></li> <li>• An assessment of the impact of development on the Therfield Conservation Area <del>must should</del> be undertaken <b>to address the opportunity to make a sensitive entrance to the Conservation Area;</b></li> <li>• Archaeological survey to be completed prior to development.</li> </ul>		
<b>WESTON</b>					
MM 363	212	Policy WE1	<table border="1"> <tr> <td>Land off Hitchin Road</td> <td>40 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• Site layout to take account of existing wastewater infrastructure;</li> <li>• Address existing surface water flood risk issues, including any run-off through SUDs or other appropriate solution;</li> <li>• <b>Western hedgerow to maintained and strengthened to form a robust boundary;</b></li> <li>• Archaeological survey to be completed prior to development.</li> </ul>	Land off Hitchin Road	40 homes
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MM 367	213	Policy WY1	<table border="1"> <tr> <td>Land south of Little Wymondley</td> <td>300 homes</td> </tr> </table> <ul style="list-style-type: none"> <li>• Appropriate solution for primary education requirements having regard to up-to-date assessments of need;</li> <li>• Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.</li> <li>• <b>Undertake site specific Flood Risk Assessment to address existing surface water and river-fluvial flood risk issues, particularly along Stevenage Road, including the site's access, through and help inform SuDS SUDs or other appropriate solution to ensure that pre-existing flooding issues along Stevenage Road are not exacerbated. Hertfordshire County Council, as Lead Local</b></li> </ul>	Land south of Little Wymondley	300 homes
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Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p><b>Flood Authority (LLFA) should be consulted.</b></p> <ul style="list-style-type: none"> <li>• Sensitive integration into the existing village, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;</li> <li>• <b>Transport Assessment to identify and secure a package of improvements to Stevenage Road through Little Wymondley which mitigate the severance impact of the road between the north and south of the village and improves accessibility for non-motorised highway users.</b></li> <li>• Proposals to be informed by a site-specific landscape assessment;</li> <li>• Appropriate mitigation measures for noise associated with A602 Wymondley Bypass to potentially include landscaping and / or insulation and appropriate orientation of living spaces;</li> <li>• Access to the site to take into account the impact on heritage assets and surface water flooding;</li> <li>• Minimise impact upon the heritage assets and their settings near the site, to include; <ul style="list-style-type: none"> <li>○ Any access from Stevenage Road to consider impact upon setting of Listed Buildings;</li> <li>○ Consideration of key views from Wymondley Bury and St Mary's Church;</li> <li>○ Reinforcing existing boundary planting;</li> <li>○ Retention of significant groups of trees within the site;</li> </ul> </li> <li>• Archaeological survey to be completed prior to development</li> <li>• <b>Undertake Contaminated Land Preliminary Risk Assessment, particularly in relation to historic landfill.</b></li> </ul>
MM 369	214	Paragraph 13.355	Our transport modelling identifies the junction between Hitchin Road and Arch Road in Great Wymondley as a location where a mitigation scheme will be required to support new development. <b>Some minor roads leading to and from the villages within Wymondley parish may require other traffic management measures which will also need to be investigated and will be reflected in future iterations of the Infrastructure Development Plan. Mitigation could include environmental improvements to the village centre. The mitigation of these issues will be part of the wider package of measures identified through the wider consideration of network issues concerning A1(M) J8 and alternate routings to this.</b>
MM 370	215	Paragraph 13.358	There are known flooding issues in Wymondley from both surface and <del>river</del> -fluvial flooding. The key flood route broadly follows the alignment of Stevenage Road with an additional surface water flood route along Priory Lane. <b>Hertfordshire County Council Wymondley Flood Investigation Report, November 2014, makes recommendations to reduce the risk of flooding along Stevenage Road. These recommendations relate to measures upstream and outside of the site. However, implementation of an appropriate flood attenuation scheme on the site may support these measures and benefit the village by reducing the overall flooding risk.</b>
		<b>SECTION 5</b>	<b>IMPLEMENTATION, MONITORING AND REVIEW</b>

Ref.	Page (LP1)	Policy / Paragraph	Modification
		<b>CHAPTER 14</b>	<b>DELIVERY</b>
FM 186	221	After 14.29 (Table 2)	<p>SP4</p> <p>% of primary frontages in A1-retail use</p> <p>For at least 66% of units and floorspace within the primary frontage to remain in A1-retail use</p>
MM 372 / FM 187	222	After Table 2: New Policy IMR1	<p><b>Policy IMR1 Five Year Housing Land Supply</b></p> <p><b>In order to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing, we will:</b></p> <ol style="list-style-type: none"> <li>a. Deliver the total housing requirement of 13,000 net dwellings over the plan period on a stepped basis. The Council’s five year housing land supply will be measured against housing requirement targets of: <ul style="list-style-type: none"> <li>• 350 dwellings per annum for the plan period from 2011 to 31 March 2020;</li> <li>• 500 dwellings per annum for the plan period from 1 April 2020 to 31 March 2024; and</li> <li>• 1,120 dwellings per annum for the remainder of the plan period from 1 April 2024 to 2031;</li> </ul> </li> <li>b. Add any shortfall in housing delivery since the plan’s start date, spread evenly over the remaining plan period, to the calculation of the requirement;</li> <li>c. Ensure that the supply of specific, deliverable sites includes a buffer (moved forward from later in the plan period) in line with national planning policy; and</li> <li>d. Monitor housing completions and permissions on an ongoing basis to ensure the housing trajectory is based upon robust and up-to-date information and assumptions.</li> </ol>
MM 373 / FM 188	222	After proposed new Policy IMR1 (new paragraphs)	<p><b>Figure 6 over-page shows the anticipated housing trajectory. This will be kept up-to-date in future monitoring reports. This programme of delivery will allow the plan to demonstrate a five-year land supply at the point of adoption and, subsequently, on an on-going basis.</b></p> <p><b>In order to achieve this, the plan uses a stepped approach to the housing requirement. For the period to 1 April 2020, a housing requirement of 350 dwellings per annum is applied recognising that the quantum of development delivered from the start of the plan period in 2011 to this date is fixed. This increases to 500 dwellings per year between 2020 and 2024 before rising to a requirement for 1,120 dwellings per annum over the remaining years of the plan period.</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>This approach is linked to development strategy set out in this plan. A significant proportion of future new homes will be delivered upon new strategic sites. Delivery of these sites requires their release from the Green Belt which is achieved through this plan. However, this means that in the first half of the plan period from 2011 to 2021, reliance has been placed upon sites permitted under the previous policy regime and extant planning permissions.</p> <p>In the second half of the plan period from 2021, the Local Housing Allocations released from the Green Belt will be critical to maintaining the delivery profile and a rolling five-year land supply. It is anticipated that the Strategic Housing Sites will become the main component of new housing supply in the latter years of the plan. The stepped approach to housing delivery over the plan period allows a better match with actual and anticipated delivery.</p> <p>The same circumstances support a measured approach to meeting the shortfalls in housing delivery that have occurred since 2011. To this end the plan does not seek to meet the full extent of any backlog of delivery within the first five years (known as the <i>Sedgefield</i> approach) but rather seeks to meet this backlog over the remainder of the plan period (the <i>Liverpool</i> approach).</p> <p>In addition to the measures above, national policy requires a buffer, moved forward from later in the plan period, to be applied to the calculation of the five year supply<sup>x</sup>. This buffer should be a minimum of 5% but, where there has been a record of persistent under delivery of housing, this should be increased to 20%.</p> <p>In the period from the start of the plan period on 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2020 the delivery of housing completions in the District were well below the 650 dwellings per annum that would be necessary if the requirement were to be met evenly over the whole plan period, averaging 313 dwellings per annum. This necessitates the application of a 20% buffer at the point of the plan's adoption.</p> <p>The buffer requirement will be added to both the housing requirement and any backlog in delivery to be met over the five year period under assessment.</p> <p>These approaches are set out in Policy IMR1 and will be the basis of the housing land supply calculations that are produced for monitoring purposes over the plan period. The delivery of sites will be monitored and will inform the plan review set out in Policy IMR2.</p> <p><sup>x</sup> Paragraph 47 of the NPPF</p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
MM 374 / FM 189	223	Figure 6 (replace with housing trajectory as shown in ED191B)	
FM 190	222	Before Paragraph 14.30	<p><b>Policy IMR2: Local plan early review</b></p> <p><b>The Council will undertake a whole plan review of the Local Plan 2011-2031 by the end of 2023 at the latest. This will determine whether this Plan needs to be updated either in whole or in part. All policies will be reviewed but with particular regard paid to the following matters that were specifically identified during the preparation and examination of this plan:</b></p> <ul style="list-style-type: none"> <li>• Housing requirements for the District and wider housing market areas;</li> <li>• Housing delivery having regard to the progress and implementation of the Strategic Housing Sites and Local Housing Allocations identified in this plan and the rates of development being achieved measured against the stepped approach and housing trajectory set out in this plan;</li> <li>• The safeguarded land to the West of Stevenage;</li> </ul>



Ref.	Page (LP1)	Policy / Paragraph	Modification
			<ul style="list-style-type: none"> <li>• The outcomes of the process(es) to comprehensively explore new settlement options in the District;</li> <li>• Gypsy and Traveller provision</li> <li>• The identification of needs for retail, leisure, office and other main town centre uses;</li> <li>• Options for long-term secondary education provision in the Stevenage area; and</li> <li>• Broad alignment with the statutory five-year time limit for reviews of the East Hertfordshire and Stevenage local plans (required by November 2023 and May 2024 respectively) to allow co-ordinated consideration of the above matters.</li> </ul> <p>The review will have regard to up-to-date information and be conducted in line with Government policy and statutory requirements. Subject to the outcomes of that review, a new plan or policies will be prepared to a new time horizon of at least 2041.</p> <p>The review will also serve to build upon existing strong, working relationships with adjoining and nearby authorities and may result in the preparation of a joint plan or policies based upon wider functional geographies.</p>
FM 191	222	Paragraph 14.30	<p>The Government expects plans to be regularly reviewed, preferably every five years<sup>155</sup> and we will need to update our Local Plan more regularly than has happened in the past. National guidance recognises that plans can be reviewed in whole or in part to respond flexibly to changing circumstances<sup>156</sup>. We will use the monitoring framework, set out above, to keep the effects of this Plan under review.</p> <p>Footnote  <sup>155</sup> As set out in the Government’s Technical consultation on implementation of planning changes (DCLG, 2016)  <b>Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)</b></p>
FM 192	224	Paragraph 14.32	<p>In addition to our monitoring, we recognise that <del>other events may trigger a future review of the Plan.</del> local plans should normally set out where development will occur over a 15-year period from the point of adoption<sup>157</sup>. This Plan shows how we will meet our needs over the period to 2031, <del>13</del> <b>10</b> years from the anticipated date of adoption.</p>
FM 193	224	Paragraph 14.33	<p><del>We already recognise that further work is required to ensure we meet our needs in full in the period beyond 2026. However, we believe that, due to the progress already made on these issues, the approach set out in this Plan is the most appropriate one for North Hertfordshire.</del> <b>Policy IMR2 therefore commits to an early, whole plan review to</b></p>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<b>commence by the end of 2023 that will allow the Council to consider longer-term requirements, including in relation to a number of specific issues identified through the production of this plan.</b>
FM 194	224	Paragraph 14.36	At the same time, future decisions by other bodies may significantly influence future options for growth in North Hertfordshire. We will continue to work with central government, <b>the Hertfordshire Growth Board</b> and other relevant agencies to better understand the likely nature of <b>these potential projects</b> <sup>158</sup> .
FM 195	224	Paragraph 14.37	<del>We currently consider it most likely that</del> The outcomes of these deliberations and the new settlement process will be reflected in a full <del>the review of the Plan</del> <b>process outlined in Policy IMR2. We currently consider it most likely that this review will result in a need to comprehensively update the local plan, recognising that this cannot be prejudged at this time.</b> Our present intention is that <del>the next full</del> <b>any comprehensive</b> review of this Plan will be completed by the mid-2020s at the latest. It will roll the Plan forward to a new time horizon of at least 2041 and deliver <b>any</b> specific additional <del>land</del> <b>or updated policies</b> and sites <del>that we already recognise will be</del> <b>that are identified as being needed.</b>
MM 410	224	Paragraph 14.39	We actively worked with the other authorities in the HMA – Luton, Central Bedfordshire and Aylesbury Vale – to understand the <u>extent</u> to which the market area as a whole could accommodate development needs <sup>159</sup> . <b>The authorities in the Luton HMA jointly commissioned and subsequently agreed a Growth Options Study<sup>159</sup>. This demonstrates sufficient potential capacity within the Luton HMA to accommodate Luton’s unmet housing needs. The outcomes of this study have been tested through the individual examinations of the partner authorities’ plans.</b>  <sup>159</sup> Luton Housing Market Area Growth Study (Land Use Consultants, forthcoming-2017)
MM 375	224	After paragraph 14.39 (new paragraphs)	<b>We will also work with these and other relevant authorities to understand, and holistically plan for, any long-term strategic infrastructure requirements arising from future growth. This will include consideration of any infrastructure that may be required within North Hertfordshire to facilitate the delivery of growth proposed in other authorities’ plans or other long-term aspirations that may come to fruition over the plan period. Any proposals to expand London Luton Airport beyond the limits of its current planning permission would fall within the scope of this commitment.</b> <b>NHDC will be a co-commissioning authority for the A505 Corridor Study along with Luton Borough Council, Central Bedfordshire Council, Hertfordshire County Council and other neighbouring authorities as appropriate. The outcomes of this Study will determine the likely long-term cumulative traffic impacts of growth in the wider area on both Luton and North Hertfordshire and potential measures to mitigate these.</b>
MM 376	224	Paragraph 14.40	We will continue to engage constructively in <del>this process</del> <b>these processes</b> and, if necessary, consider how best to reflect the outcomes. Dependant on the nature of any issues raised, it may be possible to deal with this through partial or focused reviews of any relevant policy/ies.

Ref.	Page (LP1)	Policy / Paragraph	Modification
FM 196	224	Paragraph 14.41	Beyond these defined events, there may be changes in circumstances that we cannot currently foresee, <b>or are yet to understand the full implications of</b> , but which have a substantial impact upon the District. This might be a major change to the way in which the planning system operates, <b>as suggested in the Government’s 2020 White Paper</b> , or <del>the cancellation of a key project required to support growth</del> <b>structural changes to the population or the way we live, work or spend our leisure time in response to Brexit, Covid-19, climate change or any other future event.</b> <del>We will determine the most appropriate response as and when any such circumstances arrive.</del> <b>It is anticipated that the review process outlined in IMR2 will be the most appropriate means of considering these matters but the Council may also consider focussed reviews of individual or small groups of policies prior to this where necessary.</b>
<b>APPENDICES</b>			
MM 377	229-230	Appendix 2	<p>The Local Plan <del>Proposals</del>-<b>Policies</b> Map includes the following designations, which are set by, and specifically relate to, policies in the Plan:</p> <ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Rural Area Beyond the Green Belt</li> <li>• Urban Open Land</li> <li>• <del>Business Areas</del></li> <li>• Employment Areas</li> <li>• Employment Sites</li> <li>• Housing Sites</li> <li>• Neighbourhood Centres</li> <li>• Settlement Boundaries</li> <li>• Town Centre Boundaries</li> <li>• Primary Shopping Frontage</li> <li>• Secondary Shopping Frontages</li> <li>• Mixed use Allocations</li> <li>• Safeguarded Land</li> <li>• Gypsy / Traveller Sites</li> </ul> <p>The <del>Proposals</del>-<b>Policies</b> Map also includes the following designations, which although referred to by policies in the Plan, are not the responsibility of the Local Plan and the extents of the designations are not set by the Local Plan process...</p> <p><i>[remainder of Appendix unchanged]</i></p>
MM	243	Appendix 4	<b>Appendix 4: Car Parking Standards</b>

Ref.	Page (LP1)	Policy / Paragraph	Modification																	
378			<p><i>Residential Parking Standards</i></p> <table border="1"> <thead> <tr> <th>Class Use C3</th> <th>Car Parking Standard</th> <th>Minimum Cycle Parking Standard</th> </tr> </thead> <tbody> <tr> <td>1 bedroom</td> <td>1 space per dwelling minimum</td> <td rowspan="2">1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling</td> </tr> <tr> <td>2+ bedrooms</td> <td>2 spaces per dwelling minimum</td> </tr> <tr> <td><b>Retirement developments (e.g. warden assisted independent living accommodation)</b></td> <td><b>1 space per dwelling minimum</b></td> <td><b>1 secure and covered space for residents per 5 units.</b></td> </tr> </tbody> </table> <p>The above <del>standard standards</del> will also require visitor / unallocated parking as set out below to be added. Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. <b>Reductions from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.</b> <del>Reductions will be considered only in exceptional circumstances e.g. in town centres or other accessible locations with the availability of a range of local services and good local sustainable transport options and for e.g. small scale conversion of buildings for a small number of residential units in defined town centres.</del></p> <p><b>Visitor/Unallocated Parking</b></p> <table border="1"> <thead> <tr> <th>Class Use C3</th> <th>Car Parking Standard</th> <th>Minimum Cycle Parking Standard</th> </tr> </thead> <tbody> <tr> <td><del>Retirement developments (e.g. warden assisted independent living accommodation)</del></td> <td><del>1 space per dwelling minimum</del></td> <td><del>1 space per 8 units (visitors)</del></td> </tr> </tbody> </table>	Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard	1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling	2+ bedrooms	2 spaces per dwelling minimum	<b>Retirement developments (e.g. warden assisted independent living accommodation)</b>	<b>1 space per dwelling minimum</b>	<b>1 secure and covered space for residents per 5 units.</b>	Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard	<del>Retirement developments (e.g. warden assisted independent living accommodation)</del>	<del>1 space per dwelling minimum</del>	<del>1 space per 8 units (visitors)</del>
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Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>Visitor / unallocated</p> <p>Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) with the <b>higher</b> <del>lower</del> standard being applied where there are no garages in the schemes and the <b>lower</b> <del>higher</del> standard applied where every dwelling in the scheme is to be provided with a garage</p> <p><b>For above C3 general housing</b> - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area <del>for residents plus 1 space per dwelling</del> for visitors</p> <p><b>For C3 retirement developments - 1 covered and secure visitor space per 3 units</b></p> <p>For the above <del>two</del> <b>visitor and unallocated parking</b> standards, reductions in provision will be considered where:</p> <ol style="list-style-type: none"> <li>1. Alternative publicly available off-street parking is available within 2 minutes' walk of the site;</li> <li>2. Visitor parking arising from small-scale (i.e. infill) development can be accommodated on-street without compromising highway safety, the amenity of existing residents or the ability for businesses to operate; or</li> <li>3. Relevant evidence is submitted by the applicant which supports a reduction in standard and considers existing and future car ownership and likely visitor <b>demand</b>.</li> </ol>
MM 379		Appendix 5 (new)	<p><b>Appendix 5: Letchworth Garden City Design Principles</b></p> <ol style="list-style-type: none"> <li>1. For development proposals in Letchworth, their overall layout and design should, as far as practicable, reflect 'Garden City' layout and design principles. Creative reinterpretation of the principles in the light of modern requirements will be sought, and a knowledge of the quality and variety of early garden residential development in the Garden City is a pre-requisite to the success of any proposals. The following notes are intended to give a guide to examples which might be studied, with benefit.</li> <li>2. The term 'Garden City' is equated with open residential development, characteristically low density and generously landscaped with mature trees and hedges set amongst individual houses. This is only partly true. Many of the finest early Garden City layouts depended on a successful corporate design for the scheme as a whole, in addition to the individual features mentioned above. The key to success in the best of examples</li> </ol>

Ref.	Page (LP1)	Policy / Paragraph	Modification
			<p>quoted below is the appreciation of the way houses are grouped to form a sequence of outdoor spaces related to each other and to the overall setting.</p> <ol style="list-style-type: none"> <li data-bbox="689 331 2056 539">3. The broadest overall effect is that of the <u>vista</u>. This has a formal quality exemplified by the broad tree-lined swathe which projects the main axis of the town across Norton Common, and was very effectively handled in the section of Broadway between the J.F. Kennedy Gardens and the Sollershotts where a double avenue of Lime trees was planted. Other principal approach roads of the town were treated in this manner, for example Norton Way South and Pixmore Way. In the latter, the articulated building lines of the early Letchworth U.D.C. Council housing was notably successful.</li> <li data-bbox="689 563 2056 842">4. In contrast, the principle of <u>closure</u> represented the breaking down of the street picture into sequences by means of closing the view at key points, particularly at road junctions. Notable examples are the view southwards into Rushby Mead from Hillshott analysed in detail below; The Crescent between Pixmore Way and Baldock Road where a series of spaces is created along a curved road; or more formally, in Jackmans Place around the triple road junction where a focal block is set across the view line. The use of an informal design approach should not be at the expense of purposeful design of space framed by buildings, an aspect always emphasised by Barry Parker and Raymond Unwin, consultant architects for the original Letchworth Plan of 1904 and much of the subsequent detailed layout of housing.</li> <li data-bbox="689 866 2056 1002">5. Within the street picture, <u>accents</u> were often created by variations in the building line. For example, the splayed arrangement of the tree blocks of Silver Birch Cottages in Station Road added visual interest to an otherwise monotonous road. Greens were used to create a corporate sense of design, for example at Westholm, Ridge Road and in the section of Lytton Avenue between Gernon Road and Pixmore Way.</li> <li data-bbox="689 1026 2056 1297">6. Finally, <u>group design</u> was used as a means of giving identity to the various roads within the Garden City. The residential cul-de-sac, was one of the earliest instances of the use of a feature which is now common in housing layouts. Other means of grouping include the linking together of blocks at street corners, as at the junction of Ridge Avenue and Hillshott, and the use of linking walls and garages as in the groups at the junction of Lytton Avenue and South View. Occasionally, corners would be treated with blocks of striking design, for example the twin 'L' blocks which frame the north side of the junction between Sollershott East and Field Lane or the block boldly set diagonally across the acute angled junction between Sollershott East and South View.</li> </ol>

Annex 1: Key Diagram (MM007)



**North Hertfordshire  
Local Plan 2011-2031**

**Key Diagram**

