

APPENDIX 1

Masterplanning Principles for Location West of the A1(M), as
reported to Environment Committee on 11 July 2000

HCC

NHDC

SBC

**DEVELOPMENT WEST OF THE A1(M) AT
STEVENAGE**

**LOCAL AUTHORITY MASTERPLANNING
PRINCIPLES**

**ENDORSED BY THE WEST OF THE A1(M)
JOINT MEMBER GROUP
22nd MAY 2000**

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PLEASE NOTE: Words and phrases that are defined in the glossary are written in *italics*.

Section 1

Context of Masterplanning Principles

Background to the preparation of this Document

It is a requirement of Policy 8 of the adopted Hertfordshire County Structure Plan for the three local authorities with an interest in the proposed development west of the A1(M) at Stevenage to co-operate in masterplanning work. North Herts District Council, Stevenage Borough Council and Hertfordshire County Council have therefore joined together to create, in this document, a common view on the form of development they wish to see west of the motorway.

Structure Plan Policy 8 requires the preparation of a masterplan for 5,000 dwellings (and potentially beyond this figure), and so the masterplanning principles contained within this document are set against this context. However, it is the intention that, for the most part, these principles should be able to endure whatever the size of development.

What these masterplanning principles cover

The masterplanning principles set out in this document represent the expression of what the local authorities, collectively, have determined:

- What the new development should aspire to;
- What the basis will be for determining whether developer masterplan(s) submitted to them meet suitable qualitative standards;
- What the overall philosophy and the guiding principles of the development should be in respect of layout, design, balance & mix of uses, quality of social and physical *infrastructure* etc;
- What will be the criteria for judging whether the proposals meet local authorities expectations in terms of *sustainability*; and
- What monitoring and consultation arrangements they propose.

These principles have been drawn up independently of any masterplan proposals prepared by private developers. The local authorities have judged that in order to ensure fairness and transparency it is essential that their masterplanning principles are entirely independent of any proposals that might be submitted to them. This is particularly important as this document is intended to inform all parties with a potential interest in the proposed development.

The status of this Document

This document should be read in conjunction with the emerging Local Plans for Stevenage and North Hertfordshire. This document does not attempt to repeat the relevant Local Plan policies, but instead provide further advice and guidance, in a single document format, on the local authority expectations.

Whilst this document identifies the framework for the development and a number of specific requirements, it does not seek to prescribe how they should be

implemented. However, they will provide the basis for the local authorities negotiations with developers on these matters, including *Section 106* Agreements.

It is intended that this document will be adopted as *Supplementary Planning Guidance*. Nevertheless, it is recognised that the work on masterplanning principles will need to be dynamic as the development moves forward, in response to change. Further versions of this document will be produced as and when circumstances demand.

Section 2

How the masterplan principles have been derived

In framing these masterplanning principles, the local authorities have drawn on a range of source material. Principally, this consists of:

- technical work undertaken by the local authority, developer and other interests within the 6 Technical *Topic Groups* established by the Local Authorities in January 1999;
- community consultation and visioning events that have taken place during 1998 and 1999;
- other technical work that has informed the reviews of both Local Plans;
- the provisions of the County Structure Plan 1991 – 2011, adopted April 1998;
- national and any other relevant guidance such as *Planning Policy Guidance Notes* and DETR Circulars

There should therefore be some reassurance that in drafting this document, the local authorities have sought to construct the principles from materials that have either been derived from joint collaborative working, community consultations, or statutory policy or guidance documents.

Section 3

Sustainability appraisal criteria

Local authorities will wish to ensure that developers' masterplans submitted to them have given sufficient consideration to – and, equally importantly, made adequate provision for – the scheme's social, economic and environmental *sustainability*.

An appraisal of the *sustainability* credentials of each developer masterplan will therefore be made by the local authorities. This will require such masterplans to:

- demonstrate the means by which the scheme can deliver higher standards of *sustainability* than typically achieved in new development in this country; and
- assess how the development site's specific attributes – its location adjoining Stevenage and its physical characteristics – can contribute to meeting such principles

The three elements of the appraisal will comprise:

- what specific measures are proposed in the name of *sustainability*;
- the significance of these measures in terms of the difference they will make to the development; and
- how such measures will be managed, monitored and enforced, and if necessary adapted in the future.

It is recommended that *the developers* submit their *sustainability* appraisal in the following tabular form:

Measure	Target	Method	Impact	Monitoring	Review	Appraisal
The specific measure to be covered	What the measure is expected to achieve	How it is intended to achieve it	The difference success in this measure will bring (how it might differ from traditional expectations)	How it is intended to evaluate performance to ensure success	How measures might be adapted in time to reflect changed conditions	What actions (if any) would be proposed to remove barriers to achieving success

It is acknowledged that developers may encounter barriers to the implementation of *sustainability* measures. In seeking ways to overcome these barriers, it is recognised that other organisations, including local authorities, will have an important role to play. For their part, local authorities recognise that they have responsibilities to help achieve *sustainability*.

What Local authorities will be seeking in terms of sustainability

Set out below are the local authority expectations in the form of a checklist of criteria against which it is proposed development proposals will be judged.

The key categories identified by the local authorities are:

- Efficient use of natural resources (including during construction)
- Pollution control
- Giving priority to passenger transport, pedestrians and cyclists
- Water resource management
- Waste management and recycling
- Energy efficiency
- The *sustainability* aspects of urban design, layout, and community *infrastructure*
- Habitat management and species conservation
- Landscape quality
- Future management arrangements of open spaces and community facilities (including shared usage of such facilities)
- Health and well-being
- Education and training
- Quality of housing
- Employment provision
- Economic health
- Community development

Section 4

Key Masterplanning Principles

The masterplanning principles contained within this document reflect the local authorities intention that the new development achieves the highest possible standards of environmental, social and economic *sustainability*.

This will be achieved through:

- creating a well designed development
- providing the new development with the required physical and social *infrastructure* so as to promote a reduction in the need to travel
- setting an appropriate balance and mix of uses
- nurturing a diverse community
- engendering a sense of neighbourhood spirit and pride within this community
- protecting the wider environment from the impact of development
- conserving important environmental assets within and adjoining the area for development, including landscape, archaeological and ecological features
- ensuring the most efficient use of natural resources including land
- establishing attractive open spaces and '*green links*' for amenity, recreation, wildlife and *biodiversity*
- making the most of the advantages of the location of the new development adjoining the town of Stevenage
- minimising the impact of traffic generation from the development

Section 5

Design & Urban Form Masterplanning Principles

LAND USE

MP1 Efficient use will be made of land to meet the anticipated needs and aspirations of all sections of the future community.

To help achieve this the aim should be to create:

- a development that is visually attractive; convenient to live and work in; encourages healthier living; and aims to reduce the potential for vehicle accidents, crime and the fear of crime.
- a mix of uses so that facilities needed by its residents are convenient and so that the community develops a sense of ownership of their services.
- a sense of place and community by basing the design philosophy on the best aspects of the local area, modified to meet future needs.

URBAN FORM

MP2 The new development will take the form of a series of inter-linked *urban villages*, each having a mixed use centre within which local facilities will be concentrated.

This will require:

- the centres to form a hierarchy, with one major main centre and smaller local centres.
- the centres to be accessible to the surrounding areas by sustainable *transport modes* and well served by public transport routes.
- each *urban village* to have its own distinctive character whilst at the same time be part of the overall design philosophy of the development.
- all land uses within the overall mix to contribute to the high quality of the scheme and be designed to be compatible one with another.
- the density of the development to be at its greatest at the heart of the development, generally reducing towards those edges that abut the countryside but not adjacent to the A1(M). This will enable the development to present a landscaped appearance to the countryside but have an urban feel at its core, particularly in the main and local centres.

COALESCENCE

MP3 Coalescence will be avoided with nearby settlements namely, Todd's Green, Norton Green, Titmore Green and Little Almshoe.

ENERGY USE

MP4 The development will have a land use pattern and urban form that will reduce the need for the use of energy, particularly from non-renewable sources, and thereby reduce the potential for pollution.

THE EDGE OF DEVELOPMENT

MP5 The development will aim to blend with the existing landscape character rather than presenting a hard urban edge to the open countryside.

To achieve this it is envisaged that:

- strong woodland and parkland planting will be needed along its flanks, particularly to the north, west and south.
- advanced structural planting will be required
- the boundary will take into account the form of the land.
- these requirements will not preclude the creation of very occasional long views out of the development that will add to its sense of place and overall attractiveness.
- other measures may be used which achieve the principle set out above.

LAYOUT

MP6 The design of the layout will be *permeable* to increase accessibility, convenience and the ability of people to travel by other means than the private car. Well designed and located parking areas will be provided to avoid dangerous congestion and intrusion into pedestrian areas, space for cyclists and other inappropriate locations. Parking and road space must be sensitively designed for the benefit of all transport users.

MP7 The design of the development will permit casual surveillance of public and private areas to reduce opportunities for crime and increase public well being. Houses will overlook roads, footpaths and open spaces. Narrow, isolated footpaths will be avoided.

ACCESSIBILITY

MP8 The urban form, buildings and the environment as a whole will be convenient for the use of disabled people.

Section 6

Transport and Transport Infrastructure Masterplanning Principles

REDUCING THE NEED TO TRAVEL

MP9 Journeys by alternative modes will be made attractive and convenient to encourage a *modal shift* away from the use of the private car.

To achieve this:

- the need to travel will be reduced through the provision of *key local facilities* within the development.
- safe, direct, well signed and attractive pedestrian and cycle routes will be established throughout the development and to *key local facilities* and will link into the existing rights of way and cycle networks.
- priority will be given to the pedestrian and cyclist over the car, particularly at junctions.
- measures such as traffic calming, pedestrianisation, reduced speed limits and home zones will be employed to reduce the impact of the car on the local environment and improve the level of safety afforded to pedestrians and cyclists.
- a high quality, frequent, low floor, high capacity, modern styled bus service, which utilises modern information and ticketing systems, will be provided, along with the necessary *infrastructure*. Users of the high quality bus service will be provided with an advantage over the car through a combination of priority measures and segregation.
- access to key facilities in Stevenage such as the Railway Station, the Town Centre, the hospital and employment areas being made available by the bus network, footpath and cycleway connections.
- adequate provision will be made for secure storage facilities for cycles at the main and local centres, passenger transport *interchanges*, places of work and schools.

PASSENGER TRANSPORT

MP10 The necessary *infrastructure* will be provided to enable a quality bus service to be implemented in phases, in parallel with the occupation of dwellings.

SAFETY

MP11 All transport *infrastructure* and services provided to serve the development will be designed to ensure a high level of safety.

WIDER LINKAGES

MP12 The development will avoid unacceptable impact on the highway network.

To help achieve this:

- there will be no vehicular access to the B656.
- there will be no direct access on to the A1(M) motorway.
- all vehicular access will be directed under the A1(M) into Stevenage.
- improvements will be required to the highway network to accommodate the traffic impact of the development.
- a minimum of 2 general purpose vehicular access points under the A1(M) into Stevenage will be provided.
- *segregated facilities* for pedestrians and cyclists will be provided in association with vehicular accesses.
- existing crossing points will also be utilised to provide additional facilities for pedestrians and cyclists, to ensure that convenient and direct routes are provided between the development and local facilities within Stevenage.

MP13 All modes of transport will be integrated with transport *infrastructure* and key facilities in Stevenage.

Section 7

Community Infrastructure Masterplanning Principles

HOUSING

MP14 The provision of housing for a wide range of residents which includes a mix of types, tenures and size, spread throughout the community will be required.

It is expected that:

- small clusters of *affordable housing* (generally between 20 and 30 dwellings) and housing for *special needs* will be distributed throughout the development and designed to assist with social integration.
- the mix of housing types will be required to create a balanced community and to reflect Hertfordshire's housing mix and needs.
- most *affordable housing* will be for rent.
- the level of *affordable housing* will be determined by joint local authority housing needs studies.
- the provision of *affordable housing* will be linked to the agreed phasing programme of the overall development.
- most accommodation for the elderly will be provided close to the local centres.
- sheltered accommodation will be designed to be self-contained and fully supported by community facilities.
- housing for the disabled will be provided close to the public transport and avoiding steep gradients.
- housing designed for *special needs* groups will be located close to the local centres and/or public transport routes.

EMPLOYMENT

MP15 Employment areas will be of sufficient scale to provide employment opportunities for a significant part of the working population and will be located so as to reduce the need for private and commercial vehicle journeys.

To reduce the need for vehicle journeys it is expected that:

- the employment land will be split and located close to the main access or on the main arterial route. Smaller scale local employment land will be provided close to local centres.
- no employment land will be provided for Use Class B8 unless it is part of a planning unit ancillary to Use Class B1 or B2.
- employment activities will not be detrimental to the amenity of neighbouring uses.
- employment land will be close to a passenger transport route.
- employment land will be served by a network of cycleways and footpaths linked to the residential areas.

MP16 A wide range of employment opportunities will be provided to encourage diversity and to attract new business and encourage the growth of local small business.

It is expected that:

- a mixture of unit sizes will be provided.
- a managed work space unit will be provided close to the main local centre.

MP17 Replacement employment space will be provided for the employment land lost from the access routes.

RETAIL

MP18 *Convenience shopping* provision will be made locally, to reduce trip generation, encourage linked trips and to meet the everyday needs of residents. *Comparison shopping* will be provided by Stevenage Town Centre, rather than within the site, to discourage shopping related trips into the development.

It is expected that

- a main food store will be provided at the main centre.
- the main food store design will contribute positively to the *street scene* of the main centre.
- the main food store will be on the public transport system and served by cycleways and footpaths.
- small convenience store design will contribute positively to the *street scene*.
- small convenience stores with other small retail and service units will be provided at the local centres.
- small convenience store design will be flexible to allow for change in demand.
- the small convenience stores will be well served by cycleways and footpaths and within walking distance of the residential areas they serve.
- there will be no non-food retail warehousing or factory outlet shopping.

EDUCATION

MP19 School places will be provided in sufficient numbers to meet the needs of those living in the new community at each stage in its development. The primary schools will be located close to the centres and located within walking distance of the residential areas they serve and the secondary school close to the main centre.

It is expected that:

- 3 primary schools will be provided and a secondary school.
- primary schools and secondary schools will be well served by cycleways and footpaths linked to the residential areas they serve.
- the secondary school will be located on the public transport route.

MP20 Schools will be designed for shared usage, with access to facilities by the community. The school playing fields will be designed to be part of the *green links* integrated into the development.

MP21 Provision will be made for life long learning facilities at the schools or at community centres for youth or adult education. Initiatives such as cyber cafes or opportunities to link with new technology will be promoted.

EMERGENCY SERVICES

MP22 A facility will be provided close to the main centre for the fire service, with direct access onto the main arterial route. The community centre will be designed to enable shared facilities with the police; and the health centre with ambulance services. Temporary accommodation will be required to enable police presence in the development on the completion of the first house.

MP23 Emergency vehicle requirements will be accommodated in the design of the development (in particular with the major access routes).

HEALTH AND SOCIAL SERVICES

MP24 At the main centre provision will be made for a health centre at an appropriate scale for the well being of the community.

It is expected that provision will be made for:

- facilities for doctors, dentists, opticians and similar health professions.
- social services accommodation.
- access and hardstanding for ambulances.

COMMUNITY CENTRES

MP25 A multi-purpose community centre will be provided at the main centre to meet the requirements of the community, public and voluntary sectors. In addition multi-purpose community centres will be provided in association with local centres. All provision will be made at a scale appropriate to the development.

It is expected that provision in the main centre will be for:

- shared “one stop shop” to provide information on local public, private and voluntary agency services.

- library facility.
- museum facility.
- rooms to enable worship.
- meeting rooms.
- function rooms.
- catering / café facility
- changing rooms/showers facilities.
- storage.

CHILD CARE AND YOUTH FACILITIES

MP26 Provision will be made for separate childcare and youth facilities adjacent to community centres.

LEISURE

MP27 A range of leisure facilities will be provided to meet the needs of the new community. All provision will be made at a scale appropriate to the development.

It is expected that the ⁴²facilities will be:

- sports halls.
- a health and fitness centre.
- a swimming pool.
- an artificial surface sports area.
- a multi use games area.

MP28 Formal and informal outdoor recreation facilities and a cemetery will be provided within easy access of the residential areas they serve.

It is expected that the facilities will include:

- parks and open spaces.
- playing fields and supporting changing facilities will be grouped together in a number of locations.
- play areas (*LEAPS and NEAPS*).
- replacement of any playing fields and club house facilities lost to access improvements.
- allotments.

Section 8

Physical Infrastructure Masterplanning Principles

WATER SUPPLY AND CONSUMPTION

MP29 The development will make efficient use of water resources and provide opportunities to minimise water consumption.

To achieve this, it is envisaged that:

- determination of final water supply proposals will be agreed through the *Environmental Impact Assessment* process .
- water supply *infrastructure* will be planned to provide flexibility to cope with possible future changes in supply and demand.
- the development will incorporate water efficiency measures, such as recommended water efficient appliances.

WATER DRAINAGE

MP30 Natural and sustainable drainage techniques will be used to drain the development's surface water.

To achieve this it is expected that:

- the surface water drainage system will incorporate source control techniques (*infiltration drainage*). Surface water attenuation by physical means will only be provided where the use of infiltration techniques are not practical.
- to maintain the effectiveness of the source control proposals it is necessary to establish a maintenance regime and identify responsibility for it.
- local infiltration techniques are the preferred option, with area infiltration the second choice.
- measures will be taken to prevent pollution from the development to ground water in the aquifer.
- determination of the final foul water drainage proposals will be agreed through the *Environmental Impact Assessment* process.
- a drainage strategy will be provided to show the approach taken is technically feasible without causing detriment to aquifer or environment on or near the site.

ENERGY SUPPLY AND CONSUMPTION

MP31 The development will make efficient use of energy resources and provide opportunities to minimise energy consumption.

To help achieve this:

- the provision of a community heating system will be explored (the provision of *Combined Heat and Power* facilities is dependent on the findings of a feasibility study).
- the design of lower energy buildings and homes will be considered against Building Research Establishment (BRE) and National House Building Council (NHBC) standards.
- it must be demonstrated that methods of maximising efficient energy use in the development have been fully explored.

WASTE RECYCLING

MP32 The development will provide opportunities to maximise recycling.

In order to achieve this:

- land and facilities for a new *household waste site* (HWS) will be provided.
- land and facilities, within the development, will be required for a *green waste composting* scheme (GWCS).
- *recycling centres* will be sited where there is good access to them without having adverse impact on the area.
- *household scale recycling* facilities will be designed into buildings.

WASTE COLLECTION AND DISPOSAL

MP33 Appropriate and efficient solutions will be sought to address waste arising from the development.

It is expected that:

- the policies set out in the Hertfordshire Waste Management Strategy, the Hertfordshire Waste Local Plan and the District Local Plans will be accorded with.

CONSTRUCTION

MP34 The development will incorporate resource efficiency (energy, water, and materials) into good quality design, construction and landscaping.

To enable this to happen:

- all building materials will be assessed for environmental impact.
- sustainable and innovative construction techniques will be used and all new housing will comply with BRE and NHBC Eco Homes Standard.
- experimental building construction and design will be demonstrated.

OTHER GENERAL PHYSICAL INFRASTRUCTURE REQUIREMENTS

MP35 The necessary telecommunications will be in place to enable a 'wired community'.

To achieve this:

- all buildings to be serviced to enable IT access.

MP36 The design of the development will aim to reduce the opportunity for crime and the fear of crime.

To help in this objective:

- the development will need to ensure effective lighting with the installation of *CCTV* where appropriate.
- *CCTV* will be installed in public places, where justified.

Section 9

Environment Masterplanning Principles

EXISTING NATURAL FEATURES

MP37 Existing natural and semi-natural features on and around the site will be assessed including the ecological impact of any changes to natural hydrology and drainage and, where appropriate, retained, protected and/or enhanced.

In particular it will be a requirement that:

- the design of the development will take these into account.
- long term conservation will be provided both in terms of management arrangements, plans and design.
- where appropriate, semi-natural features will be enhanced.
- where natural features are unavoidably lost, replacement features of a similar nature will be sought.

HISTORIC FEATURES

MP38 Features and remains of the *historic environment* will be assessed and, where appropriate, retained and/or enhanced according to their significance.

In particular it will be a requirement that:

- all surviving elements of the *historic environment* will be identified and their importance assessed.
- in assessing importance, the group value of identified sites and features will be taken into account.
- these sites/features will be managed so as to enhance their amenity value and contribute to local character and to promote the community's appreciation of the historical environment of the area.
- the design of the development will take into account any important features, and where these features are retained, sympathetic management techniques will be introduced.

BIODIVERSITY

MP39 Opportunities for increased *biodiversity* will be encouraged in both the built and landscaped areas of the development.

LANDSCAPING

MP40 Landscaping and planting will be used to create a sense of identity and an attractive sustainable environment. This will require a strong landscape structure taking into account microclimates, carbon-fixing, wildlife, visual and recreational amenity. The design will facilitate the sustainable management and maintenance of the new landscape.

USE OF NATIVE SPECIES

MP41 Native species will be used in landscaping and planting schemes where appropriate, thereby increasing opportunities for *biodiversity*.

GREEN LINKS

MP42 A network of landscaping and open space ("*green links*") will be created for the benefit of wildlife, landscape, recreation and amenity. This will include, where practical, links between existing sites of ecological importance, existing features and the rights of way network.

RIGHTS OF WAY

MP43 The existing rights of way system will be maintained where appropriate and enhanced. Alternatives will be created to replace any facilities that have to be lost.

In particular:

- the network of public rights of way will be assessed in relation to the wider network.
- safe recreational access based on existing and new public rights of way within the development and to the wider countryside will be provided.
- paths will be retained or created where they advantageously link to the wider countryside network and to existing facilities within and outside *the development area*.

SCREENING

MP44 Any adverse environmental and visual effects of surrounding uses such as the A1(M) must be identified and good quality screening provided.

LIGHT AND NOISE POLLUTION

MP45 Full and adequate street lighting will be provided but of such a design to minimise aerial light pollution. This will be particularly relevant to the avoidance of light pollution into the surrounding countryside.

MP46 Noise levels affecting the site will be investigated and taken into account in the planning of the development.

In particular it will be a requirement, where appropriate, to:

- locate sensitive land uses in areas not affected by high levels of noise and/or
- provide insulation and other mitigation measures to protect sensitive land uses and buildings.

Section 10

Monitoring and Consultation

Partnership Working

- The County Structure Plan requires masterplanning briefs to be prepared and negotiated with *the developers* by means of a joint local authority partnership. The Masterplanning Principles in this document are, in effect, the masterplanning briefs referred to in the Structure Plan and are, in part, the product of Topic Group working.

Consultation

- High priority has been given to public consultation since the site was designated for development. *The developers* will provide evidence that their proposals have been subjected to full public consultation and that due regard has been given to the comments received.
- A process for ongoing liaison with residents of the development will need to be set up with those living in the immediate surrounding area and representative organisations.

Phasing and Monitoring

- The local authorities will wish to ensure that the development proceeds according to an agreed programme to ensure that the housing allocations set out in the Structure Plan are accomplished in the period specified. They will also wish to monitor progress in connection with trigger points for facilities provided as planning conditions and obligations.

Construction

- *The developers* will minimise any adverse impact, which the development may have on those living near *the development area*, on existing roads and the surrounding towns and villages during the construction period.

Employment and Training

- The construction of the development will create significant new employment in the construction industry. The local authorities will encourage developers to take positive action to ensure that local people are fully aware of the employment opportunities created and that they have equal opportunity to take them up.
- *The developers* will set up and maintain a training scheme for construction skills.

Section 11

Section 106 Agreement

A Section 106 legal agreement will be required for the development. It will be finalised at the same time as outline planning permission is issued.

Government advice concerning such agreements states that they must only be sought where they are:

- necessary
- relevant to planning
- directly related to the proposed development
- fairly and reasonably related in scale and kind to the proposed development
- reasonable in all other aspects.

The agreement will be primarily between *the developers* and the local authorities. It can refer to matters both off and on site. It can govern the way the parties act or it can constrain the way they act. It can provide land and buildings for various uses. It can also provide sums of money to enable local authorities and other organisations to carry out work.

The agreement is critical to the production of a high quality sustainable development. It obliges the parties amongst other matters to work towards the provision of important social and physical *infrastructure*. This agreement is likely to cover issues relating to:-

- management including possible methods whereby the community can control or influence its own affairs in the future phasing;
- monitoring;
- housing, including *affordable housing*;
- education;
- community;
- leisure;
- open space, landscaping, heritage and the countryside;
- transport; and
- any other matters that arise from the environmental impact analysis and planning process.

Section 12

Glossary

Affordable Housing

Defined by Circular 6/98 as “Low cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market” and as amplified in the Local Plans.

Biodiversity

The existence within an area of a broad range of different species of flora (plants) and fauna (animals).

CCTV

Surveillance system based on the use of Closed Circuit Television Cameras.

Combined Heat and Power

The use of a generator to supply the heating and electricity requirements of a group of properties.

Community

Those who will live or work in the development.

Comparison Shopping

Shopping for higher priced household purchases, where the consumer may wish to compare goods in a number of stores before making a purchase.

Convenience Shopping

Shopping for day-to-day household requirements, such as food, drink and hardware where the consumer will generally visit the same store or stores for a similar range of items on a regular basis.

The Development

The proposal to provide 3,600 dwellings and supporting infrastructure on land to the West of Stevenage in the period up to 2011 within a Master Plan for 5,000 dwellings, with the long term possibility of a further 5000 dwellings in future.

The Development Area

The area required to provide for the Development. Within this boundary the development is likely to proceed in phases.

The Developers/Development Interests

The private sector companies and development agencies that will be responsible for implementation of the Development.

Development Plan

The Structure Plan and the Local Plan together form the Development Plan for an area.

Environmental Impact Assessment (EIA)

A means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects (Circular 02/99).

Green Belt

Areas of land designated in the Development Plans in which there is a general presumption against inappropriate development, as defined in statute and in PPG2 (Green Belts). Green belts exist to check urban sprawl, prevent neighbouring towns merging, safeguard the countryside, preserve the character and setting of historic towns and encourage reuse of urban land.

Green Waste Composting Scheme

Site for where vegetable waste is decomposed into a form suitable for agricultural and horticultural use.

Greenways and Green Links

Tracts of open space that help to define breaks between discrete parts of the development. They can in certain circumstances serve a number of additional low impact functions, including wildlife corridors and routes for footpaths and cycleways.

Historic Environment

Archaeological deposits, listed buildings and other historic buildings and landscape features relating to human activity in the past.

Household Scale Recycling Facilities

Space provided within the curtilage of a property to enable householders to segregate waste prior to collection/disposal.

Household Waste Site

Central depository serving a large area where householders can dispose of some items not collectable as part of the local authority's house to house refuse collection service.

Infiltration Drainage

Methods by which rainwater is allowed to soak away into the land as distinct from being channelled into drains before discharge into a water-course.

Infrastructure

The fabric of social and physical facilities that must be constructed to support the houses to be built at the development. Social infrastructure may, for example, include schools, parks and sports grounds, whilst physical infrastructure may include such items as roads, water supply and drainage systems.

Interchange

A place where the public is able to change between different transport modes, such as between bicycle and bus or train, as well as allowing pedestrians to join or leave passenger transport.

Key Local Facilities (within the development)

The provision of uses, such as, schools, shops, employment, community, social and leisure facilities.

LEAPS and NEAPS

Essentially children's playgrounds. LEAPS are Local Equipped Areas of Play and NEAPS are Neighbourhood Equipped Areas of Play. NEAPS serve a larger area than LEAPS.

The Local Authorities

The bodies with planning powers over the Development Area - Hertfordshire County Council, North Hertfordshire District Council and Stevenage Borough Council. Also referred to as 'the Councils'.

Local Plan

A statutory document produced by district councils, in which more detailed policies are set out to guide development in a particular local authority area. Also known as District Plans, the plans cover the whole of a local authority area and may include detailed proposals for specific sites. The Stevenage District Plan Review was adopted in October 1994 and the North Hertfordshire District Local Plan No2 was adopted in April 1996. The review of both Local Plans is underway.

Local Visioning Conference

A conference held in January 1999 consisting of a range of workshops and hands-on planning sessions, aimed at involving all stakeholders in the Development in establishing a shared view or vision of the form and content of the new settlement. The consultation process is continuing.

Master Plan

The design of the general structure of land uses and their distribution generally in a map or series of maps plus written description to provide a framework within which a development can be brought forward. The purpose of the Master Plan is to demonstrate that future development can be properly planned in a flexible manner to ensure the appropriate and efficient use of land. The Structure Plan requires a Master Plan to be prepared for an initial phase of 5,000 dwellings west of the A1(M) at Stevenage. The developers are therefore required to submit a Master Plan with their planning application.

Masterplanning Principles

The term used for the present document and synonymous with the term Master Planning Briefs used in the Structure Plan. Prepared by the local authorities and, most probably, be adopted as Supplementary Planning Guidance, the Masterplan Principles will amplify the development principles contained within the Local Plan and recommendations of the Topic Groups to provide detailed advice on sustainable development and a context to the preparation of the Master Plan.

Material Considerations

Any consideration, which relates to the use and development of land is capable of being a planning consideration. To be material to the determination of planning applications, they must be related to the purpose of planning legislation and must fairly and reasonably relate to the application concerned.

Mixed Use Core

The built environment located at the centre of each urban village, comprising a mix of key local facilities.

Permeability

The extent to which pedestrians and cyclists are able to pass easily through a development unimpeded by physical barriers such as buildings, walls and roads.

Planning Policy Guidance (PPG)

Guidance notes which set out the Government's policies on different aspects of planning. Local authorities must take their content into account in preparing their development plans. The guidance may also be material considerations in deciding planning applications and appeals.

Recycling Centres

Local depositories serving a group of dwellings and used for the collection of household waste, such as metal, paper and glass, capable of being processed elsewhere for reuse.

Section 106

A section of the Town and Country Planning Act 1990 which provides for a developer to enter into an obligation which may restrict development or use of land, require operations or activities to be carried out on it, require the land to be used in a specified way or require payments to be made to the local authority. Such obligations are normally made by agreement between the developer and the local authority, but may also be made by the developer as a unilateral undertaking.

Segregated facilities

Transport routes that are physically separated from the main highway, such as bus routes separated from a road carrying cars and commercial traffic.

Special Needs Housing

Housing for those who are elderly, or have learning, mental health, mobility or other difficulties.

Street Scene

The physical appearance of the built environment within a locality.

Structure Plan

A statutory document, produced by County Council which sets out the key, strategic policies, such as long term land use, development and transport policies and provide a framework for Local Plans. The Hertfordshire County Structure Plan Review was adopted in April 1998.

Supplementary Planning Guidance (SPG)

Planning guidance to supplement the policies of the adopted Local Plan, generally providing a more detailed statement of a particular planning policy. The guidance is not part of the Local Plan and therefore cannot be accorded the same weight in determining planning applications. However, PPG12 (Development Plans and Regional Planning Guidance) makes it clear that supplementary planning guidance may be taken into account as a material consideration and that greater weight may

be accorded to it if it has been the subject of a council resolution and local consultation.

Sustainability

Defined by the World Commission on Environment and Development as 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs'.

Topic Groups

Working parties with membership drawn from the Local Authorities, the Developers and Consultants and specialist organisations convened to undertake the detailed work of preparing strategies to support the Local Plan reviews and the preparation of Masterplanning Principles.

Transport Modes, Modal Split and Modal Shift

The different means by which the population moves from one location to another both within and between areas. The principal modes are walking, cycling, cars and motorcycles, bus and rail. The modal split is the proportion of the population using each of the modes of transport within a given area. Modal shift denotes the change in these proportions that can be brought about by external influences, such as enhancing the quality of using a particular mode or making a subsidy available.

Urban Village

A cluster of dwellings centred around a mixed use core which has characteristics of design, materials and layout which impart an identity to the whole, whilst distinguishing it from adjoining urban villages.

Wildlife Corridors

Routes which allow the safe passage of wildlife through an otherwise unsuitable environment.