



Hertfordshire Host Authorities

HERTFORDSHIRE HOST WRITTEN RESPONSES: APPENDIX 1

London Luton Airport Expansion



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CONTENTS

DEVELOPMENT PLAN POLICIES

1



DEVELOPMENT PLAN POLICIES

Policy Name	Policy
North Herts Council	
Policy SP19: Sites EL1, EL2 & EL3	<p>Land to the east of Luton, as shown on the Policies Map, is allocated as a Strategic Housing Site for a new neighbourhood of approximately 2,100 homes.</p> <p>A comprehensive and deliverable Strategic Masterplan for the entire allocation is to be 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 masterplanning requirements.</p> <ul style="list-style-type: none"> a) A new mixed-use local centre/s to provide for a range of day-to-day local needs including additional neighbourhood-level provision of around 250m² (net) convenience retail provision and 850 m² of comparison retail and food and beverage floorspace and other necessary social infrastructure; b) 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; c) Principal access to be taken from Luton Road and integrated into Luton’s existing highway network via Crawley Green Road with: <ul style="list-style-type: none"> i. provision for sustainable modes of transport; ii. comprehensive integration into the existing pedestrian and cycle, public transport and road networks; and iii. appropriate transport mitigation measures secured to address impacts on Luton; d) 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 with any secondary education solution designed so as not to preclude the potential for future expansion; e) 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; f) 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; g) 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"> i. Footpath Offley 001 as a route from south-east Luton to the rural area; and ii. Footpaths Offley 039, Offley 002 and Offley 003 as potential north-west to south-east green corridors through the site; h) Address existing surface water flood risk issues, particularly along the south-western perimeter of the site, through SUDs or other appropriate solution; i) Appropriate noise mitigation measures, to potentially include insulation and appropriate orientation of living spaces; j) Appropriate mitigation, compensation and / or enhancement of key features of biodiversity as informed by detailed assessments including: <ul style="list-style-type: none"> i. the adjoining local wildlife sites at Stubbocks Wood; and ii. priority deciduous woodland habitat at Brickkiln Wood;



Policy Name	Policy
	k) Sensitive integration of existing settlements and heritage assets, including: <ul style="list-style-type: none"> i. minimising the visual impacts of development upon the historic parts of Cockernhoe, including relevant listed buildings; ii. using the location of the Mangrove Green and Cockernhoe areas of archaeological significance to inform a site-wide green infrastructure strategy; and iii. retaining an appropriate setting to the adjoining Putteridge Bury; l) Undertake Contaminated Land Preliminary Risk Assessment, particularly relating to historic landfill; and m) Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.
Hertfordshire Local Transport Plan 2018-2031	
Policy 1: Transport User Hierarchy	To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order: <ul style="list-style-type: none"> • Opportunities to reduce travel demand and the need to travel • Vulnerable road user needs (such as pedestrians and cyclists) • Passenger transport user needs • Powered two wheeler (mopeds and motorbikes) user needs • Other motor vehicle user needs
Policy 2: Influencing land use planning	The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.
Policy 3: Travel Plans and Behaviour Change	The county council will encourage the widespread adoption of travel plans through: <ul style="list-style-type: none"> a) Working in partnership with large employers, businesses and other organisations to develop travel plans and implement Smarter Choices measures. b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments. c) Supporting school travel plans, and working closely with parents, pupils, teachers and local residents to deliver a network of more sustainable transport links to school. The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift.
Policy 5: Development Management	The county council will to work with development promoters and the district and borough councils to: <ul style="list-style-type: none"> a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards. c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place. d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.



Policy Name	Policy
	<p>e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.</p> <p>f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.</p> <p>g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.</p> <p>h) Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.</p>
Policy 9: Buses	<p>The county council will promote and support bus services to encourage reduced car use by:</p> <p>a) Supporting the delivery of infrastructure including bus priority measures, focussed on a core bus network, and by minimising bus service disruption from road congestion and the effects of road works.</p> <p>b) Providing and maintaining all bus stops, and other bus related highway infrastructure, to a consistent quality and standard across the county.</p> <p>c) Utilising new powers afforded to local authorities through the Bus Services Act 2017 as appropriate.</p> <p>d) Reviewing, procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs. Review existing services and take account of enhanced security provision.</p> <p>e) Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve the end to end journey by multi-modal interchange, accessibility, security and the journey experience.</p> <p>f) Working with partners to develop appropriate passenger fares, encourage the development of smart ticketing and to improve the provision and accuracy of passenger information.</p> <p>g) Working with partners to promote bus services as an option for work and school journeys, and promote and publicise the passenger transport network through a variety of media.'</p>
Policy 10: Rail	<p>The county council will support and promote rail use in the county, especially in order to reduce car use. To do this it will:</p> <p>a) Work with the rail industry and other partners to seek improvements to train services in regards to capacity, journey times, frequency and range of destinations served.</p> <p>b) Work with the rail industry and other stakeholders to make rail travel more attractive through improved fares and ticketing, upgraded station facilities and better access and interchange by sustainable modes of transport.</p> <p>c) Support Community Rail Partnerships in the county.</p> <p>d) Publish a Rail Strategy setting out how the county council's objectives can be achieved.</p>
Policy 11: Airports	<p>The county council, working in partnership with neighbouring local authorities and airport operators, will seek improvements to surface access to Luton and Stansted Airports, and promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes of transport.</p> <p>The county council is opposed to new runway development at Luton and Stansted Airports.</p>
Policy 19: Emissions reduction	<p>The county council will reduce levels of harmful emissions by:</p> <p>a) Promoting a change in people's travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.</p> <p>b) Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality.</p>



Policy Name	Policy
	c) Reducing emissions from its operations.
Policy 20: Air Quality	<p>The county council will seek to reduce the impact of poor Air Quality on human health, by:</p> <ul style="list-style-type: none"> a) Investigating the use of Clean Air Zones. b) Working with district/borough councils to monitor and assess air pollution levels, and working in partnership with them to deliver any declared AQMA joint action plans. c) Implementing, monitoring and reviewing the county council's Air Quality Strategic Plan.'
Policy 21: Environment	<p>The county council will seek to:</p> <ul style="list-style-type: none"> a) Ensure the impacts of traffic and transport infrastructure on the natural, built and historic environment are minimised. b) Protect and enhance the quality of public spaces both in urban and rural areas. c) Minimise the visual intrusion of highways infrastructure in order to reduce street clutter. d) Minimise light pollution and conserve energy from street lighting and signage illumination. e) Minimise noise issues arising from transport where practical to do so. <p>Where highway improvements are being undertaken the county council will:</p> <ul style="list-style-type: none"> f) Minimise and or mitigate the adverse physical impact on the landscape and environment and will try to secure significant and demonstrable environmental gains.
North Hertfordshire Local Plan	
Policy D4: Air quality	<p>Planning permission will be granted provided that development proposals:</p> <ul style="list-style-type: none"> 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; b) Propose appropriate levels of mitigation to minimise emissions to the atmosphere and their potential effects upon health and the local environment; c) Carry out air pollution impact assessments, where required, to determine the impact on local air quality of the development. Where an air quality impact assessment demonstrates that a development is unacceptable from a local air quality perspective the development will be refused. <p>Where an air quality impact assessment demonstrates that a development is unacceptable from a local air quality perspective the development will be refused.</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>
Policy SP1: Sustainable development in North Hertfordshire	<p>This Plan supports the principles of sustainable development within North Hertfordshire. We will:</p> <ul style="list-style-type: none"> a) Maintain the role of key settlements within and adjoining the District as the main focus for housing, employment and new development making use of previously developed land where possible; b) Ensure the long-term vitality of the District's villages by supporting growth which provides opportunities for existing and new residents and sustains key facilities; c) Grant planning permission for proposals that, individually or cumulatively: <ul style="list-style-type: none"> i. deliver an appropriate mix of homes, jobs and facilities that contribute towards the targets and aspirations in this Plan; ii. create high-quality developments that respect and improve their surroundings and provide opportunities for healthy lifestyle choices;



Policy Name	Policy
	<ul style="list-style-type: none"> iii. provide the necessary infrastructure required to support an increasing population; iv. protect key elements of North Hertfordshire’s environment including biodiversity, important landscapes, heritage assets and green infrastructure (including the water environment); and v. secure any necessary mitigation measures that reduce the impact of development, including on climate change; and <p>d) Support neighbourhood plans and other local planning initiatives where they are in general conformity with the strategic policies of this Local Plan.</p>
<p>Policy SP2: Settlement Hierarchy and Spatial Distribution</p>	<p>Between 2011 and 2031, the plan makes provision for at least 13,000 new homes.</p> <p>Approximately 80% 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 the following towns:</p> <ul style="list-style-type: none"> • Baldock (2,198 homes); • Hitchin (1,842); • Letchworth Garden City (1,928); • Royston (1,899); • Stevenage (including Great Ashby)34 (1,705); and • Luton34 (1,485) <p>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:</p> <ul style="list-style-type: none"> • Barkway (208) • Codicote (363) • Ickleford (235) • Knebworth (731) • Little Wymondley (312) <p>The remaining development will be dispersed across the District as set out below. In Category A villages, general development will be allowed within the defined settlement boundaries:</p> <ul style="list-style-type: none"> • Ashwell; • Barley; • Breachwood Green; • Cockernhoe & Mangrove Green; • Graveley; • Hexton; • Kimpton; • Lower Stondon; • Oaklands; • Offley;



Policy Name	Policy
	<ul style="list-style-type: none"> • Pirton • Preston • Reed; • Sandon; • St Ippolyts & Gosmore; • Therfield; • Weston; and • Whitwell. <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"> • Blackmore End; • Great Wymondley; • Hinxworth; • Holwell; • Kelshall; • Lilley; • Newnham; • Old Knebworth; • Rushden; • Wallington; and • Willian. <p>Limited affordable housing and facilities for local community needs meeting the requirements of Policy CGB2 will be allowed in the Category C settlements of:</p> <ul style="list-style-type: none"> • Bygrave; • Caldecote; • Clothall; • Langley; • Nuthampstead; • Peters Green; and • Radwell <p>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.</p>



Policy Name	Policy
Policy SP3: Employment	<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> <ul style="list-style-type: none"> a) Allocate an adequate supply of employment land to meet the needs of the Functional Economic Market Area over the plan period to 2031. The allocations as shown on the Policies Map are: <ul style="list-style-type: none"> I. east of Baldock BA10 (19.6ha); and II. west of Royston RY9 (10.9ha); b) Safeguard Employment Areas within the District’s main settlements, as shown on the Policies Map, to enhance and protect their employment potential; c) 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 strategic housing sites; d) Permit an appropriate range of offices, research and development, light industrial or B class employment uses within these areas; e) 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 employment sites which increase the level of knowledge-intensive employment will be supported in principle. f) Support offices, research and development, light industrial and Bclass uses in appropriate locations outside of designated employment areas, including offices in main town centres and concentrations of these employment uses in certain villages; and g) Ensure relevant policies of this Plan recognise the contribution of sectors other than B Class uses and offices, research and development and light industrial uses, including tourism, to the provision of jobs.
Policy SP5: Countryside and Green Belt	<p>We support the principles of the Green Belt and recognise the intrinsic value of the countryside. Green Belt and Rural Areas Beyond the Green Belt are shown on the Policies Map. We:</p> <ul style="list-style-type: none"> a) Have conducted a comprehensive review of the Green Belt. Land has been removed from the Green Belt to: <ul style="list-style-type: none"> i. enable strategic development at the locations referred to in Policies SP8 and SP3; ii. enable local development around a number of the District’s towns and villages; and iii. define boundaries for villages referred to in Policy SP2 which fall within the Green Belt but were previously ‘washed over’ by this designation; 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; c) Will only permit development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated; and d) Will operate a general policy of restraint in Rural Areas beyond the Green Belt through the application of our detailed policies.
Policy SP6: Sustainable Transport	<p>We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:</p> <ul style="list-style-type: none"> a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant; b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities; c) Work with Hertfordshire County Council, neighbouring Councils, 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 improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes; d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites 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; e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice; f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.



Policy Name	Policy
<p>Policy SP7: Infrastructure requirements and developer contributions</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> <p>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:</p> <ul style="list-style-type: none"> 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"> • ensure appropriate provision of facilities and infrastructure for new residents; • contribute toward addressing cumulative impacts that might arise across multiple developments; • avoid placing unreasonable additional burdens on the existing community or existing infrastructure; • mitigate adverse impacts where appropriate; and/or • enhance critical assets or make good their loss or damage; and ii. maintenance and/or operating costs of any such new provision; <p>b) Ensure essential new infrastructure to support new development is will be operational no later than the completion of development or during the phase in which it is needed, whichever is earliest;</p> <p>c) Refuse planning permission where appropriate agreements or processes ensuring criteria (a) and (b) can be met are not in place;</p> <p>d) Have regard to relevant national guidance or requirements in relation to planning obligations and any Community Infrastructure Levy or successor funding tariff which may be introduced by the Council;</p> <p>e) Work with landowners, developers and other agencies in facilitating the delivery of sites identified in the Local Plan and associated infrastructure and seek to overcome known obstacles; and</p> <p>f) Need robust evidence to be provided where developers consider that viability issues impact upon the delivery of key infrastructure and/or mitigation measures. This evidence will be used to determine whether an appropriate and acceptable level of contribution and / or mitigation can be secured.</p>
<p>Policy T1: Assessment of Transport Matters</p>	<p>Planning permission will be granted provided that:</p> <p>a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;</p> <p>b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;</p> <p>c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and</p> <p>d) For major developments, applicants demonstrate (as far as is practicable) how:</p> <ul style="list-style-type: none"> i. the proposed scheme would be served by public transport; ii. Safe, direct, and convenient routes for pedestrians and cyclists will be provided; and iii. Comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.
<p>Dacorum Core Strategy (2006-2031)</p>	
<p>POLICY CS8: Sustainable Transport</p>	<p>All new development will contribute to a well connected and accessible transport system whose principles are to:</p> <p>(a) give priority to the needs of other road and passenger transport users over the private car in the following order:</p> <ul style="list-style-type: none"> • pedestrians



Policy Name	Policy
	<ul style="list-style-type: none"> • cyclists • passenger transport (buses, trains and taxis) • powered two wheeled vehicles • other motor vehicles; <p>(b) ensure good access for people with disabilities;</p> <p>(c) ensure passenger transport is integrated with movement on roads, footways and cycleways;</p> <p>(d) create safer and continuous footpath and cycle networks, particularly in the towns;</p> <p>(e) maintain and extend the rural rights of way network;</p> <p>(f) improve road safety and air quality; (g) strengthen links to and between key facilities (bus and railway stations, hospitals, main employers and town centres); and</p> <p>(h) provide sufficient, safe and convenient parking based on car parking standards*: the application of those standards will take account of the accessibility of the location, promoting economic development and regeneration, supporting shopping areas, safeguarding residential amenity and ensuring highway safety.</p> <p>Development proposals will also contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and local Urban Transport Plans.</p> <p>Footnote: * The Council's car parking standards are available in a separate document.</p>
Policy CS9: Management of Roads	<p>All new development will be directed to the appropriate category of road in the road hierarchy based on its scale, traffic generation, safety impact, and environmental effect.</p> <p>The traffic generated from new development must be compatible with the location, design and capacity of the current and future operation of the road hierarchy, taking into account any planned improvements and cumulative effects of incremental developments.</p> <p>Improvements to the network and all traffic management measures will be designed to channel long distance through traffic onto the motorway and primary roads (i.e. M1, M25, A5 and A41).</p> <p>In Hemel Hempstead road improvements will focus on relieving congestion in and around the Maylands Business Park, including the delivery of a new north-eastern relief route, and improving the capacity and safety of the Plough Roundabout. Elsewhere, small-scale improvements will be undertaken to tackle local environmental and safety problems.</p> <p>Other new road capacity will only be justified for local environmental, air quality (including any declared Air Quality Management Areas), safety reasons, or for accommodating local access requirements.</p> <p>Local road space will be shared and designed to allow the safe movement of all users.</p> <p>In villages and the countryside, special regard will be paid to the effect of new development and traffic on the safety and environmental character of country lanes.</p>
Policy CS32: Air, Soil and Water Quality	<p>Development will be required to help:</p> <ul style="list-style-type: none"> (a) support improvements in identified Air Quality Management Areas and maintain air quality standards throughout the area; (b) maintain soil quality standards and remediate contaminated land in line with Environment Agency, Defra and Natural England guidance; and (c) improve water quality standards in line with the Water Framework Directive, Environment Agency and Natural England guidance.



Policy Name	Policy
	<p>Any development proposals which would cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances, will not be permitted.</p> <p>Advice on the storage and handling of hazardous substances will be taken from the Health and Safety Executive.</p>
Saved Policy - St Albans District Local Plan Review 1994	
Policy 34: Highways considerations	<p>“Development likely to generate a significant amount of traffic, or which involves the creation or improvement of an access onto the public highway, will not normally be permitted unless acceptable in terms of the following highway considerations:</p> <p>(i) Road Safety. Particular requirements are adequate visibility, turning radii and provision for pedestrians and cyclists and for disabled and other disadvantaged people;</p> <p>(ii) Environmental impact of traffic, especially in residential areas;</p> <p>(iii) Road capacity, including present and predicted future year assessments;</p> <p>(iv) Road hierarchy. New roads shall be of a design appropriate to their position in the hierarchy. New accesses to primary roads and main distributor roads (see Figure 8) will normally be resisted, but where access is permitted a high standard of provision will be required;</p> <p>(v) Car parking provision.</p> <p>(vi) St. Albans City Centre restraint on development. See Policy 30;</p> <p>(vii) Local rural roads. Particular regard will be had to increases in:</p> <p>a) the risk of accidents, especially to pedestrians and cyclists;</p> <p>b) the use of roads that are poor in terms of width, alignment or structural condition;</p> <p>c) adverse impact on the local environment, either to the rural character of the road or residential properties alongside it. This particularly applies to recreational developments which could attract large numbers of visitors, even if only on one or two occasions a year.</p>
Policy SP11: Natural resources and sustainability	<p>This Plan seeks to meet the challenges of climate change and flooding. We will:</p> <p>a) Support proposals for renewable and low carbon energy development in appropriate locations;</p> <p>b) 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 appropriate measures;</p> <p>c) Support the principles of the Water Environment (Water Framework Directive) Regulations 2017 and seek to protect, enhance and manage the water environment;</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) e) 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.</p>
Policy SP12: Green infrastructure, landscape and biodiversity	<p>We will accommodate significant growth during the plan period whilst ensuring the natural environment is protected and enhanced. We will:</p> <p>a. Protect, identify, manage and where possible enhance a strategic multi-functional network of green infrastructure;</p> <p>b. Consider and respect landscape character, scenic beauty and locally sensitive features, particularly in relation to the Chilterns Area of Outstanding Natural Beauty;</p> <p>c. Protect, enhance and manage designated sites in accordance with the following hierarchy of designations and features:</p> <ul style="list-style-type: none"> • Internationally designated sites • Nationally designated sites • Locally designated sites; • Non-designated sites that include important habitats and species



Policy Name	Policy
	<ul style="list-style-type: none"> d. Protect, enhance and manage biodiversity networks including wildlife corridors, ancient woodlands and hedgerows, wetland and riverine habitats, Local Geological Sites, protected species, priority species and habitats, and non-designated sites of ecological value and ensure measurable net gains for biodiversity; and e. Protect other open spaces and support provision of new and improved open space.
Policy SP13: Historic environment	<p>The Council will balance the need for growth with the proper protection and enhancement of the historic environment. 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. We will pursue a positive strategy for the conservation and enjoyment of the historic environment through:</p> <ul style="list-style-type: none"> a) Maintaining a strong presumption in favour of the retention, preservation and enhancement of heritage assets and their setting according to their significance; b) Identifying sites on the national register of Heritage at Risk or on the Council's 'At Risk' register; c) Periodic reviews of Conservation Areas and other locally designated assets; and d) d) Publication of detailed guidance.
Policy NE2: Landscape	<p>Planning permission will be granted for development proposals that:</p> <ul style="list-style-type: none"> a) Respect the sensitivities of the relevant landscape character area and have regard to the guidelines identified for built development and landscape management; b) Do not cause unacceptable harm to the character and appearance of 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; c) Are designed and located to ensure the health and future retention of important landscape features; and d) d) Have considered the long-term management and maintenance of any existing and proposed landscaping.
Policy NE3: The Chilterns Area of Outstanding Natural Beauty (AONB)	<p>Planning permission for any proposal within the AONB, or affecting the setting of the AONB, will only be granted provided that it:</p> <ul style="list-style-type: none"> a) Is appropriate in scale having regard to national planning policy; b) Conserves and where possible enhances the Chilterns AONB's special qualities, distinctive character and biodiversity, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB designation; c) Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment; d) Has regard to the statutory Chilterns AONB Management Plan, making practical and financial contributions towards management plan delivery as appropriate; e) Has regard to 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 f) Avoids adverse impacts from individual proposals (including their cumulative effects) unless these can be satisfactorily mitigated.
Policy NE4: Biodiversity and geological sites	<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.</p> <p>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> <ul style="list-style-type: none"> 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; b) Demonstrate that adverse effects can be avoided and / or satisfactorily minimised having regard to the hierarchy of protection below: <ul style="list-style-type: none"> i. locating on an alternative site with a less harmful impact; ii. providing adequate mitigation measures; or iii. as a last resort compensated for.



Policy Name	Policy
	<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> <ul style="list-style-type: none"> 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; 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. 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 e) Provide a long-term management and monitoring plan including mitigation measures as necessary. <p>Local Geological Sites are ratified by the Herts & Middlesex Wildlife Trust (HMWT) and are afforded the same protection as Local Wildlife Sites.</p>
Policy NE7: Reducing flood risk	<p>Planning permission for development proposals will be granted provided that (as applicable):</p> <ul style="list-style-type: none"> a) 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) Where (a) is not possible, application of the sequential and exception tests is demonstrated where development is proposed in areas of flood risk using the Strategic Flood Risk Assessment (SFRA) and Environment Agency flood maps; c) A FRA has been prepared in accordance with national guidance that considers the lifetime of the development, climate change impacts and safe access and egress; d) It will be located, designed and laid out to ensure the risk of flooding is reduced whilst not increasing flood risk elsewhere; e) The impact of any residual flood risk will be minimised through flood resistant, resilient design and construction; e) Any flood protection and mitigation measures necessary will not cause harm to nature conservation, heritage assets, and/ or landscape and recreation and, where possible, will have a positive impact in these respects; and f) g) Overland flow routes and functional floodplain 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
Policy NE9: Water quality and environment	<p>Planning permission for development proposals will be granted provided that they make appropriate space for water, including (as applicable):</p> <ul style="list-style-type: none"> a) Maintaining a minimum 8 metre wide undeveloped buffer zone from all designated main rivers; b) Maintaining a minimum 5m wide undeveloped buffer zone for ordinary watercourses; and c) River restoration and resilience improvements where proposals are situated close to a river or considered to affect nearby watercourses.
Policy NE10: Water conservation and wastewater infrastructure	<p>Planning permission for new development will be granted provided that;</p> <ul style="list-style-type: none"> a) It does not result in the deterioration of any watercourse in accordance with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (WFD); b) It helps contribute towards the Water Framework Directive (WFD) actions and objectives; c) It helps achieve the objectives set out in the Anglian and Thames River Basin Management Plans; d) Mechanisms for delivering any necessary new or improved water and/ or wastewater infrastructure are secured under the requirements of Policy SP7; and e) Adequate foul water treatment and disposal already exists or can be provided in time to serve the development.



Policy Name	Policy
	New development around Stevenage within the Rye Meads Sewage Treatment Works Catchment will need to demonstrate that additional potable water supply and consequential wastewater treatment capacity can be achieved and implemented ahead of development without significant environmental impact, including adverse effects on designated sites.
Policy HE1: Designated heritage assets	<p>Planning applications relating to Designated heritage Assets or their setting shall be accompanied by a Heritage Assessment/Justification Statement that:</p> <ul style="list-style-type: none"> i. Assesses the significance of heritage assets, including their setting; ii. Justifies and details the impacts of any proposal upon the significance of the designated heritage asset(s); and iii. Informs any necessary measures to minimise or mitigate against any identified harms. <p>Planning permission for development proposals affecting Designated Heritage Assets or their setting will be granted where they (as applicable):</p> <ul style="list-style-type: none"> a) Enable the heritage asset to be used in a manner that secures its conservation and preserves its significance; b) Incorporate a palette of materials that make a positive contribution to local character or distinctiveness, where it is appropriate and justified; and c) 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. <p>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.</p>
Policy HE2: Heritage at risk	<p>Planning permission will be granted for proposals that seek to conserve or provide new uses for designated heritage assets identified on the national register, or the Council's 'At Risk' 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 assessed.</p>
Policy HE3: Non-designated heritage assets	<p>Permission for a proposal that would result in harm to, or the loss of, a non-designated heritage asset will 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> <ul style="list-style-type: none"> a) The replacement building contributes to preserving the local character and distinctiveness of the area; and b) 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.
Policy HE4: Archaeology	<p>Permission for development proposals affecting heritage assets with archaeological interest will be granted provided that:</p> <ul style="list-style-type: none"> a) Developers submit an appropriate desk-based assessment and, where justified, an archaeological field evaluation. b) 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 c) 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. <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>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.</p>



Policy Name	Policy
Dacorum Core Strategy 2006 - 2031	
POLICY CS5: Green Belt	<p>The Council will apply national Green Belt policy to protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements.</p> <p>There will be no general review of the Green Belt boundary through the Site Allocations DPD, although local allocations (under Policies CS2 and CS3) will be permitted.</p> <p>a) Within the Green Belt, small-scale development will be permitted: i.e.</p> <ul style="list-style-type: none"> (a) building for the uses defined as appropriate in national policy; (b) the replacement of existing buildings for the same use; (c) limited extensions to existing buildings; (d) the appropriate reuse of permanent, substantial buildings; and (e) the redevelopment of previously developed sites*, including major developed sites which will be defined on the Proposals Map provided that: <ul style="list-style-type: none"> i. it has no significant impact on the character and appearance of the countryside; and ii. it supports the rural economy and maintenance of the wider countryside. <p>Further guidance will be provided.</p> <p>Development within selected small villages in the Green Belt will be permitted in accordance with Policy CS6.</p> <p>Footnote: * Excluding temporary buildings</p>
POLICY CS8: Sustainable Transport	<p>All new development will contribute to a well connected and accessible transport system whose principles are to:</p> <ul style="list-style-type: none"> a. give priority to the needs of other road and passenger transport users over the private car in the following order: <ul style="list-style-type: none"> • pedestrians • cyclists • passenger transport (buses, trains and taxis) • powered two wheeled vehicles • other motor vehicles; b. ensure good access for people with disabilities; c. ensure passenger transport is integrated with movement on roads, footways and cycleways; d. create safer and continuous footpath and cycle networks, particularly in the towns; e. maintain and extend the rural rights of way network; f. improve road safety and air quality; g. strengthen links to and between key facilities (bus and railway stations, hospitals, main employers and town centres); and (h) provide sufficient, safe and convenient parking based on car parking standards* the application of those standards will take account of the accessibility of the location, promoting economic development and regeneration, supporting shopping areas, safeguarding residential amenity and ensuring highway safety. Development proposals will also contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and local Urban Transport Plans. Footnote: <p>* The Council's car parking standards are available in a separate document.</p>
POLICY CS24: The Chilterns Area of Outstanding Natural Beauty	<p>The special qualities of the Chilterns Area of Outstanding Natural Beauty will be conserved.</p> <p>The scarp slope will be protected from development that would have a negative impact upon its skyline.</p> <p>Development will have regard to the policies and actions set out in the Chilterns Conservation Board's Management Plan and support the principles set out within the Chilterns Buildings Design Guide and associated technical notes.</p>



Policy Name	Policy
POLICY CS25: Landscape Character	<p>All development will help conserve and enhance Dacorum’s natural and historic landscape.</p> <p>Proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition and take full account of the Dacorum Landscape Character Assessment, Historic Landscape Characterisation and advice contained within the Hertfordshire Historic Environment Record.</p>
POLICY CS26: Green Infrastructure	<p>The Green Infrastructure Network will be protected, extended and enhanced. Habitat management zones, projects and more detailed policies will be set out in a Supplementary Planning Document and related Action Plan(s).</p> <p>National and local Biodiversity Action Plans will be supported. Designated sites will be protected and opportunities taken to link them with the wider Green Infrastructure Network. Development and management action will contribute towards:</p> <ul style="list-style-type: none"> • the conservation and restoration of habitats and species; • the strengthening of biodiversity corridors; • the creation of better public access and links through green space; and • a greater range of uses in urban green spaces. <p>Open spaces will be managed in accordance with the Council’s Green Space Strategy</p>
POLICY CS27: Quality of the Historic Environment	<p>All development will favour the conservation of heritage assets.</p> <p>The integrity, setting and distinctiveness of designated and undesignated heritage assets will be protected, conserved and if appropriate enhanced.</p> <p>Development will positively conserve and enhance the appearance and character of conservation areas. Negative features and problems identified in conservation area appraisals will be ameliorated or removed.</p> <p>Features of known or potential archaeological interest will be surveyed, recorded and wherever possible retained.</p> <p>Supplementary planning documents will provide further guidance.</p>
Policy CS32: Air, Soil and Water Quality	<p>Development will be required to help:</p> <p>(a) support improvements in identified Air Quality Management Areas and maintain air quality standards throughout the area;</p> <p>(b) maintain soil quality standards and remediate contaminated land in line with Environment Agency, Defra and Natural England guidance; and</p> <p>(c) improve water quality standards in line with the Water Framework Directive, Environment Agency and Natural England guidance.</p> <p>Any development proposals which would cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances, will not be permitted.</p> <p>Advice on the storage and handling of hazardous substances will be taken from the Health and Safety Executive.</p>
Welwyn Hatfield Borough Council - Local Plan 2016 - 2036	
Policy SADM 18: Environmental Pollution	<p>When considering development proposals, the Council will adopt the approach set out below to ensure that pollution will not have an unacceptable impact on human health, general amenity, critical environmental assets or the wider natural environment.</p> <p><u>Contaminated land and soil pollution</u></p> <p>Planning applications for proposals on land formerly used for industrial, commercial or utilities purposes, or land which is considered to be contaminated or potentially contaminated, must be accompanied by a preliminary Contaminated Land Risk Assessment.</p> <p>Proposals which, by their nature, risk contributing to soil and water pollution will be required to demonstrate how this risk will be avoided or mitigated to an acceptable level.</p>



Policy Name	Policy
	<p><u>Air Quality</u></p> <p>Prevailing air quality and potential impacts upon air quality arising from airborne emissions, dust and odour associated with the construction and operation of a proposal (including vehicular traffic) will be considered when determining planning applications. Proposals that would result in or be subject to unacceptable risk to human health and the natural environment from air pollution, or would prejudice compliance with national air quality objectives, will be refused.</p> <p>An Air Quality Assessment that demonstrates how prevailing air quality and potential impacts upon air quality have been considered and how air quality will be kept to an acceptable standard through avoidance and mitigation will be required for major and minor development proposals that are:</p> <ul style="list-style-type: none"> i. Likely, due to the nature of the proposal, to give rise to significant air pollution; ii. Within an Air Quality Management Area; iii. Within 50 metres of a major road (65) or heavily trafficked route (66); iv. Within proximity to a source of air pollution which could present a significant risk to human health; and/or v. Particularly sensitive to air pollution due to their nature, such as schools, health care establishments or housing for older people. <p><u>Noise and Vibration</u></p> <p>A Noise and Vibration Impact Assessment will be required for proposals with the potential to cause disturbance to people or the natural environment due to noise and/or vibration and for proposals that are considered to be sensitive to noise and/or vibration.</p> <p>The potential impact of proposals upon odour levels, or their sensitivity to prevailing sources and levels of odour, should be considered and addressed. Where appropriate, the Council will require an Odour Impact Assessment to be provided, including an Odour Management Plan where necessary.</p> <p>Proposals that would result in or be subject to noise pollution and/or vibration that is:</p> <ul style="list-style-type: none"> i. Very disruptive and would have an unacceptable adverse effect on human health or the natural environment will not be permitted. ii. Disruptive and would have a significant adverse effect on human health or the natural environment will be refused unless the need for, and benefits of, the development significantly outweigh the harm and all feasible solutions to avoid and mitigate that harm have been fully implemented. iii. Intrusive and would have an adverse effect on the quality of life or the natural environment will be resisted unless all feasible solutions to reduce to a minimum and mitigate that harm have been fully implemented, including the use of planning conditions. <p><u>Light pollution</u></p> <p>Proposals that include external lighting schemes, including floodlighting, will be approved where it can be demonstrated through a Lighting Assessment that all of the following criteria can be satisfied:</p> <ul style="list-style-type: none"> i. The lighting scheme is the minimum required for security and operational purposes; ii. Glare and light spillage are minimised; iii. The amenity of residential areas is not adversely affected; iv. The visual character of historic buildings and conservation areas are not adversely affected; v. There would be no dazzling or distraction of drivers using nearby roads; vi. There would be no unacceptable adverse impact on the character or openness of the countryside and the green belt; and vii. There would be no unacceptable adverse effects on species, habitats or the wider natural environment.



Policy Name	Policy
Saved Policy – Stevenage Borough Local Plan 2011-2031	
Policy SP2: Sustainable development in Stevenage	<p>We will work within the principles of sustainable development and reduce the impact of development on climate change. We will support the New Town ideal of a balanced community.</p> <p>Planning permission will be granted where proposals demonstrate (as applicable), how they will:</p> <ul style="list-style-type: none"> a. Deliver homes or jobs that make a positive contribution towards the targets in this plan; b. Supply a mix of uses, make good use of land and maximise opportunities for brownfield redevelopment within the town; c. Regenerate areas of the town that are under-performing; d. Reduce deprivation, improve quality of life and make sure that residents share in the benefits of regeneration and growth; e. Raise the aspirations, earnings, education level or life expectancy of residents; f. Provide a mix of homes and jobs for all sectors of the community; g. Promote journeys by bus, train, bike and foot and reduce the need to travel; h. Work within the limits of infrastructure and increase capacity where this is necessary to support development; i. Make high-quality buildings and spaces that respect and improve their surroundings, reduce crime and the fear of crime; j. Support facilities and services that encourage people to live, work and spend leisure time in Stevenage; k. Produce places and spaces that enable people to live a healthy lifestyle; l. Take a proactive approach towards energy use, including renewable energy and energy efficiency measures where practicable and appropriate; m. Avoid or prevent harm from flood risk, contamination and pollution; n. Protect and improve important open spaces, wildlife sites and habitats; o. Preserve or enhance areas and buildings of historical and archaeological interest; and p. Increase community awareness and involvement so that residents are involved in, and proud of, their town.
Policy SP11: Climate change, flooding and pollution	<p>We will work to limit, mitigate and adapt to the negative impacts of climate change, flood risk and all forms of pollution. We will:</p> <ul style="list-style-type: none"> a. ensure new development minimises and mitigates its impact on the environment and climate change by considering matters relating (but not necessarily limited) to the provision of green space, renewable energy, energy efficiency, water consumption, drainage, waste, pollution, contamination and sustainable construction techniques; b. ensure new development reduces or mitigates against flood risk and pollution; c. take a sequential approach to development in all areas of flood risk; and d. protect existing flood storage reservoirs and require new flood storage reservoirs to be provided where appropriate.

