

NEIGHBOURHOOD PLAN 1st REVISION – REVISED OBJECTIVES AND POLICIES

Contents

Introduction 2

Climate Change 3

Green Infrastructure 7

Transport..... 20

Education 40

Town Centre..... 41

Land South of Bishop’s Stortford 42

Bishop’s Stortford High School Site 44

Introduction

This document contains a table of all the major changes from the original 'Bishop's Stortford Town Council Neighbourhood Plan for Silverleys and Meads Wards' and 'Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley' to the 1st revision of the two Neighbourhood Plans.

If a policy or objective is not mentioned in the below tables then there has been no major change to the policy or objective.

Climate Change

(New Section, No Existing Objectives/Policies)

Proposed Objective/Policy
Objective: To enable Bishop’s Stortford to make a significant contribution to reducing climate change and to respond to East Herts District Council’s commitment to support the whole of the District in becoming carbon neutral by 2030.
CC1 – Carbon Emissions a) Every development should at a minimum contribute no new greenhouse emissions in use (net zero carbon) and, unless demonstrably unviable, provide a net export of electricity to the grid. In cases where it is genuinely impossible to achieve net zero carbon on site, any remaining estimated CO2 emissions must be offset through allowable solutions (at present through S106 agreements). CC2 Small scale energy production schemes a) Proposals for individual and community scale sustainable and renewable energy regeneration, from solar photovoltaic panels, local biomass facilities, anaerobic digestions and wood fuel products will be supported subject to the following criteria: <ul style="list-style-type: none">• the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape• the proposed development does not create an unacceptable impact on the amenities of local residents;• the proposed development does not have an unacceptable impact on the biodiversity of the area.• it does not compromise the ‘essential purposes’ of the green belt
Objective: To build resilience in the town to unavoidable climate change, mitigate climate change effects, moderate or avoid harm and exploit beneficial opportunities.
CC3: Adaptations to existing Buildings a) Developments comprising adaptations to existing buildings to mitigate against climate change are supported unequivocally, unless the development can be shown to result in overwhelming harm.
CC4 Lifetime design a) Every development should be designed to be resilient to the unavoidable local impacts of climate change anticipated at the time of the development for its design life and to do so in a way that avoids unacceptable impacts on neighbouring properties.

Explanatory Notes:

General

Introduction

- The revised Neighbourhood Plan specifically recognises the importance of tackling climate change both in terms of reducing greenhouse gas emissions to minimise future global climate change, and planning for the unavoidable local impacts of climate change. Every planning application should be assessed through the prism of the necessity to do everything possible to reduce the impact of climate change.

Policy Context and Background

- Revised National Planning Policy Framework 2019 (paras 148-165)
- EHC District Plan, Climate Change polices CC1, CC2, CC3; Water policies WAT1, WAT2 WAT3, WAT4, WAT5, WAT6; Environmental Quality EQ1, EQ2, EQ3, EQ4; Transport policy TRA1
- Neighbourhood Planning in a Climate Emergency, 3rd Edition. Feb 2020 CSE
- Bishop's Stortford Town Council Constitutional Policies Issue 1.95 10th October 2019)
- Clean Growth Strategy <https://www.gov.uk/government/publications/clean-growth-strategy>
- Flood risk: <https://www.gov.uk/government/publications/flood-risk-maps-for-surface-water-how-to-use-the-map>

Objective: To enable Bishop's Stortford to make a significant contribution to reducing climate change and to respond to East Herts District Council's commitment to support the whole of the District in becoming carbon neutral by 2030.

As a minimum, developments should contribute no new net greenhouse gas emissions in use – a position described as 'Net Zero Carbon'. Developments can also help to deliver reductions in emissions for their wider area, by the design of buildings providing a net export of electricity; serving other buildings in the area with district heating; and by reducing transport emissions through a modal shift to cycling or walking.

New developments must:

- minimise the use of resources (including energy and water);
- minimise carbon emissions;
- ensure that the built environment mitigates and is resilient to the impact of climate change including reducing flood risk and minimising carbon emissions;
- protect and enhance biodiversity and green infrastructure;

- provide buildings and spaces that are pleasant and healthy for occupiers and users, and where appropriate flexible or adaptable to other uses or to meet changing needs (e.g. dwellings that are adaptable to meet ageing population/ people with disabilities);
- ensure the sustainable sourcing of materials; and
- utilise sustainable construction technologies and minimise waste.

CC1

- ‘Net zero carbon’ would be calculated by ensuring that the solar pv on a dwelling displaced as much carbon as is emitted by the electricity, so that the electricity consumed by house and the electricity generated by the solar pv it would "net" off over a whole year.
- To quote from the recent report, ‘UK housing: Fit for the future?’ from the Committee on Climate Change (CCC) : “The technology exists to deliver homes that are low-carbon, energy efficient and climate-resilient, with safe air quality and moisture levels. The costs are not prohibitive, and getting design right from the outset is vastly cheaper and more feasible than having to retrofit later.”
- New developments must therefore be planned for zero carbon emissions from now, even if the initial costs are increased. In cases where it is genuinely impossible to achieve net zero carbon on site, the final option is to offset any remaining estimated CO2 emissions through allowable solutions (at present through S106 agreements).

CC2

- Local sources of clean energy would provide a sustainable method of reducing reliance on finite fossil fuel reserves. It would contribute to climate change mitigation by decarbonising part of the energy supply.

Objective: To build resilience in the town to unavoidable climate change, mitigate climate change effects, moderate or avoid harm and exploit beneficial opportunities.

- In the town centre, a re-focussing on people and businesses rather than vehicles will create a more pleasant environment and will reduce carbon emissions and pollution. New pedestrian and cycle routes will enable this (see Transport section).

CC3

- There will be a presumption in favour of climate change mitigation measures. Even if all new housing were to be carbon neutral from tomorrow, this would still not be enough to achieve the targetted carbon emission reductions, as around 70% of buildings that will be in use in the 2050s already exist. If our carbon reduction targets are to be met, and if fuel poverty is to be tackled, it is essential that we also improve the energy efficiency of existing buildings, including historic and listed buildings.
- Alterations to existing buildings must be designed with energy reduction in mind and comply with sustainable design and construction standards. The sensitive retrofitting of energy efficiency measures and the appropriate use of micro-renewables in historic buildings will be encouraged, including the retrofitting of listed buildings, buildings of solid wall or traditional construction and buildings within conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future.

CC4 Every development should be designed to be resilient to the unavoidable local impacts of climate change anticipated at the time of the development for its design life and to do so in a way that avoids unacceptable impacts on neighbouring properties.

- Our buildings also need to be protected against the effects of future climate change, including rising temperatures, scarcity of water and increased flood risk.

Green Infrastructure

Existing Objective/Policy	Proposed objective/policy
<p>Objective: <i>(No equivalent Green Infrastructure objective or policy)</i></p>	<p>Objective: In a time of climate emergency, protect and enhance the contributions that green infrastructure makes to reducing climate change and adapting to it.</p>
<p>GIPO – <i>(None previously)</i></p>	<p>GIP1 – Utilising Green Infrastructure to mitigate and adapt to climate change</p> <ul style="list-style-type: none"> a) All major developments shall provide a meaningful increase in the existing green infrastructure within its development site (green infrastructure meaning the green features on the site that deliver environmental and quality of life benefits for the local community: including but not limited to woodland, copses, individual trees, hedgerows, meadows, watercourses, ponds, meadows, grassland, allotments, playing fields, sports grounds and rural paths). b) A meaningful increase, as a guide, might be at least a 20% increase in the combined area of such features for a previously undeveloped site that already has a network of green features or 10% of the area of a site with no pre-existing green infrastructure; or the equivalent on other land under the control of the developer within the neighbourhood plan area or its proximity: subject to compliance with other requirements of District Plan and this Neighbourhood Plan. c) Proposals should include an assessment of existing green infrastructure on the site (form, extent/quantity, benefits provided by it), proposals for retaining and enhancing existing green features and for achieving the meaningful increase required by clause a), assessment of climate

	change benefits and resilience of the infrastructure, and proposed arrangements for future long term maintenance of all green infrastructure during and post completion of development.
Objective: Enhance and protect green spaces; utilise appropriately for leisure	Objective: Protect and enhance green infrastructure for the many benefits it provides.
<p>GIP1 – Local Green Spaces and other green areas</p> <p>a) The following areas within the Neighbourhood Area will be designated ‘Local Green Spaces’. Development that is incompatible with the importance of these spaces as attractive publicly accessible informal recreation areas will not be allowed unless there are very special circumstances where the benefit of the development clearly outweighs any harm. Development which adjoins these areas must preserve and enhance wildlife corridors to a width to allow sufficient biodiversity and habitat conservation having regard to best practice and advice from Natural England and/or other appropriate expert organisations.</p> <ol style="list-style-type: none"> 1. Ash Grove 2. Birchanger Wood 3. The Firs 4. The Spinney 5. Thorley Wedge 6. Southern Country Park 	<p>GIP2 – Local Green Spaces and other green areas</p> <p>a) The areas listed in 3.1.1 Designated Locations in Neighbourhood Plan for Silverleys and Meads Wards/ Neighbourhood Plan for All Saints, Central, South and part of Thorley are designated as ‘Local Green Spaces’ in accordance with the NPPF. Development will be permitted only if it is consistent with the function, character and use of the Local Green Space to which it relates.</p> <p>[Relevant Excerpt from 3.1.1 below]</p> <ul style="list-style-type: none"> • Birchanger Wood • The Firs • The Spinney • Southern Country Park • Bishops Stortford Rugby Football Club grounds • Burley Road play area • The Baron’s play area • Dimsdale Crescent play area • Knebworth Court play area • Northolt Avenue play area • Open space adjacent to Cannons Mill Lane • Wilson Close play area (Rhodes Avenue) • Nightingales’ play area • The Firs allotments • Ward Crescent allotments • Hallingbury Road West allotments

<p>b) There are a number of other green spaces in the area. In recognition of their value as green space, any development of these spaces in accordance with their final allocations in the District Plan must have regard to their intrinsic value as a green space and to their purpose.</p> <ul style="list-style-type: none"> • Hoggate’s Wood • Farnham Bourne Brook • Foxdells Farm • The Town Meads from Hockerill Bridge to Michaels Road • If the existing consented development of the Causeway site (planning application reference: 3/10/1964/OP) does not go ahead, the part of the Town Meads containing the Flood Compensation Zone south of Grange Paddocks in the Meads. • The moat in Castle Gardens 	<ul style="list-style-type: none"> • Haymeads Lane allotments • London Road allotments • Thorley Street allotments • Central green at Turners’ Crescent, St Michael’s Mead, Thorley • Landscaped garden at Mercer’s Avenue, St Michael’s Mead, Thorley • Landscaped green space at The Carpenters, St Michael’s Mead, Thorley • Landscaped garden on Milliner’s Way, St Michael’s Mead, Thorley • Thorley Wash nature reserve (part thereof within neighbourhood plan area) • Farnham Bourne Brook • Trinity Close play area • Parsonage Field • Thorley Cricket Ground • Ward Crescent green and play area • Waytemore Road green and play area • Fish ponds, marina, wooded areas and open space between Twyford Bury Lane, Pig Lane and the River Stort <p>b) Development which adjoins designated Local Green Space (whether designated in East Herts District Plan or this Neighbourhood Plan), must preserve and enhance wildlife corridors to a width to allow sufficient biodiversity and habitat conservation having regard to best practice and advice from Natural England and/or other appropriate expert organisations.</p> <p>c) There are a number of other areas that have value as green spaces within the urban environment, albeit of less</p>
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<ul style="list-style-type: none"> • Apton Road pond • Cox’s Garden on Havers estate • The Green: a square bounded by Audrey Gardens, Mary Park Gardens and Bishops Avenue • Thorley Lane Verge which runs from Bishops Avenue up Thorley Lane to Pynchbek and to the roundabout and then alongside the oak wooded copse (still bordering old Thorley Lane which is now renamed Obrey Way) up to the turn into Thorley Lane East. It is used regularly as a horse riding route. • Green leisure space south of New Path, adjacent to Holy Trinity Church • Nettleswell Gardens at Rhodes Centre • Old Cemetery and New Cemetery • Parsonage Field • Area adjacent to Rushleigh Green and the Ridings • Thorley Cricket Ground • Established mature woodland between Thorley Lane East and Broadleaf Avenue • The green area adjacent to Ward Crescent • The green area adjacent to Waytemore Road 	<p>significance than designated Local Green Spaces. These areas are listed in 3.1.1 Designated Locations in Neighbourhood Plan for Silverleys and Meads Wards/ Neighbourhood Plan for All Saints, Central, South and part of Thorley. In recognition of their value, for example, as open spaces, landscape features, barriers to noise, pedestrian or cycle routes, or wildlife pockets or corridors, any development of these ‘other green areas’ will be permitted only if the value and function to the community of the land will be retained in the development or will be provided on other land within the proximity of the community they serve.</p> <p>[Relevant Excerpt from 3.1.1 below]</p> <ul style="list-style-type: none"> • Apton Road pond • Cox’s Garden on Havers estate • The Green: a square bounded by Audrey Gardens, Mary Park Gardens and Bishops Avenue • Thorley Lane Verge. • Nettleswell Gardens at Rhodes Centre • Old Cemetery and New Cemetery • Area adjacent to Rushleigh Green and the Ridings • Established mature woodland between Thorley Lane East and Broadleaf Avenue • Skelley’s Wood • Boundary strip to St Michael’s Mead bounded by A1184 (St James’ Way), Mercer’s Avenue, Moor Hall Lane and rear of housing on The Shearers • Boundary strip to St Michael’s Mead bounded by A1184 (St James’ Way), B1004, Mercer’s Avenue and rear of housing on Blacksmith’s Close and Tailors • Area of woodland at entrance to St Michael’s Mead on Moor Hall Lane
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	<ul style="list-style-type: none"> • Green space at end of Alder Close • Green space near corner of Sainsbury's, Thorley between 66A Ashdale and 29 Irving Close • Green space at rear of Northgate End multi-storey car park (under construction) • Small wooded area east of Waitrose immediately south of the Causeway • BS High School playing field • Grassed area at back of Cock Inn, Hockerill
<p>GIP2 – Improve areas for leisure</p> <p>a) Proposals that seek to improve the use of existing and new open spaces will be supported. This would include:</p> <ul style="list-style-type: none"> • Provision of seating, preferably from natural products • Improved signage • Weather-protected information boards • Facilities to support guided visits for schools, e.g. mooring points, hides and study centres <p>b) Initiatives by the Canal & River Trust and the Environment Agency to improve leisure usage of the River Stort Navigation will be supported, subject to other applicable policies, though wildlife needs to be protected from over-use. Proposals to improve canal and riverside paths with an appropriate surface (or artificial if a cycle track is provided) will be supported, together with better access, improved signage plus management and biodiversity enhancement initiatives.</p>	<p>GIP3 – Improve green infrastructure for leisure</p> <p>a) Proposals that seek to improve the use of existing and new green infrastructure will be supported subject to the proposals achieving a balance between its range of uses (such as for recreation, exercise, peace and quiet and space for nature) and compliance with other policies. Such proposals could include:</p> <ul style="list-style-type: none"> • Provision of seating, preferably from natural products • Improved signage • Weather-protected information boards • Facilities to support guided visits for schools, e.g. mooring points, hides and study centres <p>b) Proposals that seek to improve the leisure usage of the River Stort and that are compliant with the aims of the Stort Catchment Plan and the River Lea Catchment Partnership and Waterside Stortford will be supported subject to compliance with other policies. Such proposals could include improvement of the canal and riverside paths, access and signage and biodiversity enhancement initiatives.</p>

<p>GIP3 – Green space management and zoning</p> <p>a) Developers will be expected to cooperate with the establishment of appropriate long-term arrangements for the management of open spaces which form part of any development scheme of over 10 dwellings. The developer will be required to provide financial contributions to support initial costs and/or transfer land to an appropriate body, by agreement with the planning authority.</p>	<p>GIP4 – Green infrastructure management and zoning</p> <p>a) Developers will be expected to cooperate with the establishment of appropriate long-term arrangements for the management of green infrastructure which forms part of any major development. The developer will be required to provide financial contributions to support initial costs and/or transfer land to an appropriate body, by agreement with the planning authority.</p> <p>b) Where green infrastructure is being provided on new developments which are adjoining or proximate to existing designated Local Green Spaces (whether designated in East Herts District Plan or this Neighbourhood Plan), the design and nature of the development green infrastructure and its management arrangements shall be coordinated with those of the Local Green Space.</p>
<p>GIP4 – Protect wildlife and increase biodiversity</p> <p>a) In any new development, mature trees and hedgerows shall be retained as far as practical. New planting and other initiatives shall be incorporated as an integral part of the scheme to promote biodiversity. New hedgerow planting should contain a variety of species appropriate to the area. Woodland planting must accord with the appropriate National Vegetation Classification (NVC). Existing mature trees should continue to be part of any development proposal unless it is demonstrated that it is necessary for them to be</p>	<p>GIP5 – Protect wildlife and increase biodiversity <i>(no change to policies a), b),c) and d))</i></p> <p>e) All major developments shall provide a meaningful net increase in the biodiversity value of the on-site habitat from its pre-development condition to its condition on completion of the development.</p> <p>f) A meaningful increase, as a guide, might be at least a 20% gain in biodiversity units as measured by a locally approved</p>

<p>felled or an arboricultural survey clearly demonstrates that they are not worthy of retention. Replacement tree planting should be undertaken on a minimum of a one-for-one basis. Native species must always be given preference as plants of local origin tend to establish and survive better and support more wildlife. Monocultures should be avoided.</p> <p>b) Watercourses are a vital asset and therefore must be retained as part of any development affecting them, and enhanced for biodiversity. Proposals must show how the watercourse is to be incorporated as a vital asset within a development but must also ensure that wherever possible an appropriate buffer zone is incorporated between the built form and the watercourse unless circumstances dictate otherwise. Only native species may be planted in the buffer zone. Where possible, the re-naturalisation of modified watercourses will be expected. A new development that may result in deterioration of an existing watercourse will not be supported.</p> <p>c) Where significant new development restricts natural habitats, corridors for wildlife movement will be protected or created in order to benefit local biodiversity. The design of wildlife corridors will have regard to current best practice and advice from Natural England and/or other appropriate expert organisations.</p> <p>d) In order to protect and enhance wildlife in the area and to increase biodiversity, opportunities to incorporate new wildlife habitats (for example bat and bird boxes) into significant new developments must be sought. Features for bats and birds must be integrated into the fabric of buildings of new development to ensure permanent gains. All building bordering green space will be expected to incorporate</p>	<p>Biodiversity Metric in accordance with East Herts District Plan 2018 policies NE2 and NE3.</p> <p>g) Alternatively, the requirements for biodiversity gain shall be assessed in accordance with the Environment Bill 2020 once the Bill has been enacted.</p> <p>h) If developments are demonstrably unable to achieve a meaningful increase in biodiversity value on the development site alone, publicly owned land within Bishop's Stortford should be considered preferentially for siting of biodiversity offsets to provide the net increase required by clause e).</p> <p>i) Proposals should include an assessment of existing habitats and biodiversity value of the site, proposals for retaining and enhancing existing habitats and for achieving the meaningful increase required by clause e), assessment of the resilience of the improved biodiversity to climate change, and proposals for long term maintenance of habitats during and post completion of the development.</p>
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<p>integrated features for wildlife. Guidance should be sought from Natural England where habitats of wildlife and protected species (e.g. badgers) are affected.</p>	
<p>Objective: Improve access and connections to green spaces and the surrounding countryside</p>	<p>Objective: Protect and enhance access and connections to green infrastructure and the surrounding countryside and the River Stort</p>
<p>GIP5 – Enhancement of footpaths, bridleways and cycle paths</p> <p>a) Working with local and national associations such as the Bishop’s Stortford & District Footpaths Association, East Herts Ramblers, East Herts Footpaths Society and the British Horse Society, proposals to ensure that existing footpaths and bridleways are well maintained and signposted and that new footpaths are created and officially designated will be supported.</p> <p>b) The character of existing public rights of way (PROWs) must be protected in terms of safety, directness, attractiveness and convenience. No new obstructions to PROWs should be introduced and any amendments should follow the guidelines in the relevant Department of Environment, Food & Rural Affairs (DEFRA) circular.</p> <p>c) Bridleways for horse riders should be protected and proposals should seek, where possible, to create new cycle paths so as to provide safe and effective routes across the Neighbourhood Area. New and existing cycle tracks should be linked with the National Cycle Network where possible.</p> <p>d) Footpaths across the Neighbourhood Area should provide an accessible and safe way for all residents and visitors to enjoy the rural hinterland of Bishop’s Stortford. Footpaths should use surfaces appropriate to the habitat: tarmac in well-used routes; well-drained and overlaid with bark for more rural settings and none for casual paths across grassy spaces.</p> <p>e) As part of any major development proposal, financial contributions or</p>	<p>GIP6 – Enhancement of footpaths, bridleways and cycle paths</p> <p><i>(no change to policies a), c) to f))</i></p> <p>b) The character of existing public rights of way (PROWs) must be protected in terms of safety, directness, attractiveness, convenience and rural ambience. No new obstructions to PROWs should be introduced and any amendments should follow the guidelines in the relevant Department of Environment, Food & Rural Affairs (DEFRA) Rights of Way circular 1/09 Guidance for Local Authorities</p>

<p>direct provision of new infrastructure will be sought to secure improvements to PROW and other links within the area surrounding a site that would be used by future occupiers.</p> <p>f) Proposals for the improvement of access to public green spaces will be supported (including access for those in wheelchairs and scooters, those who are frail and unable to walk in a robust manner and those with babies in buggies). Measures to regrade paths through the green spaces for this purpose will be supported.</p>	
<p>GIP6– Improving/expanding allotments</p> <p>a) To support the population increase arising from new developments, developers of 10 residential units or more will be required to either:</p> <ul style="list-style-type: none"> • Provide space with appropriate facilities for new allotments or • Contribute towards the expansion and/or improvement of existing allotments. <p>b) For developments in excess of 500 dwellings (or groups of adjacent developments which together amount to more than 500 dwellings) it will be expected that land either on or immediately adjacent to the development site is provided and is prepared by the developers (including facilities, fencing, land preparation, soil improvement if required) and transferred to the allotment authority (currently the Town Council) at no cost. The provision of space for new allotments will be at the rate of 0.24ha per 1,000 population. Vehicular access will be required and the site must be chosen accordingly.</p> <p>c) For smaller developments it will normally be expected that contributions will be made towards existing allotments. Where there is available land – particularly where it is part of the proposed development area – this could include the expansion of the existing allotments. Financial contributions will be calculated based on the cost of acquiring and facilitating space at the same rate as for on-site</p>	<p>GIP7– Improving/expanding allotments and providing community orchards</p> <p><i>(no change to policies a), b) and c))</i></p> <p>d) On major developments, if a community organisation exists that seeks to take responsibility for owning, running and maintaining a community orchard and the development site could accommodate a parcel of land of suitable size, location and condition, the developer shall offer such an area for this purpose to the community organisation which will form part of the development’s green infrastructure; subject to compliance with provision of allotment space as stated in clauses a) to c) above and any other requirements for green infrastructure required by this Neighbourhood Plan or East Herts District Plan. The land shall be cleared and fenced by the developer to the reasonable satisfaction of the community organisation and transferred to it at no cost. This requirement is dependent on the community organisation having been established as a charitable trust. The terms of the transfer and the trust, appointment of trustees and stipulations relating to winding up of the trust</p>

provision.	shall be subject to the approval of Bishop’s Stortford Town Council.
Objective: Maintain and enhance the flood mitigation function of green spaces	Objective: Maintain and enhance the flood mitigation function of green infrastructure
<p>GIP7– Flood mitigation</p> <p>a) Building a development will only be permitted in Flood Zones 2 or 3 (illustrated on the Environment Agency map reproduced in Figure 3) where it has been demonstrated that it meets the requirements of the NPPF in relation to the Sequential Test and the Exception Test and a site specific flood risk assessment, or other tests specified in the District Plan have demonstrated that the risk of flooding has been minimised and reduced where possible and that any residual flood risk can be safely managed.</p>	<p>GIP8 – Flood mitigation</p> <p>a) Building a development will only be permitted in Flood Zones 2 or 3 (as defined by the Lead Local Flood Authority or other responsible authority) where it has been demonstrated that it meets the requirements of the NPPF in relation to the Sequential Test and the Exception Test and a site specific flood risk assessment, or other tests specified by the Lead Local Flood Authority (LLFA) and in the District Plan have demonstrated that the risk of flooding has been minimised and reduced where possible and that any residual flood risk can be safely managed. Flood risk assessments must include climate change allowances in accordance with national guidance on river flows and rainfall intensity.</p> <p>b) All development must comply with or exceed the minimum standards for flood risk protection and mitigation from all sources of flooding required by the LLFA and its strategy and policies given in LFRMS 2 2019-2029 dated 18 February 2019 and East Herts District Plan 2018.</p> <p>c) Development will be permitted only if it protects and maintains the run-off control and flood risk mitigation functions of existing green infrastructure and shall utilise</p>

	<p>existing and/or new green infrastructure to provide sustainable above ground solutions for its own drainage unless demonstrably inappropriate with reference to the hierarchy for disposal of run-off set out in the LLFA's Guidance on SuDS.</p> <p>d) Where ponds or basins are used to provide control of run-off and flood risk mitigation, they must be designed to have permanent open water features to provide increased biodiversity unless demonstrably contrary to LLFA's requirements for drainage of the development. Developers of large sites should consider centralising drainage attenuation and flood risk mitigation infrastructure where practicable to create lakes or large ponds that can be incorporated into parks (for example as at Southern Country Park) for the wide range of environmental and recreational benefits and less fragmented management arrangements that can be achieved.</p>
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Explanatory Notes:

GIP1

The need for urgent action to address climate change has been recognised by all levels of government including by Bishop's Stortford Town Council's in its own policies. Hence a new section on Climate Change is being included in the revised Neighbourhood Plans to encourage developers to implement climate change mitigation and adaptation measures in their proposals. It is widely recognised that green infrastructure contributes to climate change mitigation in a variety of ways including:

- providing local opportunities for recreation that reduce travel by car
- allowing for tree planting that reduces CO2, improves air quality and provides shade
- providing space for sustainable drainage and flood risk mitigation

- making space for nature that is under threat

Developers are already required by various District Plan policies to provide or contribute to elements of green infrastructure such as play areas, sports facilities, allotments, sustainable drainage systems and retaining green infrastructure. Policy GIP0 encourages developers to increase the long-term resilience of their developments and the wider community by increasing overall green infrastructure provision in their proposals from the outset of the design process. It will also contribute to achieving targets for enhancing biodiversity (policy GIP4) which national and local government are also pursuing (see notes on GIP4).

GIP2

The NPPF provides for local planning authorities to designate Local Green Spaces in neighbourhood plans. Bishop's Stortford's first neighbourhood plans made in 2014 and 2016 designated a few such sites. During discussions on revisions to the plans, participants have suggested many other sites that they considered are special to the local community and hold local significance. The use of such spaces has increased markedly during the covid-19 pandemic when restrictions on travel and opportunities for social contact have been reduced. Many people have spoken of how valuable these spaces have been. The revisions therefore designate a good many additional sites including small areas such as playgrounds and allotments.

East Herts designated certain 'green fingers' in Bishop's Stortford as Local Green Spaces in the District Plan 2018. These fingers included some areas that were already allocated as Local Green Spaces in Bishop's Stortford's first neighbourhood plans in 2014 and 2016. As these areas are now protected in the District Plan, their designation has not been duplicated in the revised neighbourhood plans.

GIP3

Increased use of green spaces during the covid pandemic has also brought its challenges. Peoples' needs vary with some looking for peace and quiet in an outdoors environment whilst others want to exercise and let off steam. This policy, which seeks to encourage proposals for enhancing green infrastructure for leisure, has been amended to recognise the need to try and strike a balance between competing uses, including allowing space for nature to thrive.

GIP4

It is increasingly being recognised that green infrastructure needs to be established as a network rather than as isolated pockets. This policy has been amended to require developers to take this into account in their design and management proposals.

GIP5

It is widely accepted that the biodiversity of our environment is being degraded and that we need to act to protect and enhance what remains. The Environment Bill that is being examined in Parliament includes proposals for achieving biodiversity gain through the planning process. A target of a 10%

increase is currently proposed. However, it is not known how this bill will be affected by the Government's recent proposals for radical overhaul of the planning system. Hertfordshire County Council's Sustainable Hertfordshire Strategy 2020 aims to improve biodiversity on County Council land by 20% by 2030 and, in the county as a whole, to improve wildlife by 20% by 2050. If this is to be achieved, new development needs to play its part. Policy GIP4 has been amended with additional requirements to encourage developers to make increased provision for wildlife habitats and biodiversity in their proposals from the outset of the design process, building on the requirements of the draft Environment Bill and East Herts District Plan policy NE3.

GIP6

The value of footpaths and cycle paths for exercise and connection with nature has been increasingly recognised during the covid pandemic. Policy clause b) has been strengthened to recognise that the rural character of many paths is what makes them attractive to users.

GIP7

Community orchards have increased in popularity in recent years and there is some interest in setting up an orchard in Bishop's Stortford. Additional clause d) provides an opportunity for creation of an orchard on a development site as part of its green infrastructure should a community organisation be established on a charitable basis to take it on. This is additional to the requirement for allotment space as set out in the original Bishop's Stortford neighbourhood plans. There has been renewed interest in allotments during the last year and demand currently outstrips supply.

GIP8

It is widely considered that flood risk is increasing due to climate change. In addition, it is recognised that flooding can be due to a variety of sources whereas previously attention was largely limited to fluvial and coastal flooding. Policy GIP7 has been amended and strengthened accordingly. Account has also been taken of the changes in organisational responsibility for flood risk management that have been put in place since the original Bishop's Stortford neighbourhood plans were adopted.

New clauses c) and d) require developers to utilise green infrastructure for sustainable drainage and flood risk management where possible as this is more sustainable than hard, below ground structures and provides opportunities for enhancing the biodiversity of development sites at the same time. A particularly good example of the latter is the lake at Southern Country Park.

Transport

Existing Objective/Policy	Proposed objective/policy
<p>Objective: Support solutions to congestion</p>	<p>Objective: Support solutions to congestion and poor air quality</p>
<p>TP1 – Tackling traffic congestion [Note: Existing sections re-ordered to correspond with revised Policy TP1 section in Col.2]</p> <p>a) All significant proposed developments will be supported by a Transport Assessment which must demonstrate predicted levels of generated traffic and the impacts of this on key roads and junctions within the town. This will include, in particular, the routes within the bypass set out in paragraph e) and other routes designated by the Highways Authority.</p> <p>b) In the event that the Transport Assessment shows a predicted increase in congestion or average journey times on any of these routes which exceeds 5%, or such other figure designated by the highways authority, mitigating works shall be identified and implemented to bring predicted journey times back to pre-development levels unless it can be demonstrated that this is not viable through a thorough assessment of the options and viability or other means.</p>	<p>TP1 – Assessing development impacts and traffic congestion</p> <p>a) All major proposed developments shall be supported by a Transport Assessment or Transport Statement and a Travel Plan which shall ensure that suitable and safe access can be maintained or achieved and traffic congestion by predicting the level of traffic generated and the impacts of this on congestion and capacity of the local highway network as required by the DfT’s Transport Assessments and Statements Guidance, 2014. The Transport Assessment and Travel Plan shall be carried out as part of the Masterplan process for such developments and the scope shall be agreed by the organisations collaboratively preparing the Masterplan as identified in the District Plan Policy DES1. The Transport Assessment and Travel Plan will also be submitted to support any consequent planning application.</p> <p>b) Transport modelling undertaken as part of the Transport Assessment process will predict traffic flows, delays and queues and the cumulative impact of the development and other committed developments within the local network on the junction capacities and resulting local highway network congestion. This should be based on a local Transport Evidence Base developed in line with National Planning Practice Guidance in plan making and decision taking. This shall take due account of actual local conditions including traffic surveys no more than 2 years old, reference modelling of future background traffic levels, transport modelling data and results from committed developments impacting the local network (including relevant</p>

<p>c) Travel plans will be required for major developments in accordance with adopted District Plan and Hertfordshire County Council's Local Transport Plan.</p> <p>d) Any transport modelling work undertaken as part of the Transport Assessment process will take due account of actual local conditions and patterns of traffic movement and will include identification of key assessment periods for combined development and background traffic levels (which may on occasion fall outside of the traditional morning and evening peak hours).</p>	<p>modelling and development data from the adjoining authorities of Essex CC and Uttlesford DC) and employ appropriate junction and network modelling techniques as required by the current Transport Assessment Guidance or as otherwise required by the Highways Authority.</p> <p>c) In the event that the Transport Assessment shows that the proposed development has a significant cumulative impact (as currently defined in paragraph 108 Of the NPPF) on the transport network in terms of capacity and congestion, the assessment shall identify and demonstrate how the impacts can be cost effectively mitigated to an acceptable degree.</p> <p>d) In line with LTP4 Policy 5(d), development shall be prevented or refused on highways grounds if, after any cost-effective mitigation, the residual cumulative impact on the road network is considered to be severe. In line with LTP4 Policy 5(g), severe impacts where development will be resisted shall include 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 shall include other routes which are important for sustainable transport or recreational use.</p>
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<p>e) The restrictions and traffic carrying capacity of present highways into/out of town (Rye Street, Hadham Road, Stansted Road, Great Hadham Road/Windhill, London Road, Thorley Street, Haymeads Lane, Dunmow Road, Hallingbury Road) and on the Causeway and Hockerill Street must be recognised and appropriately modelled under a range of normal and adverse conditions. Models will need to be tested. If it can be demonstrated that the impact on individual routes in this list is negligible, the modelling of that route may be omitted.</p> <p>f) Where appropriate, due to the location or impact of a development, the following routes must also be considered as though they were specified in paragraph e):</p> <ul style="list-style-type: none"> • See Designated Locations Document and other roads in the vicinity of the development <p>g) In the event that the condition as described in b) is met, the approval of the application will be conditional upon the establishment of monitoring</p>	<p>e) A Travel Plan Statements or Full Travel Plan in respect of delivering sustainable transport solutions and meeting the requirements of Hertfordshire CC's 'Travel Plan Guidance, March 2020' shall be prepared for all developments identified in Appendix A of the Guidance. Where appropriate, the Travel Plan shall be based on the results of the Transport Assessment and mitigation plans to inform the objectives, targets and measures in the Plan.</p> <p>f) In the event that the requirements described in c) are met, the approval of any application for which a Transport Assessment or Statement has been carried out will be conditional upon the establishment of monitoring and review mechanisms contained within appropriate planning conditions. Prior to the first occupation of the development, the developer will be required to submit a Monitoring Framework Report for approval to Herts County Council in consultation with East Herts District Council. The monitoring framework shall show how trip generation from the development and its predicted impact on flows and junction capacities will be measured based on the Transport Assessment submitted with the application. A schedule of traffic surveys to be then conducted at incremental levels of the development's occupancy will also be agreed. Periodic Monitoring Reports shall then be submitted to the Highways Authority and where the Report reveals that the number of vehicle movements arising from the development and the predicted impact on flows and junction capacities exceeds the forecasts identified in the Monitoring Framework the developer will be expected to pay a pre-agreed sum of money from a mitigation contingency fund (also pre-agreed).</p>
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<p>and review mechanisms contained within appropriate planning conditions. Prior to the first occupation of the development, the developer will be required to submit a Monitoring Report for approval to Herts County Council in consultation with East Herts District Council. The monitoring Report should be based on the Transport Assessment submitted with the application. A schedule of traffic surveys to be conducted at incremental levels of the development's occupancy will also be agreed. Where the traffic survey reveals that the number of motor vehicle movements arising from the development exceeds the forecasts identified in the Monitoring Report by more than 10%, the developer will be expected to pay a pre-agreed sum of money from a mitigation contingency fund (also pre-agreed). The provisions in this policy are subject to agreement with the Highway Authority.</p>	
<p>TP2 – Improving air quality</p> <p>a) In the event that the Transport Assessment associated with a new development predicts increases in congestion at the Hockerill junction exceeding 5%, an assessment of the predicted impacts on the Air Quality Management Area (AQMA) will be carried out and mitigating actions (which may be at the junction or elsewhere) identified to bring levels of predicted pollutants back to pre-development levels. The scope and content of the assessment will be agreed between the planning authority and the applicant having regard to national guidance and the East Herts Air Quality Planning Guidance Document.</p> <p>b) The above will also apply to any other AQMA designated during the Plan period.</p> <p>c) If significant adverse impacts on air quality at Hockerill are incapable</p>	<p>TP2 – Improving air quality</p> <p>a) All proposed development shall be assessed in accordance with East Herts' Air Quality Planning Guidance 2016 or the Sustainability Supplementary Planning Document (as approved), with mitigation measures or refusal being determined accordingly.</p> <p>b) When assessing whether a development can be mitigated or should be refused on air quality grounds, the post development scenario to be assessed shall include the cumulative impact of committed but not yet built developments at the time of the pre-development air quality assessment base line condition.</p> <p>c) The responsible planting of trees which reduce or absorb air pollution from traffic will be supported throughout the Neighbourhood Area.</p>

<p>of being overcome by Conditions or Planning Obligations then development will not be permitted.</p> <p>d) The measurement criterion for the above is:</p> <p>e) Levels of recorded and predicted pollutants at receptors related to the Hockerill junction (and future designated AQMAs).</p> <p>f) Mitigation measures will also be expected where the impacts of a proposed development are likely to raise concentrations of pollutants in any location within the Neighbourhood Area to levels that would breach air quality objectives.</p> <p>g) The responsible planting of trees which reduce or absorb air pollution from traffic will be supported throughout the Neighbourhood Area.</p> <p>h) New developments should not contravene East Herts Council's Air Quality Action Plan or render any of the measures unworkable.</p> <p>i) New developments should make provision for electric vehicle charging infrastructure, to stimulate the use of hybrid and electric vehicles.</p>	
<p>TP3 – Create walking and cycle friendly neighbourhoods</p> <p>a) Development proposals should where possible increase the attractiveness of walking and cycling and all significant developments</p>	<p>TP3 – Create walking and cycle friendly neighbourhoods</p> <p>a) Development proposals should where possible increase the attractiveness of walking and cycling and all significant</p>

<p>should:</p> <ul style="list-style-type: none"> • Include walking and cycle routes as part of the layout and design; • Provide direct routes between housing and community facilities; • Connect with adjacent routes and key destinations; • Ensure routes are accessible for people using wheelchairs or mobility scooters. <p>b) To ensure new communities are walkable, development proposals, where possible, should apply the following Department for Transport (DfT) guidelines for reasonable walking distances between housing and new and/or existing community facilities:</p> <ul style="list-style-type: none"> • Bus Stops – 400m • Food Store – 800m • Primary School – 800m • Doctors – 800m • Local Play Areas – 800m • Secondary School – 1000m 	<p>developments should:</p> <ul style="list-style-type: none"> • Include walking and cycle routes as part of the layout and design, with priority to cyclists at junctions; • Provide direct routes between housing and community facilities; • Connect with adjacent routes and key destinations including: <ul style="list-style-type: none"> ○ Routes to enable pedestrians and cyclists to access local green spaces and the countryside around the town ○ Routes that support cycle commuting to / from key local destinations including: station, airport; Stansted Mountfitchet; Hadhams; Ware; Harlow; Sawbridgeworth; Canfield /Takeley. • Provide signage for routes to community facilities and key destinations, including distance and/or estimated time to destination by bicycle and on foot, to encourage use. • Ensure routes are accessible for people using wheelchairs or mobility scooters. <p>b) To ensure new communities are walkable, development proposals, where possible, should apply the following Department for Transport (DfT) guidelines for reasonable walking distances between housing and new and/or existing community facilities:</p> <ul style="list-style-type: none"> • Bus Stops – 400m • Food Store – 800m • Primary School – 800m • Doctors – 800m • Local Play Areas – 800m • Secondary School – 1000m
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<p>c) Developers will be expected to outline any deviation from these guidelines and justify such deviation and the impact of the design on sustainability</p>	<p>In line with EHDC’s Sustainability SPD, a maximum walking distance of 800m from Bishop’s Stortford station is sought.</p> <p>c) Major schemes should provide for the early implementation of sustainable travel infrastructure to enable sustainable travel patterns to be established from the outset of occupation.</p> <p>d) Major scheme developers will be expected to outline any deviation from these guidelines and justify such deviation and the impact of the design on sustainability of travel options within the site and between the site and the surrounding area.</p>
<p>TP4 – Develop a connected town for pedestrians and cyclists</p> <p>a) Any major development must deliver pedestrian and cycle improvements, appropriate to the size, scale and location of the scheme, that enable people to travel from the development to key destinations around the town such as the town centre, railway station, main employment areas and schools.</p> <p>b) Where barriers such as busy roads, the river or railway tracks hinder significant movement by foot or cycle, applications that include measures to navigate these barriers through solutions such as underpasses, tunnels, bridges and other crossing facilities will be encouraged.</p> <p>c) There will be a strong presumption against development which results in the loss of any existing cycle or pedestrian crossing over a road, railway or river unless a suitable alternative is provided or the benefits of development in terms of sustainable development clearly outweigh the loss.</p>	<p>TP4 – Develop a connected town for pedestrians and cyclists with priority for pedestrians, cyclists and public transport in the town centre</p> <p>a) Any major development must deliver pedestrian and cycle improvements, appropriate to the size, scale and location of the scheme, that enable people to travel from the development to key destinations around the town such as the town centre, railway station, main employment areas, schools, health services and out of town retail centres.</p> <p>b) Where barriers such as busy roads, the river or railway tracks hinder significant movement by foot or cycle, applications that include measures to navigate these barriers through solutions such as underpasses, tunnels, bridges and other crossing facilities will be encouraged.</p> <p>c) There will be a strong presumption against development which results in the loss of any existing cycle or pedestrian crossing over a road, railway or river unless a suitable alternative is provided.</p> <p>d) Where possible cycle routes should be traffic free or</p>

<p>d) Where possible cycle routes should be traffic free or segregated physically or by line markings. Routes should aim to keep road crossings and changes in level to a minimum and cycle routes should avoid unnecessary gradients. Routes should normally be suitable for those with wheelchairs, frames, buggies or other mobility aids.</p> <p>e) Cycle routes should be built to high quality design standards such as the NCN (National Cycle Network) Standards or London Cycle Design Standards and, to the extent that is consistent with the viability of the development, include the following features:</p> <ul style="list-style-type: none"> • All season use. • Sealed surface. • Width in keeping with recommended guidelines and standards as mentioned above. • Suitable for leisure and utility use. • Lighting. • Suitable for wheelchair and mobility scooter users • Clear signage and communication of routes. • Integrated with public transport nodes. <p>f) Major development schemes should allow for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation.</p> <p>g) Development that seeks to support or contribute to the following proposals will be encouraged:</p> <ul style="list-style-type: none"> • See Designated Locations Document • Recommended routes and improvements identified through cycle 	<p>segregated physically or by line markings. Where the cycle route is a cycle lane on road, roadside parking should not be allowed alongside it. Routes should aim to keep road crossings and changes in level to a minimum and cycle routes should avoid unnecessary gradients. Routes should normally be suitable for those with wheelchairs, frames, buggies or other mobility aids.</p> <p>e) In line with section 8 of EHDC’s Sustainability SPD, motorists are required to give way to cyclists at junctions on shared use paths or on roads. On main roads junctions this may include raised tables, advance stop lines or a cycle phase at traffic lights.</p> <p>f) Cycle routes should be built to high quality design standards such as the NCN (National Cycle Network) Standards or London Cycle Design Standards and, to the extent that is consistent with the viability of the development, include the following features:</p> <ul style="list-style-type: none"> • All season use. • Sealed surface. • Width in keeping with recommended guidelines and standards as mentioned above. • Suitable for leisure and utility use. • Lighting. • Suitable for wheelchair and mobility scooter users • Clear signage and communication of routes. • Integrated with public transport nodes. • Removal of existing barriers reducing accessibility and no new ones added. <p>g) Major development schemes should provide for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation.</p>
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<p>and pedestrian route studies and research.</p>	<p>h) Development that seeks to support or contribute to the following proposals will be encouraged:</p> <ul style="list-style-type: none"> • See 3.1.1 Designated Locations in Neighbourhood Plan for Silverleys and Meads Wards/ Neighbourhood Plan for All Saints, Central, South and part of Thorley • Recommended routes and improvements identified through the Town Council approved Bishop’s Stortford Cycle and Walking Masterplan Study conducted by Sustrans (2016). • Routes to enable pedestrians and cyclists to access local green spaces, the countryside around the town and Hatfield Forest as a key local leisure site • Routes that support cycle commuting to key local destinations: station; airport; Stansted Mountfitchet; Hadhams; Ware; Harlow; Sawbridgeworth; Canfield/Takeley.
<p>TP5 – Better Bus Travel</p> <p>a) Significant developments should normally be served by a regular bus service to the town centre. Where existing routes do not already serve the proposed development area, new development may be expected to fund an expanded service. Developers will provide, through a planning obligation or otherwise, such subsidy as is necessary to ensure that the service runs for a time period commencing and ending at points during the development to be agreed with the planning and highway authorities.</p> <p>b) Bus stops, the location of which shall conform to policy TP3 above, shall be of an appropriate high standard of design and shall be ‘all weather’ and</p>	<p>TP5 – Better Bus Travel</p> <p>a) Significant developments should normally be served by a regular bus service to the town centre. Where existing routes do not already serve the proposed development area, new development may be expected to fund additional services which do not replace existing services. Developers will provide, through a planning obligation or otherwise, such subsidy as is necessary to ensure that the service runs for a time period commencing and ending at points during the development to be agreed with the planning and highway authorities.</p> <p>b) Bus stops, the location of which shall conform to policy TP3 above, shall be of an appropriate high standard of design and</p>

<p>Objective: Provide adequate car parking</p> <p>TP7 – Cycle Parking</p> <p>a) Sufficient, secure and waterproof cycle and, where appropriate, powered two-wheeler storage facilities shall be provided for users of developments for new residential, educational, health, leisure, retail, employment and business purposes (to be determined on a site specific basis). These should be positioned in easily observed and accessible locations.</p> <p>b) Significant developments are also expected to make financial contributions towards the provision of cycle parking at key destinations such as schools, the railway station, the town centre and leisure centres, where they significantly increase the demand for cycle parking.</p>	<p>Objective: Provide adequate parking</p> <p>TP7 – Cycle Parking</p> <p>a) Sufficient, secure and waterproof cycle and, where appropriate, powered two-wheeler storage facilities shall be provided for users of developments for significant new developments with residential, educational, health, leisure, retail, employment and business purposes (to be determined on a site specific basis). These should be positioned in easily observed and accessible locations.</p> <p>b) Significant developments are also expected to make financial contributions towards the provision of cycle parking at key destinations such as schools, the railway station, the town centre and leisure centres.</p> <p>c) Planning consents should include conditions for the management of cycle parking facilities in consultation with existing and potential users and other residents.</p>															
<p>TP8 – Residential parking</p> <p>a) Proposals for new developments will have adequate off-street car and cycle parking provision to meet current and reasonably assessed future needs. Developers will normally be expected to provide parking equal to the level set out as a maximum in the East Herts Council Vehicle Parking Provision at New Development SPD 2008 or superseding document. These are as follows:</p> <table border="1" data-bbox="185 1209 698 1378"> <thead> <tr> <th>Bedrooms</th> <th>Zone 2</th> <th>Elsewhere</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.75</td> <td>1.25</td> </tr> <tr> <td>2</td> <td>1</td> <td>1.5</td> </tr> <tr> <td>3</td> <td>1.5</td> <td>2.25</td> </tr> <tr> <td>4</td> <td>2</td> <td>3</td> </tr> </tbody> </table>	Bedrooms	Zone 2	Elsewhere	1	0.75	1.25	2	1	1.5	3	1.5	2.25	4	2	3	<p>TP8 – Residential parking</p> <p>a) Off-street parking which is contiguous with, and part of, each numbered property is strongly preferred. Parking courts may be permitted provided that they:</p> <ul style="list-style-type: none"> • Are built to Secured by Design standards or equivalent and adequately lit. • Serve a small number of properties, for example no more than five, except in the case of flats where a single block or two closely adjacent blocks may be served. • Are overlooked by surrounding dwellings. • Are clearly visible and easily accessible from the property
Bedrooms	Zone 2	Elsewhere														
1	0.75	1.25														
2	1	1.5														
3	1.5	2.25														
4	2	3														

b) Where the level of provision deviates materially from these numbers developers will be required to justify the level of parking provision in relation to:

- Local car ownership levels.
 - The type, mix and use of the development.
 - The accessibility of public transport to a range of destinations which users can reasonably be expected to visit.
- d) Garages may be counted as parking spaces provided they have a minimum clear internal dimension of 3m*6m or larger as recommended in the current edition of Roads in Hertfordshire or subsequent design guides.

d) Off-street parking which is contiguous with, and part of, each numbered property is strongly preferred. Parking courts may be permitted provided that they:

- Are built to Secured by Design standards or equivalent and adequately lit.
- Serve a small number of properties, for example no more than five, except in the case of flats where a single block or two closely adjacent blocks may be served.
- Are overlooked by surrounding dwellings.
- Are clearly visible and easily accessible from the property served.
- Are aesthetically pleasing and complement the street scene both when full and partially empty.
- Have a sense of place and are designed to encourage ownership.
- Have regard to any design guide published in association with this plan.

e) The road layout at the approaches to parking courts must be designed so that residents will be encouraged to use them in preference to parking on the street. This will normally be achieved by ensuring that:

served.

- Are aesthetically pleasing and complement the street scene both when full and partially empty.
- Have a sense of place and are designed to encourage ownership.
- Have regard to any design guide published in association with this plan.

b) The road layout at the approaches to parking courts must be designed so that residents will be encouraged to use them in preference to parking on the street. This will normally be achieved by ensuring that:

- The entrance to parking courts precedes the dwelling when approached from the distributor road or other access serving the development.
- The distance to be travelled from the distributor or access road to the parking space is comparable with or less than the distance to the 'on street' parking opportunity nearest to the property.
- Access to the parking court is easy to negotiate and that parking spaces are sufficiently wide that they are easy to use.
- The walking distance between the vehicle and the dwelling to which it belongs (or to the relevant entrance to the block in the case of flats) must normally be no more than 20m via a paved route.

c) Applications for conversions of garages into living accommodation will be supported where it can be demonstrated that adequate off road parking is provided for the sole use of the

<ul style="list-style-type: none"> • The entrance to parking courts precedes the dwelling when approached from the distributor road or other access serving the development. • The distance to be travelled from the distributor or access road to the parking space is comparable with or less than the distance to the 'on street' parking opportunity nearest to the property. • Access to the parking court is easy to negotiate and that parking spaces are sufficiently wide that they are easy to use. • The walking distance between the vehicle and the dwelling to which it belongs (or to the relevant entrance to the block in the case of flats) must normally be no more than 20m via a paved route. <p>f) A reasonable level of car parking must also be provided for visitors to residential developments. Developers will normally be expected to provide 0.5 visitor car spaces per dwelling in addition to the above unless they can show that the demand is likely to be materially different.</p> <p>g) Applications for conversions of garages into living accommodation will be supported where it can be demonstrated that adequate off road parking is provided for the sole use of the property in accordance with the standards referred to in part a).</p> <p>h) Development that includes a reliance on parking on existing streets shall not be permitted if this would result in a material adverse impact on the safety of road users including cyclists and pedestrians.</p> <p>i)</p>	<p>property in accordance with the provisions of the District Council's currently adopted Supplementary Planning Document 'Vehicle Parking Provision at New Development'</p> <p>d) Development that includes a reliance on parking on existing streets shall not be permitted if this would result in a material adverse impact on the safety of road users including cyclists and pedestrians.</p> <p>e) applications for development should include an electric vehicle charging scheme designed to provide the infrastructure to enable present or future charging of plug-in and other ultra-low emission vehicles [in accordance with EHDC's Sustainability SPD 2019]</p>
<p>TP9 - Parking in and around the town centre</p> <p>a) Developments resulting in the net loss of public car parking spaces in</p>	<p>TP9 - Parking in and around the town</p> <p>a) Developments resulting in the net loss of public car parking</p>

the Neighbourhood Area which are designed to serve the town centre will be permitted only where an appropriate level of mitigation measures are provided which encourage modal shift away from car use or otherwise result in a reduction in demand resulting from the development. Reductions in the number or significant changes in the location of car park spaces should be justified by past and forecast usage statistics provided by the car park owning authority or other owner.

b) Developments leading to the increase of public parking provision on existing parking sites within the Neighbourhood Area (for example by over- or under-ground multi-decking) will be supported provided:

- They are designed to be in keeping with the surrounding area or as a piece of quality architecture in their own right contributing positively to the aesthetics of the building stock in Bishop's Stortford and
- There is a demonstrated need, based principally on considerations of town centre vitality, which will not realistically be fulfilled by modal shift.

c) Developers may be required to contribute to accompanying measures to encourage modal shift, which will be agreed between the developer and the planning authority.

d) Short period free parking places, sponsored by or integral to retail developments, will be encouraged, where appropriate. Similarly, reserved places for disabled parking close to shops and other facilities should be an integral part of any development which includes parking spaces.

e) Where a proposal for a private car park in or near the town centre for non-domestic use is approved it may be subject to a condition requiring public use, possibly at defined times, where this does not conflict with the

spaces in the Neighbourhood Area which are designed to serve the town centre will be permitted where an appropriate level of mitigation measures are provided which encourage modal shift away from car use or otherwise result in a reduction in demand resulting from the development. Reductions in the number or significant changes in the location of existing car park spaces should be justified by past and forecast usage statistics provided by the car park owning authority or other owner.

b) Developments leading to the increase of public parking provision on existing parking sites within the Neighbourhood Area (for example by over- or under-ground multi-decking) will be supported provided:

- They are designed to be in keeping with the surrounding area or as a piece of quality architecture in their own right contributing positively to the aesthetics of the building stock in Bishop's Stortford and
- There is a demonstrated need, based principally on considerations of town centre vitality, which will not realistically be fulfilled by modal shift.

c) Effective traffic demand management in the town centre in the next five years will be strongly supported through parking measures including:

- parking restrictions on new developments and changes of use,
- edge-of-town park and ride facilities to intercept rail commuters and other long stay town centre users, and
- other parking demand management approaches.

Financial contributions will be sought from developments to support the viability of such approaches where they encourage modal shift and sustainable travel.

<p>needs of the use for which it is provided.</p> <p>f) Proposals to provide parking space to commuters and town centre visitors which is situated and accessible from the south of the town centre without the need to travel on any of the roads within the town centre will be strongly supported subject to compliance with other policies in this plan.</p>	<p>d) Short period free parking places, sponsored by or integral to retail developments outside the town centre, will be encouraged, where appropriate. Reserved places for disabled parking close to shops and other facilities should be an integral part of any development which includes parking spaces.</p> <p>e) Where a proposal for a private car park in or near the town centre for non-domestic use is approved it may be subject to a condition requiring public use, possibly at defined times, where this does not conflict with the needs of the use for which it is provided.</p>
<p>TP10 – Traffic speeds within new developments</p> <p>a) New residential developments shall include a readily understandable street hierarchy with a design speed of not more than 20mph for roads outside main access routes, unless there are overriding reasons for accepting higher speeds. It must also enable their use by refuse, emergency and delivery vehicles. In order to achieve this, the use of alternative strategies is encouraged, including the use of shared spaces and speed-activated signage. Traffic calming and other measures should be designed to permit safe passage by cyclists.</p>	<p>TP10 – Traffic speeds within new developments</p> <p>a) New residential developments shall include a readily understandable street hierarchy with a design speed of not more than 20mph for roads outside main access routes. It must also enable their use by refuse, emergency and delivery vehicles. In order to achieve this, the use of alternative strategies is encouraged, including the use of shared spaces and speed-activated signage. Traffic calming and other measures should be designed to achieve appropriate speeds in the interests of permitting safe passage by all road users and reducing carbon emissions.</p>
<p>TP11 – Promote Road Safety</p> <p>a) Development proposals that are likely to have a significant detrimental effect on road safety must include, in their transport assessment or elsewhere, an analysis of the impact together with mitigating works to bring safety back to pre-development levels. Where appropriate due to</p>	<p>TP11 – Promote Road Safety</p> <p>a) All development applications requiring a Transport Assessment or Statement and Travel Plan as required in Policy TP1 above will include an analysis of the impact of the development on road safety. The road safety assessment will be based on an analysis</p>

<p>the location and travel patterns the analysis should consider in particular the effect on safety hotspots identified in paragraph b.</p> <p>b) The safety hotspots are as follows:</p> <ul style="list-style-type: none"> • See Designated Locations Document 	<p>of traffic flows and accident data for the local highway network including identified safety hotspots.</p> <p>b) The transport and safety assessments shall identify works to mitigate unacceptable road safety impacts based on the Local Transport Plan Policy 17(b) for the development of a ‘Safe Systems’ approach to co-ordinate a mix of safer roads, speeds, vehicles, and road users.</p>
<p>Objective: Improve town centre access, connectivity, amenity and vitality</p>	<p>Objective: Contribute to improving sustainable access and connectivity in the town</p>
<p>TP12 – Contributions to improve town centre access and movement</p> <p>a) Financial contributions that are appropriate to the size, scale and viability of a development will be sought for improvements to access and movement in and around the town centre for pedestrians and cyclists. Contributions may be sought for but are not limited to the following:</p> <ul style="list-style-type: none"> • Recommended improvements and schemes identified through studies carried out by Bishop’s Stortford Town Council, Hertfordshire County Council or East Herts District Council included but not limited to: <ul style="list-style-type: none"> ○ Bishop’s Stortford town centre Framework study conducted by Allies and Morrison on behalf of East Herts District Council (2016). ○ Bishop’s Stortford Cycle and Walking Masterplan Study conducted by Sustrans (2016). ○ Destination Stortford Study • Town centre cycle parking provision. • Pedestrian and cycle access to the town centre from the River Stort tow path. • Park and ride and/or park and stride schemes. 	<p>TP12 –Financial contributions to improve town accessibility and connectivity</p> <p>a) Financial contributions will be sought through s106 agreements and/or through conditions based on HCC’s planning obligation toolkit to mitigate traffic impacts of development and for local transport schemes to deliver access, connectivity and parking improvements in the town for pedestrians, cyclists. bus travel and vehicle users that are identified in approved transport investment programmes</p>

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| <ul style="list-style-type: none"> • Pedestrianisation schemes. • Provision of electric bike and electric schemes. • Schemes to deliver the South- East quadrant of the by-pass. | |
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Explanatory Notes:

Note: If EHDC’s Draft Sustainability SPD is approved TP policies may also include reference to:

- The requirement for development applications to prepare “Movement Frameworks” as part of their Design and Access Statements as set out in section 8.3
- Provision of a completed “Sustainability Checklist” on sustainable transport as set out in section 8.4

Note: Throughout TP Policies references to ‘Designated Locations Document’ lists have been deleted unless they are definitive of where the policy shall apply. They will normally be included in the supporting text where they are illustrative of some of, or examples of, where the policy may apply.

TP1

Opening **Para 102 of the NPPF on Sustainable Transport** states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

These broader objectives aimed at supporting the community’s role in finding solutions to congestion as a result of development at the early stages of plan making and masterplanning – rather than being left to object to planning applications – will be set out in the supporting text to TP1.

TP2

The most significant cause of local poor air quality in Bishop's Stortford is believed to be traffic congestion in confined areas. Hence in BSNPs 2014/2016, policies on reducing air pollution came under the objective to reduce congestion. There are, however, other ways to improve air quality such as moving to electric vehicles and this minor change to the objective recognises that.

In practice the AQ assessment for major transport applications is usually carried out in conjunction with (but separate from) the TA – by the transport consultants.

EH's Air Quality Guidance appears to have been updated since BSNP1&2 2014/16 and offers a comprehensive approach to dealing with air quality impacts.

It precedes EHC DP 2018 but this does not prevent the application of the methods in the Guidance to assess the impact of development on Air Quality.

EH's Air Quality Guidance Appendix 4 Clause 4.1 states that '*An air quality assessment must take into account the cumulative air quality impacts of committed developments (i.e. Those with planning permission.*' However Clause 2.3.6 and Appendix 4 4.6 and 4.7 do not appear to address cumulative developments where there are a number of unrelated applications. For example, Clause 2.3.6 which concerns MAJOR developments refers to '*cumulative impacts arising from the proposal*' and not cumulative impacts from the development plus other unrelated developments.

EH DP 2018 policy EQ4 IV requires consideration of cumulative developments and the NP can now confirm this.

EHC's proposed sustainability SPD scoping survey indicates that air quality principles and assessment may be part of the SPD. According to EHC's webpage the SPD will not introduce new mandatory targets beyond the DP but conceivably the SPD could bring some changes that will require revision of the NP policies if the SPD is published in time

TP3

Direct routes to be provided and connections need to specifically include off road walking and cycling routes

TP7

Note: This policy is aimed mainly at non-residential developments? Cycle Parking policies also need to be added to TP8 Residential Parking or Housing Policies

TP8

- Note: EHDC to produce a new vehicle parking SPD. No work as yet. Scheduled for later in the year- Nov/Dec.

- DP (policy TRA3) states that vehicle parking provision associated with development proposals will be assessed on a site – specific basis in accordance with the provisions of the District Council’s currently adopted SPD ‘Vehicle Parking Provision at New Development, 2008’ (revised July 2015). The 2015 revisions include a small increase in parking provision for residential dwellings as follows:

bedrooms	Spaces per dwelling
1	1.5
2	2
3	2.5
4	3

- Note – the SPD states that it is a requirement that developers proposing car parking levels above or below these standards should provide robust evidence to support their case.
- Therefore existing DP (through the SPD) proposes slightly higher parking space provision than existing NP’s.
- Although SPD’s do not strictly contain planning policies, they are material considerations. Also the DP makes clear reference to the SPD within the TRA3 policy so there is no reason for this not to be adhered as part of the planning process.
- Given the above I suggest that there is no rationale for differentiating parking standards for Bishop’s Stortford from the revised 2015 DP standards and that we have therefore removed sections of the policy that relate to this (i.e. former policies a, b, c and f)
- Note – TRA3 ii in the DP provides for provision of sufficient secure, covered and waterproof cycle storage facilities therefore not necessary to include in NP
- Also suggest more emphasis on provision of spaces for charging electric and other low emission vehicles to help contribute towards EHDC/HCC carbon targets. Note - TRA3 V in the DP states that provision ‘should’ be made for charging points for low and zero carbon vehicles. A suggestion would be to strengthen this to ‘must’(see suggested wording for new section in previous column)

TP10

Note LTP4 Policy 15 on Speed Management

The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment

TP11

Safety hotspots analysis table in Designated Locations Document (NP2 only) more appropriate in supporting text – including NP1 hotspots

LTP Policy17(b) - The development of a 'Safe Systems' approach that seeks to co-ordinate a mix of safer roads, safer speeds, safer vehicles, safer road users and post-collision response with a focus on casualty reduction.

Education

Existing Objective/Policy	Proposed Objective/Policy
<p>EP7 - Adult, Vocational Education and Community use Proposals for new school accommodation will be required to be designed to accommodate adult and vocational education and/or community use outside of school hours unless it can be demonstrated that this is either not practical or not viable.</p>	<p>EP7 – 16-19 Vocational Education, Adult Education and Community use</p> <ul style="list-style-type: none"> a) Proposals for dedicated facilities for 16-19 vocational education or training, whether on a new or existing site, will be encouraged, provided they are consistent with the requirements of all other policies. b) Additional secondary schools should not be considered without HCC first demonstrating that the 16-19 vocational education and training needs can be met locally. c) Proposals for new school accommodation will be required to be designed to accommodate adult and vocational education and/or community use outside of school hours unless it can be demonstrated that this is either not practical or not viable.

Explanatory Note:

Whilst the majority of the existing Education section of the Neighbourhood Plan doesn't require any change, there is a clear need for 16-19 year olds to be able to access vocational education and training in or close to Bishop's Stortford that does not require them to travel long distances. There is very limited vocational provision in the existing secondary schools and, therefore, a distinct vocational centre that also provides adult education opportunities and is available for community use should be a priority.

Town Centre

(New Section, No Existing Objectives/Policies)

Proposed Objective/Policy
<p>Objectives:</p> <ol style="list-style-type: none">1. Create a more attractive pedestrian environment reconnecting with the river.2. Promote a holistic parking strategy balancing the needs of residents, businesses and visitors with the impact on the environment.3. Produce a framework for retail between national chains and independent shops.4. Identify flexible and adaptable employment uses to support the town's economy.5. To provide a balanced mix of residential, cultural, leisure and business uses within the Town Centre.
<p>TC1 – Town Centre Planning Framework</p> <p>a) Development proposals in Bishop's Stortford Town Centre should be able to demonstrate compliance with the Bishop's Stortford Town Centre Framework. Any development which cannot demonstrate compatibility must be capable of being resolved.</p>

Explanatory Note:

As we do not have a specific policy relating to the town centre, either in the more limited South Street / Potter Street/ Market Square description or the wider description covering the River/ Old River Lane/Mill Site/Goods Yard etc we need something in place and our own policy Bish 2 is required. Bish 2 in the District Plan talks about "Development proposals in Bishop's Stortford Town Centre will be expected to take account of, and positively contribute to, proposals contained within the Bishop's Stortford Town Centre Planning Framework, as appropriate." This doesn't give any certainty to their policy. I think we need to phrase our version to say that "Development in Bishop's Stortford Town Centre will encompass the proposals contained within the Bishop's Stortford Town Centre Planning Framework Supplementary Planning Document referred to in the District Plan but not, as far as I can see actually adopted yet.

Land South of Bishop's Stortford

Existing Objective/Policy	Proposed objective/policy
<p>BSS1 – Conditional policies</p> <p>a) Policies BSS2-BSS5 apply only in the circumstance that a significant development becomes possible on all or part of the site known as Land South of Bishop's Stortford</p> <p>b) In the absence of the circumstance in a), policies in force at National, District and Neighbourhood Plan level, including in particular policies related to Green Belt, will continue to apply to the site.</p>	<p>BSS1 – Implementation and Delivery of Site Allocation</p> <p>a) Planning applications that propose to materially vary the approved Parameter Plans that form part of the outline permission (3/18/2253/OUT) will require approval of a revised Masterplan and potentially an Environmental Impact Assessment (subject to confirmation of a Screening Opinion) and transport assessments if relevant in accordance with policies BISH5 (II) of the District Plan and parts BSS1(b) and (c) of this policy.</p> <p>b) Any substantial change to the approved outline scheme will require a revised Masterplan to be prepared in accordance with policy BISH5 (II) of the District Plan and shall:</p> <ul style="list-style-type: none"> i. Involve the developer, East Hertfordshire District Council, Hertfordshire County Council, the Highways Authority, the Local Lead Flood Authority; Bishop's Stortford Town Council, Thorley Parish Council; representatives of neighbouring residents' associations and other key stakeholders from the commencement of and throughout the preparation process. ii. Be supported by appropriate technical evidence, including transport assessment, the scope of which to be agreed. iii. Support community consultation to inform the Masterplan process. <p>c) The following circumstances shall require the preparation of a revised Masterplan:</p> <ul style="list-style-type: none"> i. Any major change to the Phase 2 application and major

	<p>change to Reserved Matters.</p> <ul style="list-style-type: none"> ii. A planning application for the whole site. iii Change of use of part of the site compared with the approved Masterplan or Outline application. iv Change to the approved access or other services infrastructure impacting on the Outline Planning Permission. v Any substantial increase in the total of 750 homes in the Outline Planning Application.
<p>BSS2 – Setting and character of buildings</p> <p>a)-d) no change</p> <p>e) Only development proposals that include suitable technologies for energy efficiency will be supported</p> <p>f)-h) no change</p>	<p>BSS2 – Setting and character of buildings</p> <p>a)-d) no change</p> <p>e) Only development proposals that include current technologies for energy efficiency will be supported.</p> <p>f)-h) no change</p>

Bishop's Stortford High School Site

Existing Objective/Policy	Proposed objective/policy
<p>BSHS1 – Setting and character of buildings</p> <p>a) New housing should be no higher than two storeys with styles and palettes to complement the local landscape and adjacent housing.</p>	<p>BSHS1 – Setting and character of buildings</p> <p>a) New housing should be no higher than two storeys with styles and palettes to complement the local landscape and adjacent housing.</p> <p>b) Only development proposals that include current technologies for energy efficiency will be supported.</p>