



Whittington Way

Bishop's Stortford South

Vision Document
December 2016



COUNTRYSIDE
Places People Love

This document has been prepared by:



together with:



DAVID JARVIS ASSOCIATES



**4AD
Consultants**



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1. Introduction

This brochure has been prepared by Barton Willmore and Andrew Martin – Planning, on behalf of Countryside Properties (CP). The brochure provides significant information on the land south of Whittington Way, Bishop's Stortford (hereafter referred to as "Bishop's Stortford South") and can be used to inform the evidence base to the emerging new East Herts District Plan.

1.1 Founded in 1958, CP is a long established leader in property development and the creation of sustainable communities. The company's vision is to create exceptional places for people to live, work and enjoy. Over the years the company has built private and affordable housing, commercial property, mixed-use and mixed-tenure schemes. CP is highly successful in strategic land assembly and development, and has planned, promoted and delivered new sustainable communities which are widely regarded as examples of best practice. Local examples of these include St Michael's Mead, Bishop's Stortford and Great Notley Garden Village, near Braintree.

1.2 CP has an option on 53 hectares (ha) of land at Bishop's Stortford South. Along with several other sites in and around Bishop's Stortford, this land was subject to a complex set of appeals and a combined Public Inquiry in 2011, involving the relocation of two schools to Bishop's Stortford South and the vacated school sites being redeveloped for housing. The Secretary of State (SoS) agreed with the Inspector and dismissed all but one of the appeals on the grounds that, inter alia, it was not demonstrated that the educational benefits of relocating the schools would clearly outweigh any potential harm to the

Green Belt status and therefore the existing school sites would be needed for continued education purposes.

1.3 However, the emerging new East Herts District Plan provides an opportunity to review the extent of the Green Belt on a district-wide basis; a fundamentally different process and test to that undertaken as part of the several inter-related appeals considered by the SoS / Inspector previously.

1.4 In the wider context of the emerging District Plan – which includes the essential requirement for East Herts District Council (EHDC) to meet its objectively assessed housing and employment needs, and in turn necessitates a district-wide Green Belt review – Bishop's Stortford South should be considered available, suitable, achievable and therefore deliverable. Delivery of a sustainable urban extension at the site would make a notable contribution towards addressing the District's overall housing and employment needs and could also accommodate a new local centre, and new primary and secondary schools on-site, thereby providing local facilities and additional education capacity for the surrounding area.

1.5 The remainder of this brochure is structured as follows:

- Section 2 reviews the planning context and recognises the extent of housing need across the District, including the education position in Bishop's Stortford, particularly to the south of the town;
- Section 3 considers the site and its surroundings;
- Section 4 assesses local considerations and opportunities;
- Section 5 reviews transportation, accessibility and noise impacts;
- Section 6 reviews landscape and visual impact, with regard to the five purposes of the Green Belt;
- Section 7 summarises the key ecological considerations;
- Section 8 summarises the key archaeological and heritage considerations;
- Finally Sections 9 and 10 present a draft master plan for a sustainable urban extension at Bishop's Stortford South and provide overall conclusions, based on the information contained in this brochure.



FIGURE 1: AERIAL VIEW OF THE SITE

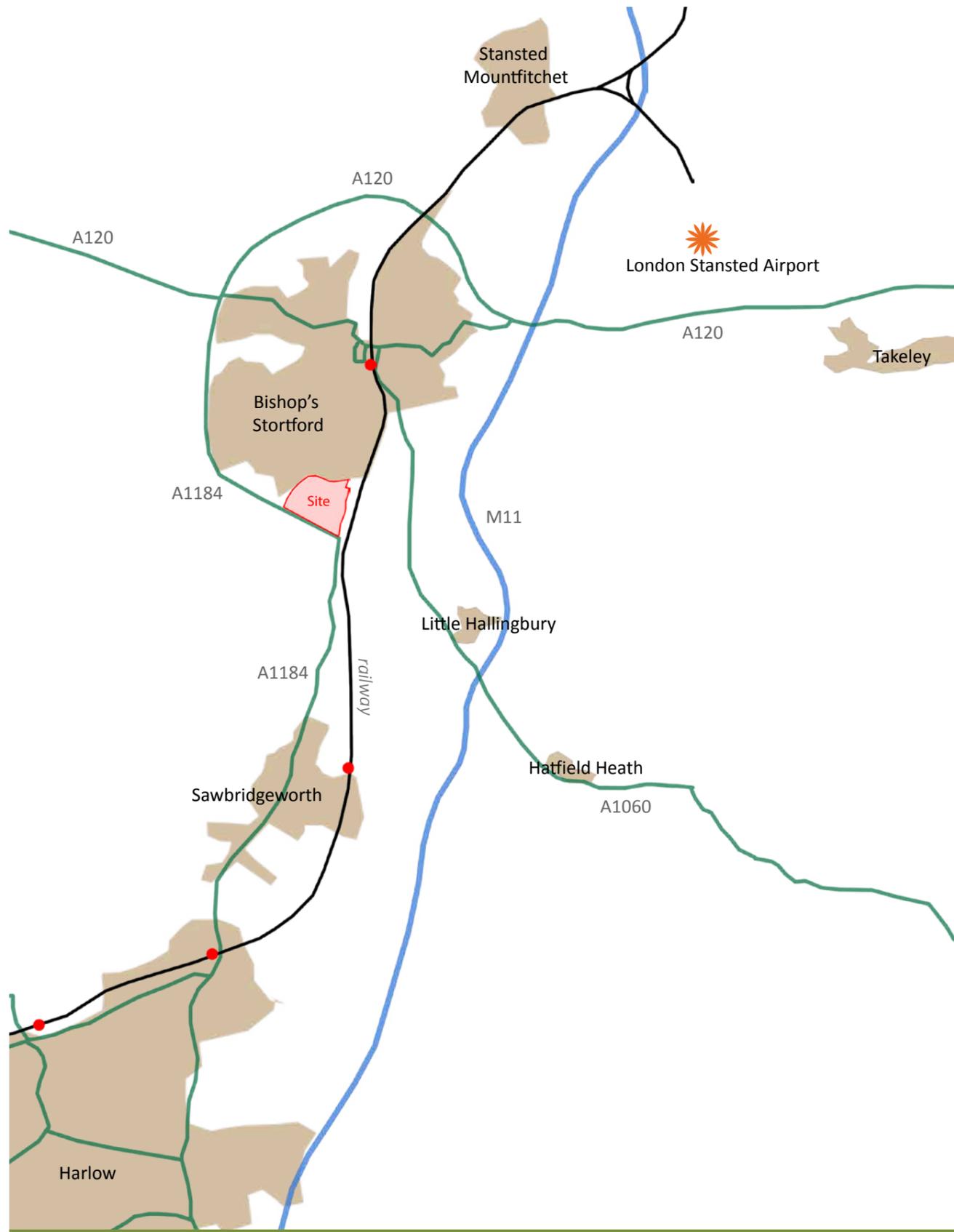


FIGURE 2: WIDER AREA LOCATION

2. Planning Context

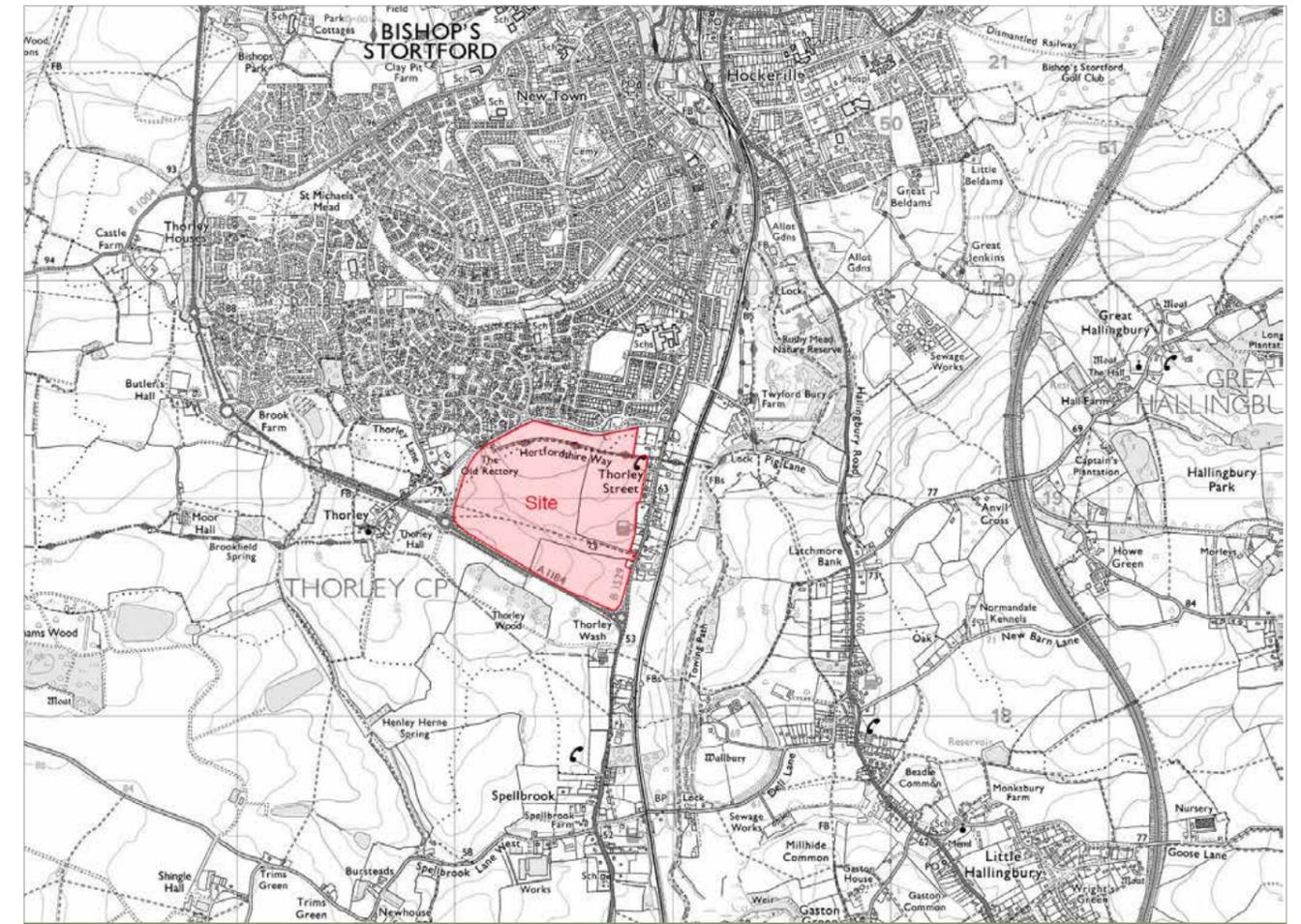


FIGURE 3: SITE LOCATION

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published in 2012 and provides wide ranging planning policy guidance for plan-making and decision-taking in England.

2.2 Of particular note to East Herts District and Bishop's Stortford South, the NPPF:

- Requires every local planning authority to produce a local plan for its area (paragraph 153);
- Expects local plans to be prepared with the objective of contributing to the achievement of sustainable

development, including the presumption in favour of sustainable development (paragraph 151);

- Expects local planning authorities to use their evidence base to ensure that their local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF, including identifying key sites which are critical to the delivery of the housing strategy over the plan period (paragraph 47);
- Notes that relevant policies for the supply of housing should not be considered up-to-date if the local

planning authority cannot demonstrate a five-year supply of deliverable housing sites (paragraph 49);

- Confirms that local planning authorities should establish Green Belt boundaries in their local plans and once established, should only alter these boundaries in exceptional circumstances and through the preparation or review of their local plan (paragraph 83); and
- Directs that when reviewing Green Belt boundaries, regard should be had to their intended permanence in the long term, so that they are capable of enduring beyond the plan period (paragraph 83).

East Herts District Plan

2.3 EHDC is in the process of preparing an emerging new District Plan, which once adopted, will replace the previous East Herts Local Plan (2007) and will comprise part of the “statutory development plan” for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended).

2.4 The new District Plan Pre-Submission Document was published for a six-week period of public consultation, extending from 3rd November to 15th December 2016.

2.5 Policy DPS1 makes provision for a minimum of 16,390 new homes in the

District up to 2033 (i.e. at least 745 dwellings per annum) and aims to achieve a minimum of 435 to 505 additional jobs in the District each year.

2.6 Policy DPS2 confirms that brownfield locations in the towns will be prioritised for mixed-use development and that the remainder of the housing and development needs in the plan period will be met on a range of greenfield sites. In order to accommodate the bulk of the District’s housing and development needs, in the most sustainable locations, the District Plan has had to allocate some growth at greenfield sites, including a district-wide review of the extent of the Green Belt.

2.7 Policy DPS3 sets out the proposed housing supply up to 2033. This confirms that Bishop’s Stortford South is to be released from the Green Belt and allocated for 750 dwellings up to 2033, of which 250 dwellings are envisaged for delivery in the first five years of the plan period (i.e. 2017-2022).

2.8 Notwithstanding the total housing provision set out in the District Plan, Policy DPS5 and its preceding commentary recognises that the Plan does not provide for the latest full objectively assessed needs, which based on the 2014 household projections equates to approximately 19,500 new homes in the District up to 2033 (i.e. circa 886 dwellings per annum).

2.9 Policy DPS5 therefore proposes an early review of the District Plan, following its adoption, to meet the additional housing needs over and above the 16,390 new homes identified in Policies DPS1 and DPS3.

2.10 Figure 4 opposite comprises the Key Diagram for Bishop’s Stortford (as taken from Figure 5.1 of the District Plan Pre-Submission Document). This identifies seven site allocations in or around the town, including:

- 2,529 homes at Bishop’s Stortford North, including 2,200 on ASRs 1 to 4 and 329 at ASR 5;
- 0-163 homes at the Reserve Secondary School site at Hadham Road contingent on the provision of a secondary school site at Bishop’s Stortford North;
- 750 homes at Bishop’s Stortford South;
- 0-150 homes at the Bishop’s Stortford High School site at London Road contingent on the relocation of the school to Bishop’s Stortford South;
- 400 homes at the Goods Yard;
- 0-100 homes at The Causeway/Old River Lane; and
- 50 homes at land East of Manor Links.

Bishop’s Stortford South

2.11 Policy BISH5 provides further detail in relation to the allocation at Bishop’s Stortford South. In particular, this is to provide a residential-led mixed-use development, including but not limited to:

- 750 new homes, including affordable homes, by 2027;
- Care home / flexi-care or sheltered properties;

- Education facilities, including land for a two-form entry primary school with an early years facilities with scope to expand to three-forms of entry and land for a six-form entry secondary school with scope to expand to eight-forms of entry, to meet longer term needs;
- Indoor and outdoor sports facilities to be provided as part of the secondary school and / or by other means;
- Neighbourhood centre, providing local retail and community uses;
- 4-5 ha business park of landmark design;
- Appropriate access arrangements, but not direct vehicular access onto London Road;
- Sustainable transport measures;
- Sustainable drainage provision;
- A variety of public open spaces; and
- The delivery of all other necessary on-site and off-site infrastructure.

2.12 Prior to the submission of any planning application, a master plan is expected to be prepared collaboratively with the site promoters, landowners, EHDC, Hertfordshire County Council (HCC), Bishop’s Stortford Town Council (BSTC), Thorley Parish Council (TPC) and other key stakeholders.

2.13 Once public consultation closes on 15th December 2016, EHDC anticipates submitting its District Plan to the SoS in March 2017, an Examination in Public (EiP) taking place from June 2017 onwards, receipt of an Inspector’s Report in October 2017 and potential adoption of the Plan in December 2017.

Neighbourhood Plan

2.14 In parallel with EHDC’s work on the emerging new District Plan, BSTC has been developing its own Bishop’s Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley. Once finalised and approved, the Neighbourhood Plan will also form part of the statutory development plan and will complement the strategic policies set out in the District Plan. An Examination Copy of the Neighbourhood Plan was published for a six-week period of public consultation, also extending from 3rd November to 15th December 2016.

2.15 The policies in the Neighbourhood Plan relating to Bishop’s Stortford South are conditional on the site’s successful allocation in the emerging District Plan. However, it is noteworthy that:

- Policy BSS2 seeks to guide the setting and character of new development, including in relation to building heights, views of the open countryside, energy efficiency, design, massing, materials and existing residential amenity.
- Policy BSS3 covers community facilities and the expectation that new shops and a community hall should be provided on-site.
- Policy BSS4 sets various requirements in respect of access to and egress from the site. Policy BSS5 considers BSTC’s preferred treatment of the Hertfordshire Way and other green spaces.

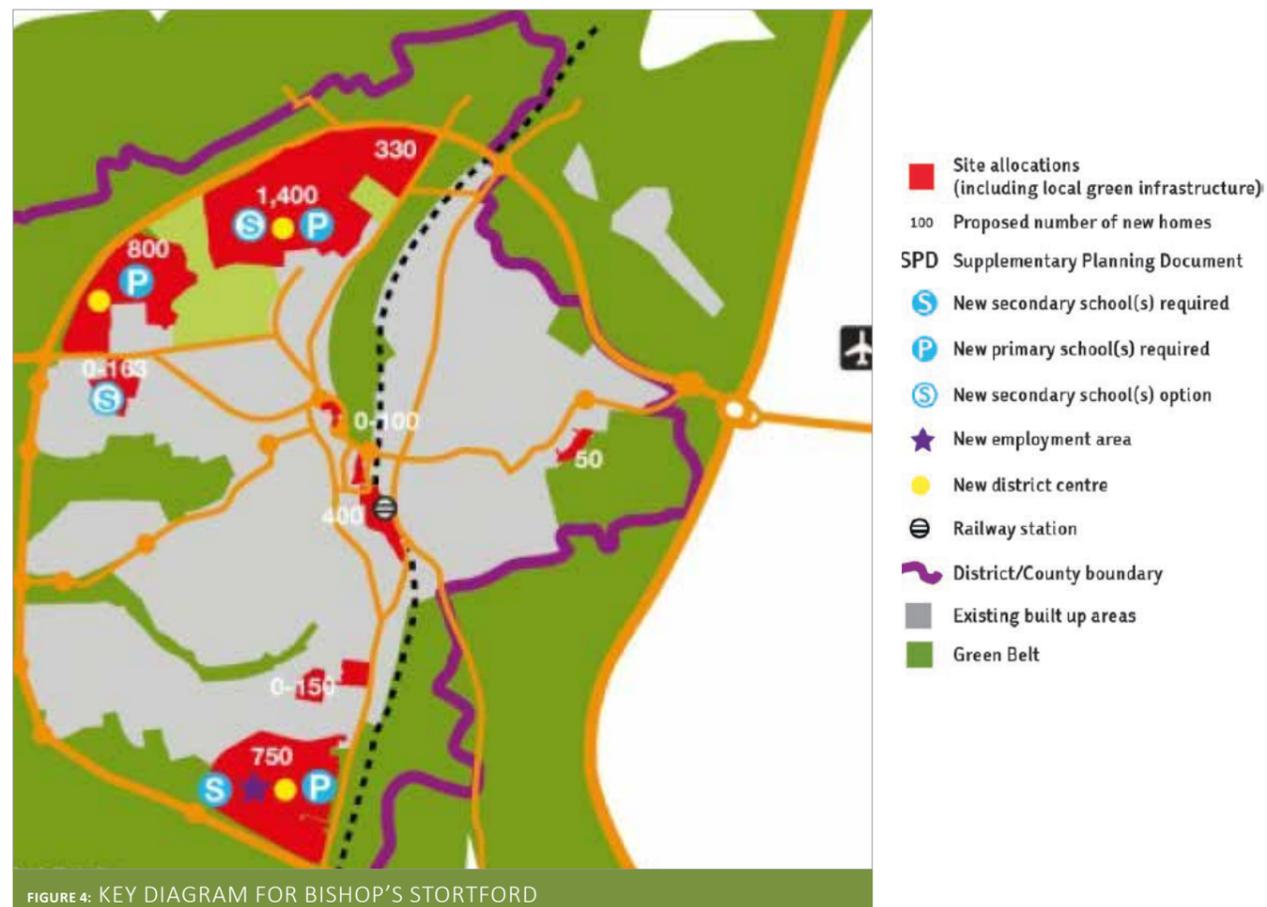


FIGURE 4: KEY DIAGRAM FOR BISHOP'S STORTFORD

Appeal Decisions

2.16 Part of the land at Bishop's Stortford South, along with several other inter-related sites, was subject to a planning appeal in 2011/12. In summary the proposals sought to relocate Bishop's Stortford High School and Hertfordshire & Essex High School from their current sites within the urban area to part of the land at Bishop's Stortford South. The existing school sites, the detached sports field at Beldams Lane and a reserve school site at Hadham Road would then be released and redeveloped for housing. Finally permission was sought to widen the use of the sports facility at Jobblers Wood to include Hertfordshire & Essex High School and other local organisations.

2.17 The SoS recovered all six appeals for his determination and subsequently agreed with the Inspector and dismissed the proposal at Bishop's Stortford South. Overall the SoS concluded that the benefits which would arise from relocating the two schools to Bishop's Stortford South, namely additional school capacity and other educational benefits in the form of curricula, infrastructure and administration, would not be sufficient to clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and the other harm identified, and that as a result very special circumstances had not been demonstrated. Having agreed with the Inspector and dismissed the proposal at Bishop's Stortford South, the SoS concluded that plans for

housing at the existing school sites, the detached sports field at Beldams Lane and a reserve school site at Hadham Road also must be dismissed as these sites will be or may be required for educational purposes. The appeal at Jobblers Wood to make better use of the existing facilities was allowed.

2.18 However, there is a fundamental difference between allowing new development on Green Belt land as part of a planning application / appeal and reviewing or altering the extent of the Green Belt through a new local plan. The former requires proposals for what is defined as inappropriate development to demonstrate that "very special circumstances" exist to clearly outweigh any potential harm to the Green Belt. Whereas the latter is the accepted forum for drawing up or reviewing Green Belt boundaries on a district-wide basis, taking account of the need to meet full objectively assessed needs and to promote sustainable patterns of development. These principles are set out in the NPPF – as referred to at the beginning of this Section.

2.19 The analysis of the Green Belt undertaken as part of the planning appeal in 2011/12 was in relation to one part of the Green Belt around Bishop's Stortford and specifically with regard to a proposal for the relocation of two existing secondary schools. There was no comparison between Bishop's Stortford South and any other parts to the north, east or west of the town and there was no comparison as to its quality or function

relative to Green Belt in other parts of the district; nor was there any consideration of wider strategic planning considerations. Therefore the appeal decisions must be treated with caution and should be viewed in the context in which they were made.

2.20 Going forward and in planning for the period up to 2033, the emerging new District Plan and it's district-wide Green Belt review has had to address current and future capacity issues for school places, in line with HCC's anticipated shortfalls. This creates a very different set of circumstances to those considered by the appeals and accordingly the appeal decisions should be viewed at the point in time they were made only. It is clear now that HCC requires additional secondary education capacity to be provided through the emerging new District Plan process.

2.21 It is also notable that objectively assessed development needs were not an issue in the appeals, as at the time the East of England Plan (EEP) still formed part of the statutory development plan. The current provision for at least 745 dwellings per annum in the District Plan Pre-Submission Document exceeds the old and now abolished EEP figure of circa 600 - 660 dwellings per annum. Furthermore, as recognised above, the District Plan Pre-Submission Document is likely to be some way short of the actual full objectively assessed housing need for the District, which, based on the latest 2014 household projections, could require an uplift to nearer 886 dwellings per annum.

Education

2.22 HCC's Cabinet considered an extensive education report at its 11th July 2016 meeting, including an update in relation to the education position in Bishop's Stortford.

2.23 The report noted that The Hertfordshire & Essex High School (i.e. the Girls School) had been successful in its bid to the Education Funding Agency for its plan to expand to 6 forms of entry. In February 2016 HCC's Cabinet approved a building project capital contribution for an additional 0.5 forms of entry from September 2017 and, on 20th June 2016, approved further funding for the acquisition of additional land to enable the re-provision of playing fields that will be displaced by building works on the Girls School's existing sites. At that meeting HCC's Cabinet approved the acquisition of additional land south of Beldams Lane in Bishop's Stortford to provide these playing fields. The June 2016 decision facilitated expansion of the Girls School to 6 forms of entry and will ensure that the site has sufficient capacity to expand to 8 forms of entry in the longer term.

2.24 The report also noted that The Bishop's Stortford High School (i.e. the Boys School) has a Priority School Building Programme 2 award but has been advised by the Education Funding Agency that its project has been programmed for the end of 2019. The Boys School is seeking a conditional contract to acquire an identified alternative site that would enable its relocation and expansion to 6 forms of entry. HCC's Cabinet has therefore approved the acquisition of land to facilitate the relocation and re-provision of the school's premises at 6 forms of entry capacity, with sufficient potential for

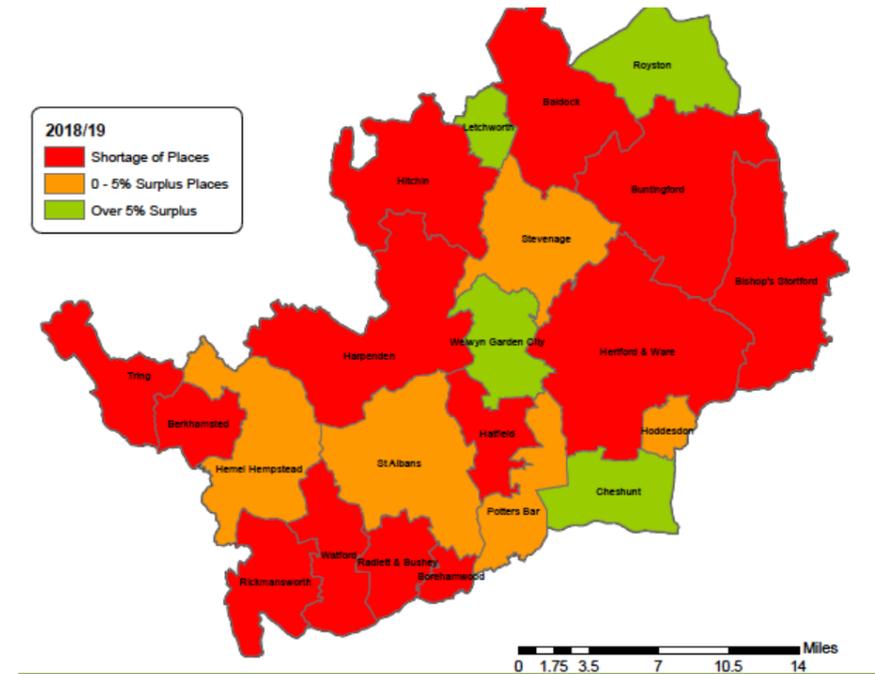


FIGURE 5: SECONDARY PLANNING AREAS SURPLUS/SHORTAGE FOR 2018/19 (SOURCE: MEETING THE RISING DEMAND FOR SCHOOL PLACES: DECEMBER 2016 UPDATE)

expansion to 8 forms of entry in the longer term.

2.25 Furthermore, part of the Thorley Hill Primary School site will need to be reorganised and improved to enable access to the existing playing fields at The Bishop's Stortford High School, which are intended for redevelopment once the Boys School has relocated to new premises.

2.26 With this in mind, HCC's Cabinet considered and approved three recommendations, namely to:

- Acquire land south of Beldams Lane, Bishop's Stortford and a funding agreement with the The Hertfordshire & Essex High School.
- Acquire land at Bishop's Stortford South, an option agreement in respect of part of the site of Thorley Hill Primary School and another agreement with The

Bishop's Stortford High School regarding its possible relocation [to Bishop's Stortford South].

- Reach agreement with the Governing Body of Thorley Hill Primary School on the arrangements necessary for the reorganisation of the school and addition of an extra classroom if The Bishop's Stortford High School relocates from its existing site.

2.27 As a result, Bishop's Stortford South is likely to be crucial in enabling expanded secondary school capacity in town, particularly for boys. By providing an opportunity for The Bishop's Stortford High School to relocate to the site, Bishop's Stortford South will enable the school to expand to 6 forms of entry, with potential for subsequent expansion to 8 forms of entry in the longer term. The relocation will also unlock the existing school site for residential-led development.

3. The Site and Surroundings



3.1 The District Plan Pre-Submission Document recognises, at paragraph 5.1.1, that Bishop's Stortford is the largest town in the District, with an important sub-regional role related to its retail, leisure and employment offer, underpinned by good transport links including the M11 and the railway. It is designated as a Principal Town Centre which reflects the wide range of uses and services present, and its role as a destination for visitors from beyond the town. It has a reputation for good schools and also benefits from numerous areas of green space in the Stort corridor and "green wedges" which permeate into the town.



3.2 The A1184/A120 bypass generally defines the boundaries of the town.



3.3 Bishop's Stortford South is located on the southern fringe of the town and is bounded by the A1184 to the south, Obrey Way to the west, Whittington Way to the north and the rear gardens of properties along Thorley Street (B1383) to the east.

3.4 The majority of the site comprises agricultural land, set out as five irregularly shaped arable fields, separated by small hedgerows and ditches. The northern most



field is bounded along its southern edge by a long distance public footpath - the Hertfordshire Way. A second public right of way crosses the southern part of the site in a similar east-west direction. The site generally slopes from its northern and western edges down to the southeast corner, at the A1184/B1383 junction.

3.5 The residential neighbourhood to the north of the site mainly dates from the 1960's and 1970's. The more recent Thorley Park estate to the northwest and west of the site dates from the 1980's and 1990's. Thorley Street to the east of the site comprises a ribbon development of buildings dating from different periods. St Michael's Mead and the Southern Country Park are situated to the west of the site and were developed in the 1990's / early 2000's when there was a need to accommodate growth in a similar manner as now.

3.6 Bishop's Stortford South is approximately 1.5 km to the south of the town centre, railway station and the town's main employment area. Existing bus routes, accessible from Thorley Street or Whittington Way, link the site to these destinations.

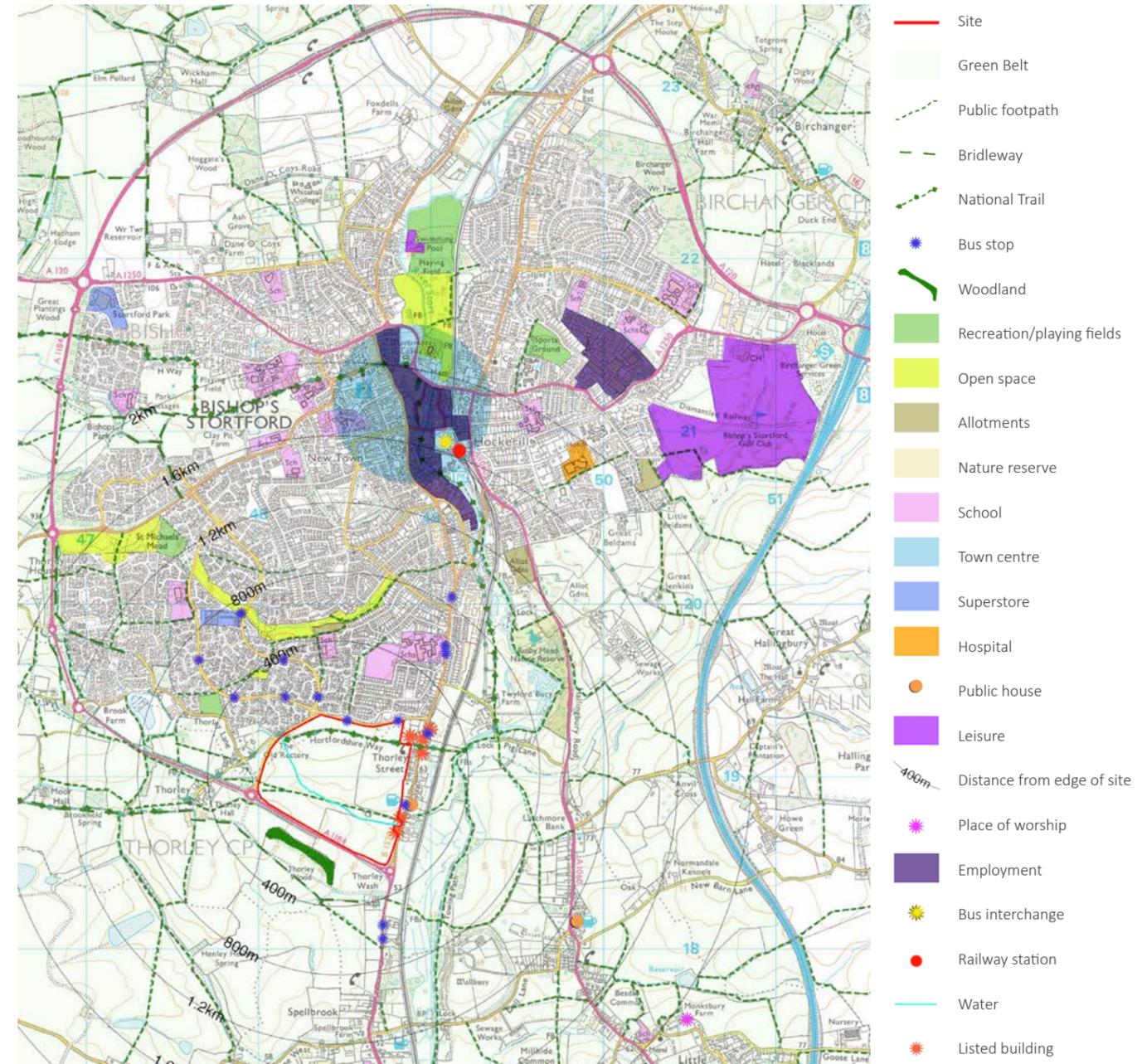


FIGURE 6: SITE CONTEXT

4. Opportunities and Considerations

Opportunities

- 4.1 The site abuts the edge of the existing settlement boundary of Bishop's Stortford.
- 4.2 The site is within the Green Belt, however, locating development here represents a logical "rounding off" of this part of Bishop's Stortford with potential for St James Way/A1184 and the B1383 to provide a new defensible boundary to the settlement edge.
- 4.3 The site is well connected to the surrounding area by public footpaths. A footpath runs west – east across the site towards the southern end of the site and a section of the Hertfordshire Way runs west – east through the northern part of the site.
- 4.4 There are excellent transport links:
 - There are number of bus stops adjacent to the site providing regular services to Bishop's Stortford town centre, Stansted Airport, Hertford and beyond.
 - There is a railway station and bus interchange located in Bishop's Stortford town centre.
 - Stansted Airport is approximately 6.5 km away to the north east of the site.
 - St James Way/A1184 runs along the southern boundary of the site and the B1383 to the east, providing easy access to the centre of Bishop's Stortford and M11 Junction 8.

- 4.5 The main shopping facilities are located in the town centre which is approximately 1.5 km to the north. Bishop's Stortford town centre has a very good retail, leisure and employment offer. There is a large superstore approximately 1km from the site.
- 4.6 There are a number of schools within easy walking distance of the site (i.e. less than 500 metres away) including Richard Whittington Primary School, Thorley Hill Primary School and The Bishop's Stortford High School.

Considerations

- 4.7 A sub station is located within the site boundary.
- 4.8 Residential properties abut the site to the north and to the east. These are partly screened from the site by mature vegetation.
- 4.9 There are some notable slopes within the site.
- 4.10 It is likely that Natural England will resist any enhancements to foot and cycle connections to the Thorley Wash SSSI, to the southeast, which could otherwise increase human use and activity in this protected area.

- 4.11 There is an existing brook running through the site from Obrey Way to Thorley Street, which will likely be retained as part of any development proposals.
- 4.12 There is a strong desire locally to retain key views from the Hertfordshire Way to the south and southwest, which could have a bearing on any development proposals.
- 4.13 Part of Obrey Way is relatively narrow and is unsuitable for heavy goods vehicles.
- 4.14 Noise is likely to be an issue along the southern boundary of the site, immediately adjacent St James Way / A1184.

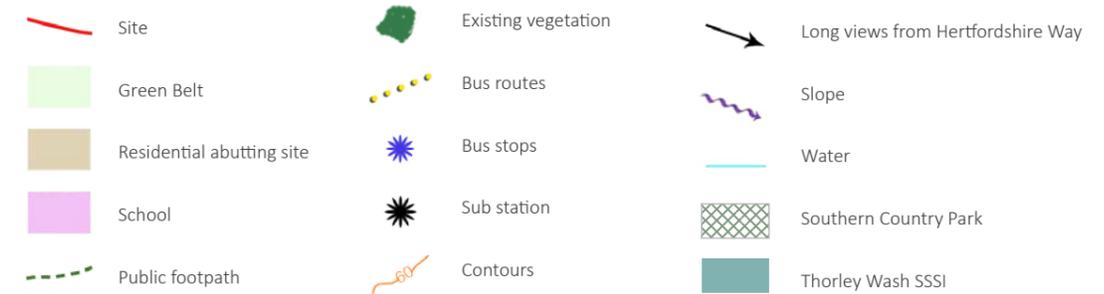
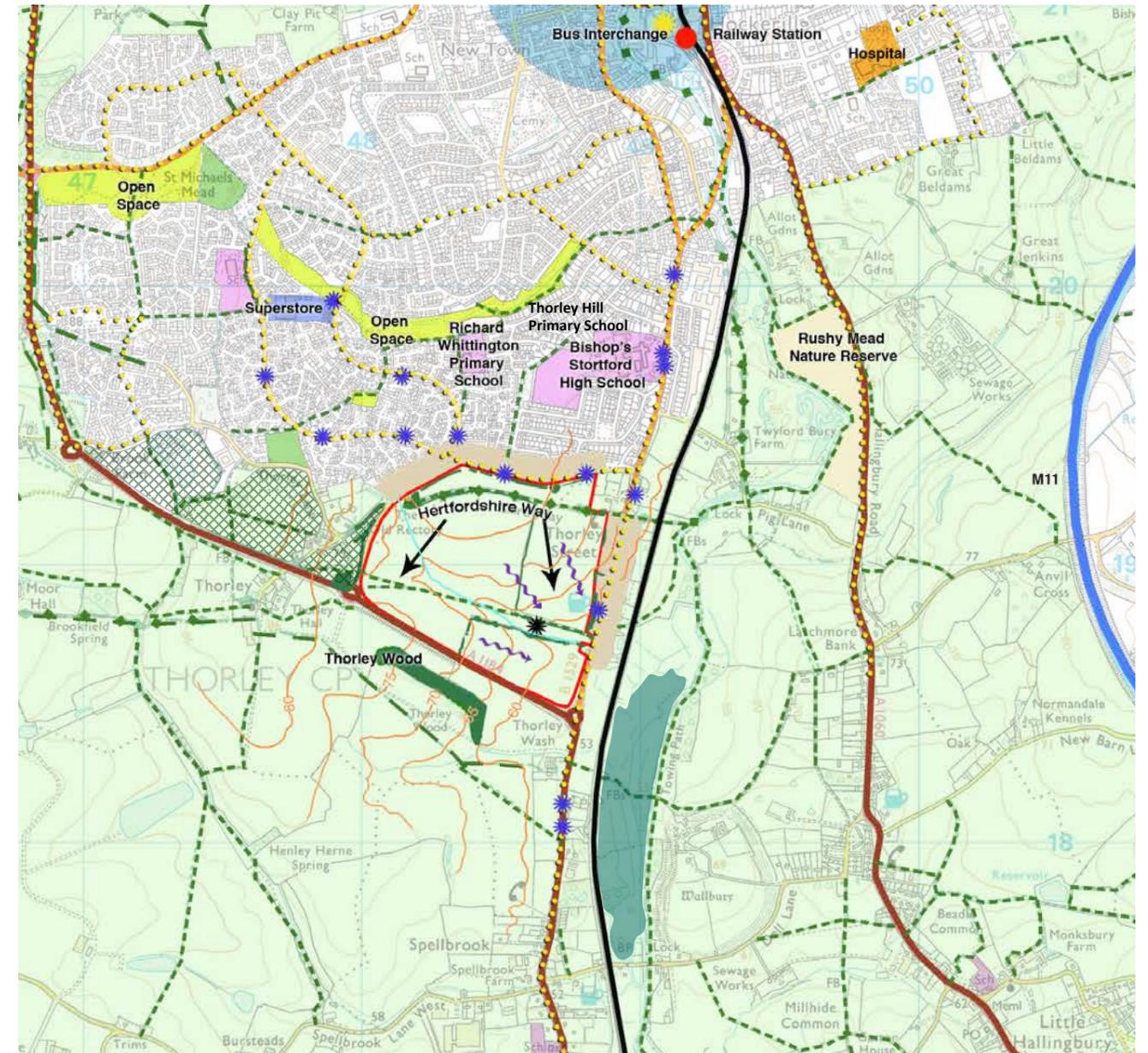


FIGURE 7: OPPORTUNITY AND CONSIDERATIONS

5. Transport and Noise

Transport

5.1 This Section looks at the transport aspects of the draft allocation of the site, in particular relation to:

- The location of the site;
- The access strategy;
- The sustainable travel;
- The traffic impacts of the development; and
- The compliance of the site in relation to transport policies.

Overall Location

5.2 The site is very well located in relation to the ability to travel by sustainable forms of transport, particularly for an edge of town location. Bishop's Stortford railway station is approximately 1.5 km to the north of the site, accessible by bus, on foot and by cycle, and provides connections to London, Stansted International Airport, Harlow and Cambridge.

5.3 Furthermore, there are existing regular (every 20-30 minutes) bus services that serve the site – the 508, 509 and 510 services stopping along Thorley Street/London Road, adjacent to the site. With this in mind,

there is a realistic prospect of limiting the number of trips made by the private car and promoting / reinforcing the use of public transport from any new development at this site.

5.4 One of the major reasons for car journeys particularly in the am peak period, relates to school journeys. The provision of a Secondary and Primary School on the land offers a major opportunity to reduce car trips from the development.

Access

5.5 The access proposals are shown in the concept master plan. The access strategy is consistent with Appendix 1 of the Draft Infrastructure Delivery Plan (IDP), which allows:

- Priority junctions on Obrey Way
- Roundabout on St James Way for site access
- New roundabout at Whittington Way-Bishop's Avenue T-junction for site access

5.6 The proposed access strategy removes traffic from the narrow section of Obrey Way, between the roundabout junction with Whittington Way and the junction with Thorley Lane East, as well as providing bus access to the school from different directions.

The access strategy also makes provisions to enable scheduled bus services to be diverted through the site. This is illustrated in Figure 8.

Sustainable Travel

5.7 The site is well located in relation to the ability to travel by sustainable means, in particular on foot and by public transport. Figure 9 shows the existing scheduled bus routes which could serve the site, with the diversion of the routes that stop along London Road, adjacent to the site, and routes which stop to the northwest of the site. All bus services provide access to the station and town centre, along with Stansted Airport and Harlow.

5.8 Furthermore, there are public footpaths which run through the site, and connect to the surrounding areas. There are a number of existing facilities within vicinity of the site at Thorley Park, including a Sainsbury's Supermarket, a post office, a pharmacy and community uses, all within 1km from the edge of the site. There are a number of footpaths throughout Thorley Park providing access to the local facilities on foot from the site.

5.9 The development would provide on-site walking and cycling facilities which will connect to the existing network and Bishop's Stortford Station.

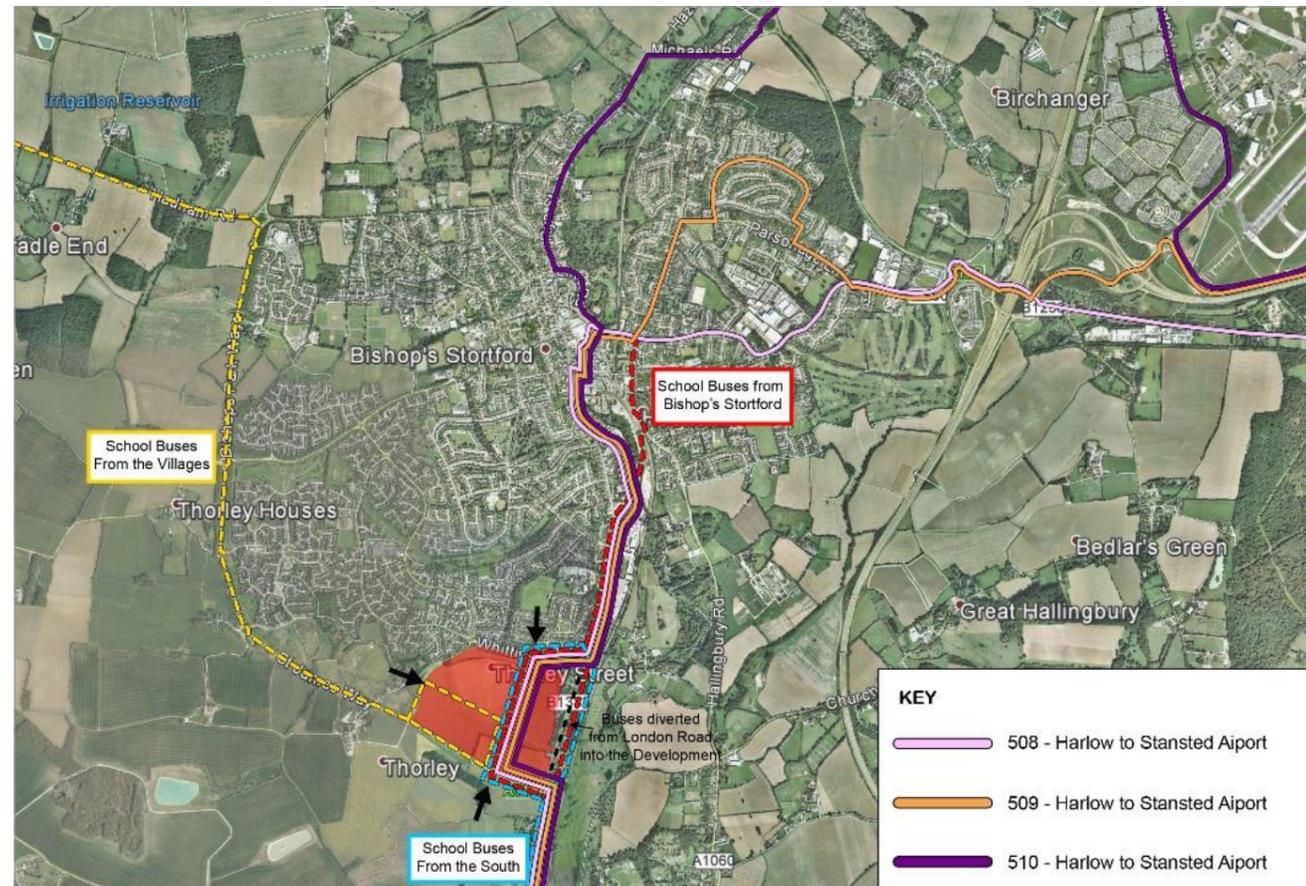


FIGURE 8: ACCESS STRATEGY FOR SCHOOL AND SCHEDULED BUS SERVICES

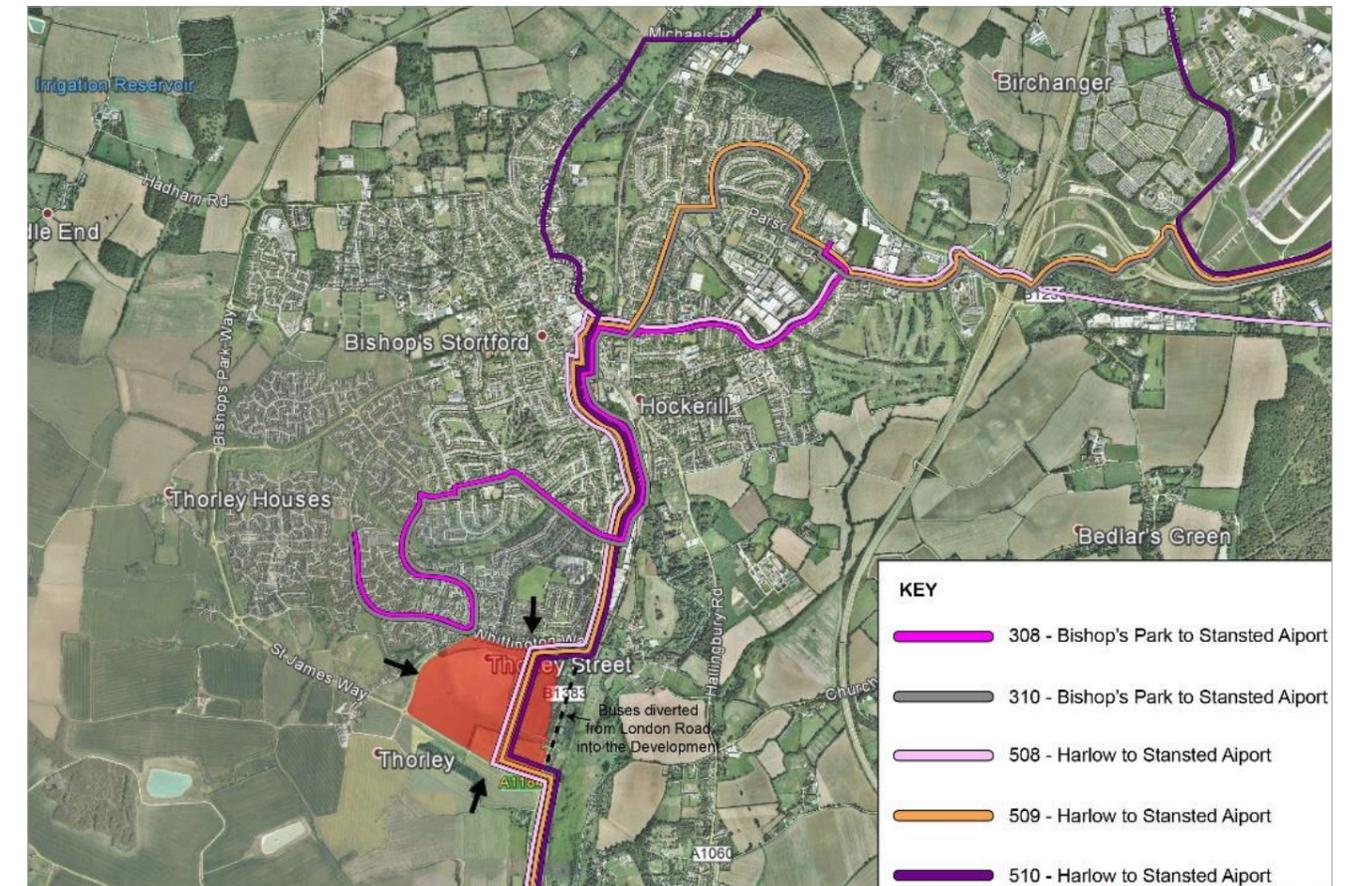


FIGURE 9: TRAVEL BY PUBLIC TRANSPORT

Traffic Impact

5.10 A comprehensive means of assessment has been agreed with Hertfordshire County Council (HCC), for which the agreed network to be assessed is shown in Figure 3 and includes the town centre of Bishop's Stortford, the London Road Corridor, Junction 8 of the M11, the junction of Hadham Road and the A120, together with the Cambridge Road/Station Road junction in Sawbridgeworth.

5.11 Detailed traffic surveys have been undertaken during November 2016 at a number of locations throughout Bishop's Stortford, which will form the background for detailed analysis to inform a Statement of Common Ground with HCC.

5.12 HCC have prepared a County Wide Model (COMET), which has been used for the purpose of assessing the highways impacts of allocations including Policy BISH5. Interim results have been provided from the 2031 forecast year version of the model, which includes for committed development plus potential Local Plan housing development sites (including Bishop's Stortford South). The forecast is a 'Do Minimum' forecast with respect to transport schemes, which includes the M11 junction capacity improvements, the assumption that the M11 Junction 7a would be in place and the A120 Little Hadham Bypass, along with other improvements in Bishop's Stortford. Only schemes which

are committed or are more than likely have been included. The results for the 2031 model run against the 2014 base is shown in Tables 1 and 2 for the am peak and pm peak respectively.

5.13 Whilst further analysis work is required, the initial results show that in 2031, with the planned transport improvements in place, there is clearly not Harm to the operation and indeed benefits over the existing operation in many locations. It is clear that the allocation is consistent with the criteria set out in Policy TRA2 of the draft District Plan.



FIGURE 10: AGREED HIGHWAY NETWORK TO BE ASSESSED

Policy Compliance

5.14 There are 3 Transport Policies in the draft District Plan, for which the allocation site is to be considered against, TRA1: Sustainable Transport, TRA2: Highway Safety and Trip Generation and TRA3: Vehicle Parking Provision.

5.15 Policy TRA1 sets out the criteria for how development proposals should improve and promote sustainable transport. As set out above, the site is well located in relation to existing bus and walking facilities, and provides opportunities to improve sustainable travel within the area.

5.16 Policy TRA2 sets out the criteria for highway safety and traffic impact, in particular promoting safe and suitable access to developments and developments not resulting in any severe residual cumulative impact. As set out, the access strategy which has been developed for the site is consistent with the Draft IDP and provides suitable access points to the development. Furthermore, a comprehensive means of assessment has been agreed with HCC and the interim modelling undertaken clearly shows that harm to the operation of the network will not occur in accordance with the criteria set out in Policy TRA2.

	2014 AM Peak Node Delays	2031 AM Peak Node Delays	Different Node Delays	
Junctions				
1	B13383 Stansted Road/A120	1 to 2.5 mins	1 to 2.5 mins	NO
2	Stortford Road/Albury Road; Little Hadham Crossroads	2.5 to 5 mins	1 to 2.5 mins	-1.5 to 2.5 mins
3	Stansted Road/Parsonage Lane	0.5 to 1 min	0.5 to 1 min	NO
4	M11 Junction 8	1 to 2.5 mins	0.5 to 1 min	-0.5 to 1.5 mins
5	High Street/Potter Street	0.5 to 1 min	0.5 to 1 min	NO
6	Adderley Road/Hockerill Street	0.5 to 1 min	0.5 to 1 min	NO
7	Dunmow Road/Parsonage Lane	0.5 to 1 min	0.5 to 1 min	NO
8	Hockerill Street/A1250/Dunmow Road/London Road	1 to 2.5 mins	1 to 2.5 mins	NO
9	South Street/New Town Road	0.5 to 1 min	1 to 2.5 mins	0.5 to 1.5 mins
10	Thorley Hill/ London Road	0.5 to 1 min	0.5 to 1 min	NO
11	Cambridge Road/Station Road; Sawbridgeworth	0.5 to 1 min	1 to 2.5 mins	0.5 to 1.5 mins
12	Knight Street/Station Road	<0.5 min	0.5 to 1 min	0.5 min

FIGURE 11: INITIAL COMET MODELLING RESULTS AM PEAK

	2014 AM Peak Node Delays	2031 AM Peak Node Delays	Different Node Delays	
Junctions				
1	B13383 Stansted Road/A120	1 to 2.5 mins	1 to 2.5 mins	NO
2	Stortford Road/Albury Road; Little Hadham Crossroads	2.5 to 5 mins	1 to 2.5 mins	-1.5 to 2.5 mins
3	Stansted Road/Parsonage Lane	0.5 to 1 min	0.5 to 1 min	NO
4	M11 Junction 8	2 to 5 mins	<0.5 min	-2 to 4.5 mins
5	High Street/Potter Street	<0.5 min	0.5 to 1 min	0.5 mins
6	Adderley Road/Hockerill Street	0.5 to 1 min	0.5 to 1 min	NO
7	Dunmow Road/Parsonage Lane	<0.5 min	<0.5 min	NO
7a	A1250 Dunmow/A120	<0.5 min	1 to 2.5 mins	0.5 to 2 mins
8	Hockerill Street/A1250/Dunmow Road/London Road	1 to 2.5 mins	1 to 2.5 mins	NO
9	South Street/New Town Road	0.5 to 1 min	0.5 to 1 min	NO
10	Thorley Hill/ London Road	0.5 to 1 min	0.5 to 1 min	NO
11	Cambridge Road/Station Road; Sawbridgeworth	1 to 2.5 mins	1 to 2.5 mins	NO
12	Knight Street/Station Road	<0.5 min	<0.5 min	NO

FIGURE 12: INITIAL COMET MODELLING RESULTS PM PEAK

Noise

5.17 The principal noise considerations at this site relate to traffic noise, associated with the local roads bordering the site to the north, east, south and west and aircraft movements associated with Stansted Airport. Detailed noise monitoring has been undertaken to provide more detailed information relating to noise events at the site.

5.18 An initial screening of operational development traffic flows suggests that operational traffic is unlikely to add significantly to existing road traffic noise levels.

5.19 In relation to the aircraft noise, the initial modelling work has concluded that the proposed development is an area which, although affected by aircraft noise, should not experience significant daytime annoyance or adverse sleep disturbance effects.

5.20 A mitigation strategy has been identified to ensure that there are no residual adverse noise impacts within the development. This is shown in Figure 13 and has been used to inform the emerging Master Plan.

5.21 Further assessment will need to be undertaken in due course, including to appraise residential development at the site. However, the noise assessments carried out demonstrate the suitability of the site to accommodate built form and that outdoor noise levels will be acceptable.

- A** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. Provision should also be made for effective boundary fencing on the eastern site of this area, to minimise noise propagation from Thorley Street.
- B** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The massing of buildings fronting Whittington Way could be developed to act as a barrier block to help provide acoustic screening to the amenity areas of dwellings further into the site. However, given the apparent width constraint of these zones, it appears likely that dwellings may need to be arranged with rear/side boundaries parallel to Whittington Way. In such circumstances, allowance should be made for close boarded timber fencing (or other appropriate barrier) along the boundary to provide protection to the adjoining residential amenity areas. This will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.
- C** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The design of buildings fronting Obrey Way could be developed to act as a barrier block – to help provide acoustic screening to the amenity areas of dwellings further into the site, or consideration given to suitable boundary fencing. This will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.
- D** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The proposed bund to St James Way would assist in reducing noise propagation to the interior of the site, but it may also be possible to achieve a reasonable reduction by developing buildings as a barrier block (if such an arrangement suited the more detailed arrangement of dwellings) – to help provide acoustic screening to the amenity areas of dwellings further into the site. Either form of control will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.
- E** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The proposed bund to St James Way would assist in reducing noise propagation to the interior of the site, but it may also be possible to achieve a reasonable reduction by developing buildings as a barrier block (if such an arrangement suited the more detailed arrangement of dwellings) – to help provide acoustic screening to the amenity areas of dwellings further into the site. Either form of control will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.
- F** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The proposed bund to St James Way would assist in reducing noise propagation to the interior of the site, but it may also be possible to achieve a reasonable reduction by developing buildings as a barrier block (if such an arrangement suited the more detailed arrangement of dwellings) – to help provide acoustic screening to the amenity areas of dwellings further into the site. Either form of control will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.
- G** Mitigation will be required in the form of double glazed windows and the provision of alternative means of ventilation (e.g. appropriately specified trickle vents) in order that windows can remain closed. The proposed bund to St James Way would assist in reducing noise propagation to the interior of the site, but it may also be possible to achieve a reasonable reduction by developing buildings as a barrier block (if such an arrangement suited the more detailed arrangement of dwellings) – to help provide acoustic screening to the amenity areas of dwellings further into the site. Either form of control will not remove the need for double glazing/alternative means of ventilation, since these will be required to provide control against aircraft noise intrusion.



FIGURE 13: NOISE MITIGATION STRATEGY

6. Landscape and Visual Impact

6.1 David Jarvis Associates (DJA) has assessed the site from a landscape and visual perspective and extracts and images from their work are set out below.

6.2 In landscape terms two key matters were highlighted within the 2012 appeal decisions and thus formed the basis of initial capacity analysis. These were:

- The effect on the openness and visual amenity of the Green Belt; and
- The effect on the Hertfordshire Way.

6.3 However, it is important to qualify reference to the appeal decision by recognising that the strategic context in the new District Plan is very different. In planning for the period to 2031, the plan has to address profound issues including the need to meet its objectively assessed housing needs and to provide new education capacity to address a current and future shortfall of school places. This provides a very different context in which to consider landscape and visual sensitivities at the site.

Effect on the Openness & Visual Amenity of the Green Belt

6.4 To assess the visual significance of proposals on views from the surrounding area a series of ZTV's (Zones of Theoretical Visibility) were produced. For accuracy of result the site was divided into 21 parcels. Each parcel was tested at 9m and 12m heights, the lowest parcels (under 70m AOD) were also tested at 15m in height. This data was then re-assessed during a site survey.

6.5 The modelling indicated that elevated viewpoints would be the worst effected, these include properties along Parsonage Lane and Latchmore Bank, as well as properties along the eastern and southeastern boundary.

6.6 Long distance views of the site are generally screened by intervening landform and vegetation, although this needs to be confirmed on site.

6.7 The most open views of the site are from viewpoints along the southwest boundary where a lack of hedgerow planting allows for open views down the site and across to Little Hallingbury.

6.8 A series of reverse ZTV's have also been produced. These tested for the most visible areas of the site from the surrounding study area if developed at 9- 15m heights in 1m increments. In principle the ZTV's indicate the most visible areas of the site are above 70m AOD.

6.9 The allocation of the site for an urban extension would inevitably result in the loss of greenfield land – in a similar manner to the urban extensions to the north and east of the town.

- SITE BOUNDARY
- SOUTH SUFFOLK AND NORTH EAST CLAYLANDS JCA 86, NATURAL ENGLAND

EAST OF ENGLAND LANDSCAPE TYPOLOGY, 2011

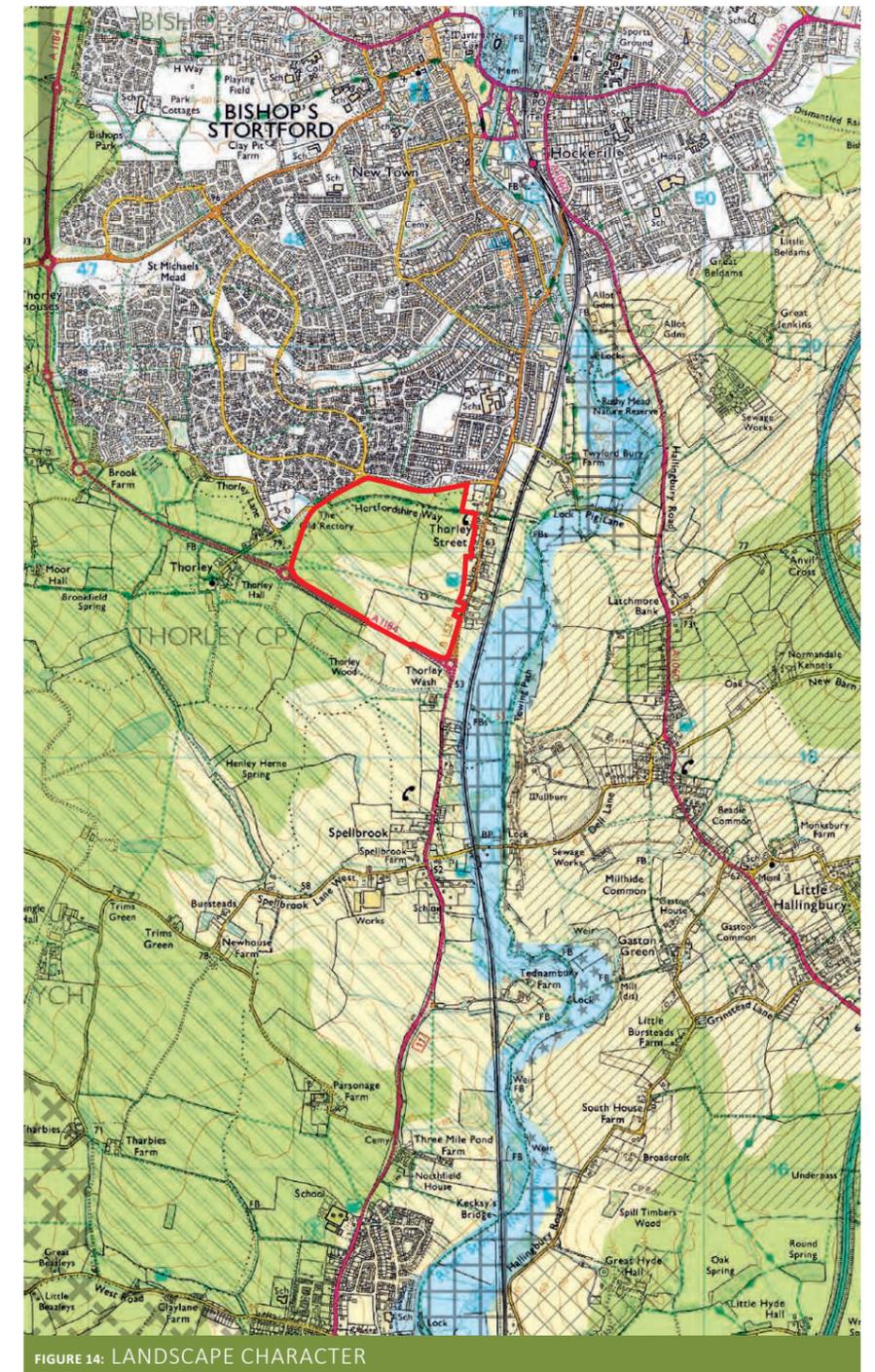
- Wooded Plateau Farmland
- Settled Chalk Valleys
- Valley Meadowlands

LANDSCAPE CHARACTER ASSESSMENT, EAST HERTFORDSHIRE COUNCIL, 2007

- 82 - River Stort
- 84 - High Wynch Slopes
- 85 - Thorley Uplands
- 86 - Perry Green Uplands

LANDSCAPE CHARACTER ASSESSMENT, BRAINTREE, BRENTWOOD, CHELMSFORD, MALDON & UTTLESFORD, 2006

- A3a - Stort River Valley Floor
- A3 - Stort River Valley
- B12 - Hatfield Forest Farmland Plateau



Effect on the Hertfordshire Way Concept Plan

6.10 It is desirable that the extensive views from the Hertfordshire Way are maintained. To retain open views, as far as possible, development would be set back from the Hertfordshire Way, to allow views out towards the west and southwest to the wider landscape beyond.

6.11 The 2012 appeal Inspector expressed concern that the character of the Hertfordshire Way would be significantly altered by the proposals before him. Cause for concern centred on built form immediately abutting the footpath, which would cause a "significant adverse impact on the character, appearance and enjoyment of this length of the Hertfordshire Way."

6.12 To overcome this concern and to retain the character and appearance of the Hertfordshire Way, the entire area immediately to the south of the footpath and within the site would be kept free from built form. Instead this area could be used for public open space, ensuring that the land is kept open in perpetuity and that long distance views to the west and southwest are retained.

6.13 In any event and as stated previously, the context for preparation of the new District Plan and its associated Green Belt review are very different to that in which the appeal decision was made.

6.14 Draft Concept Plans have been produced based upon the initial findings outlined above and are included in the latter part of this brochure.

6.15 These include four development parcels, providing land for 750 homes incorporating development at a residential density of circa 30 dwellings per hectare (dph).

6.16 Built development could be accommodated: to the north of the Hertfordshire Way, opposite existing residential areas off Whittington Way; to the centre, east and south of the site, but set back from the southern edge of the Hertfordshire Way and behind public open space/playing fields; and, any new school buildings towards the centre of the site, allowing playing fields to be accommodated along the west and northwest site boundaries to preserve openness and views.

6.17 Development to the south of the new public open space and immediately west of Thorley Street could be of lower density to create a softer "feathered" edge to the development. The sloping nature of the site would allow for taller buildings to be located towards the southeast corner of the site without having an unacceptable landscape or visual impact.

6.18 Mature hedgerows are a notable characteristic within the site while also providing an important amount of screening. For these reasons, it is recommended these should be maintained and where possible enhanced.

6.19 In terms of landscape character the draft proposals meet the following Strategy and Guidelines for Managing Change:

- Where the loss of ponds and ditches is unavoidable, ensure that new features of at least equivalent nature conservation potential replace them;
- Encourage the planting of individual trees along ditches and roadsides;
- All planting should be of locally indigenous species, using stock of local provenance if possible;
- Encourage more planting of hedgerow trees;
- Promote recognition of roadside/field ditches as potential ecological corridors;
- Discourage use of herbicides, fertiliser runoff, over-zealous management; and
- Encourage woodland planting, but not new hedges, as this would not reflect local landscape character.

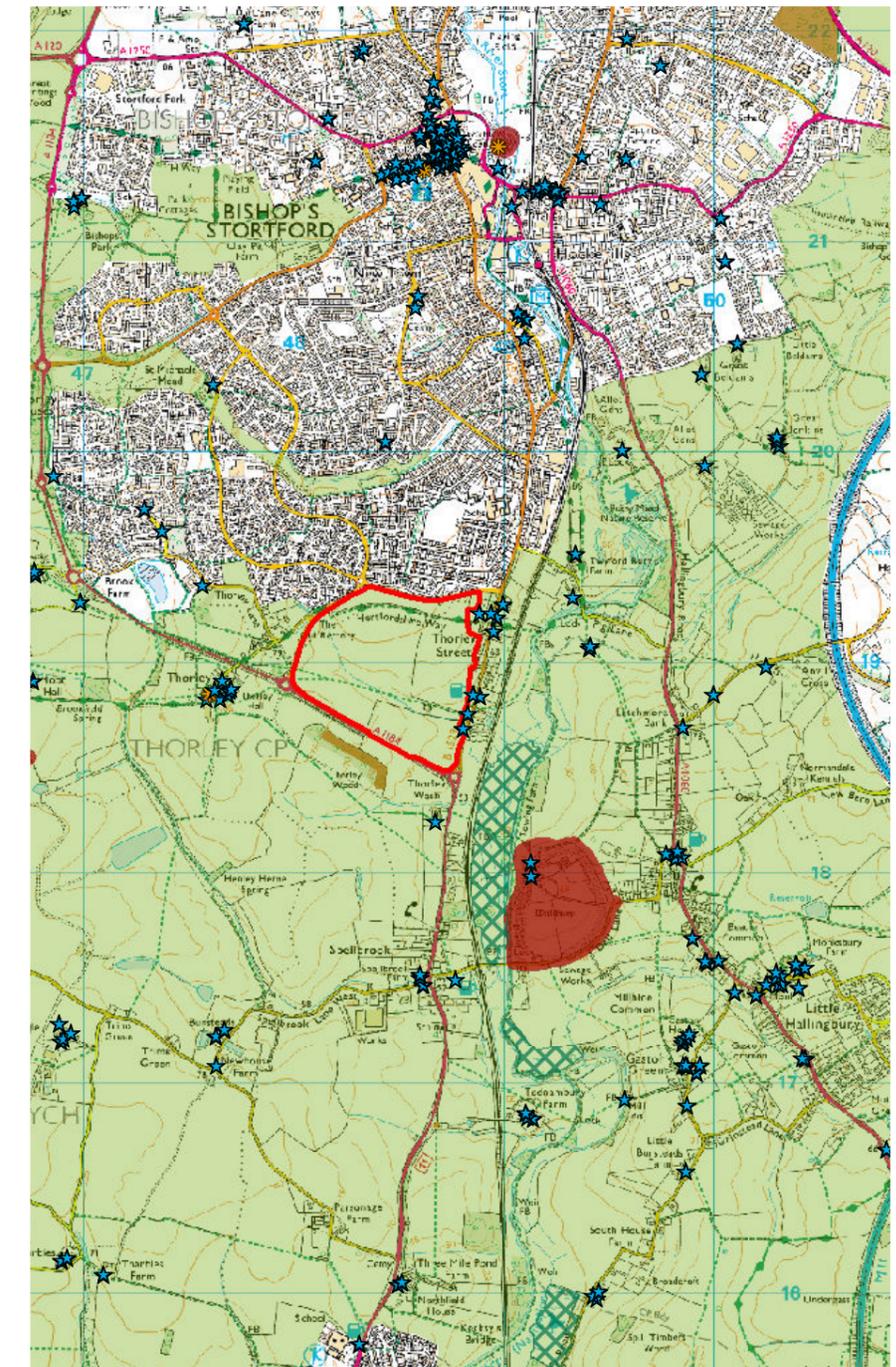
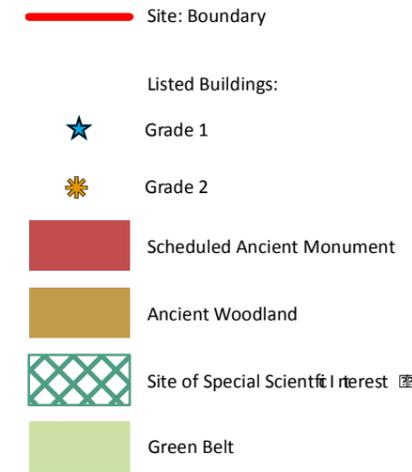


FIGURE 15: LANDSCAPE DESIGNATIONS

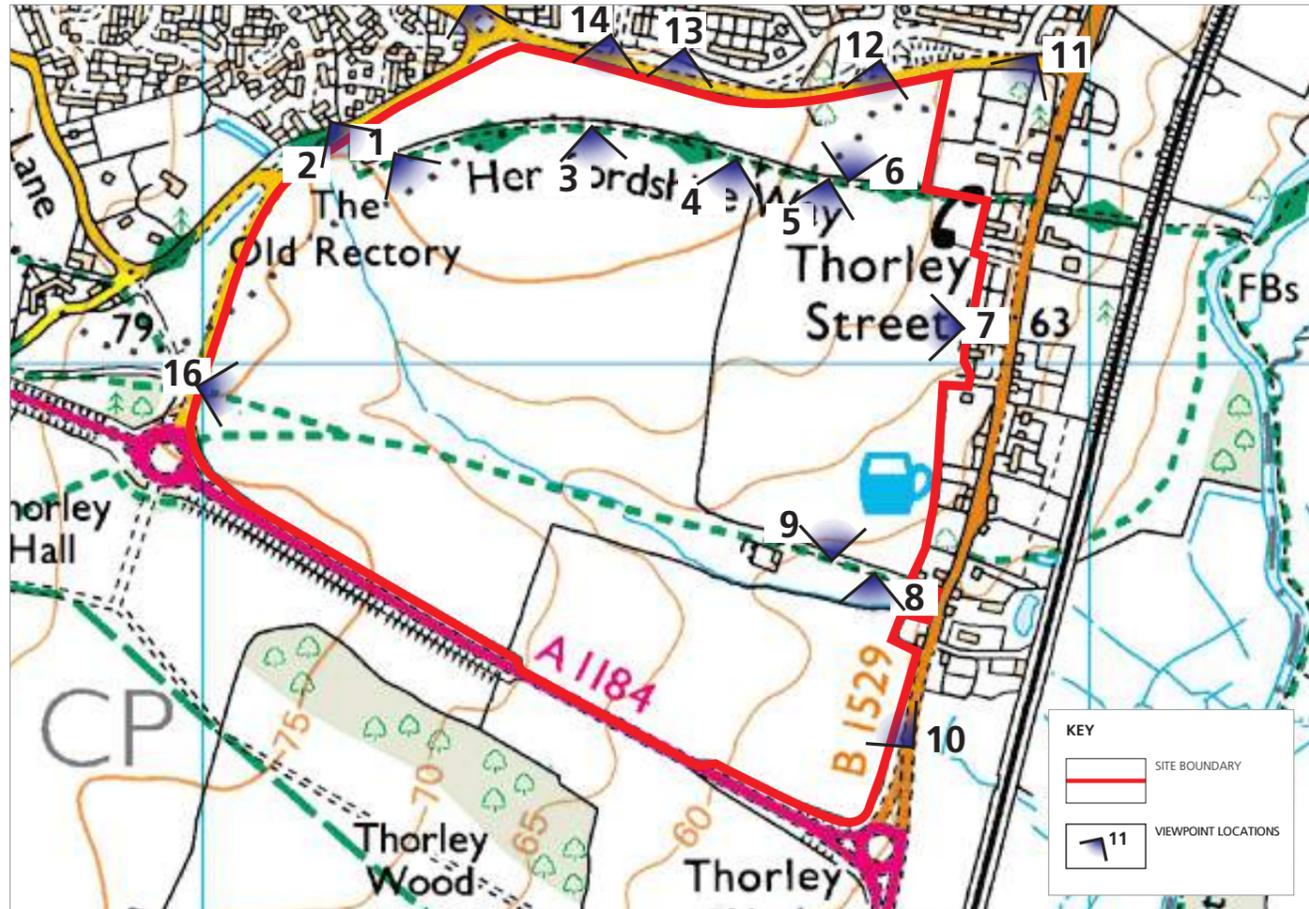


FIGURE 16: VIEWS KEY MAP



FIGURE 17: VIEW POINT 1



FIGURE 18: VIEW POINT 2



FIGURE 19: VIEW POINT 3



FIGURE 20: VIEW POINT 4



FIGURE 21: VIEW POINT 5



FIGURE 22: VIEW POINT 6



FIGURE 23: VIEW POINT 7

7. Ecology



FIGURE 24: VIEW POINT 8



FIGURE 25: VIEW POINT 9



FIGURE 26: VIEW POINT 10



FIGURE 27: VIEW POINT 11



FIGURE 28: VIEW OF THE SITE

7.1 The site has been subject to extensive survey work and desk studies over a number of years.

7.2 Studies have revealed that the site is not subject to any statutory or non-statutory nature conservation designations. A Site of Special Scientific Interest (SSSI) (Thorley Flood Pound) lies some 400 metres to the east of the site, as does a Hertfordshire Wildlife Trust Nature Reserve. These sites are associated with the flood plain of the River Stort, but are physically separated from the site by Thorley Street, the railway line and various properties. Despite this physical separation, potential impacts on the SSSI and nature reserve could occur without appropriate mitigation; this has been included within the site design to reduce significantly any potential adverse impacts.

7.3 The extensive surveys over a number of years found that much of the site and the open land to the south comprises intensively farmed land with few semi-natural habitats. Conducted studies report that:

- The site is extremely impoverished arable land, with predominantly dry ditches and few hedges
- The small areas of semi-natural habitat within the site such as a stream, hedgerows and two small stands of plantation woodland are considered to be poor; and
- Associated fauna is correspondingly restricted, with few species of interest noted.

7.4 The site is generally poor for wildlife as it stands. Any plans for development could offer opportunities to retain and enhance existing hedgerows and trees and to incorporate new landscaping areas to provide an increased diversity of habitats. In particular the stream and the Hertfordshire Way footpath will be protected and enhanced. In particular the stream, currently a very poor agricultural water course, would receive considerable mitigation to improve and enhance it for wildlife and public enjoyment.

7.5 The overall biodiversity of the site will be improved from its current poor state.

8. Archaeology and Heritage

Archaeology

8.1 Two investigations have been completed. In 2008 geophysics and trial trenching investigated the north part of the site. In 2014 -15 the same process was applied to the south. The site demonstrates survival of buried archaeology from a multi-period landscape dating from the later Bronze Age through to the post-medieval period; spanning 3000 years of human interaction with the landscape. The archaeology is characterised by buried features of ditches, pits and possibly former timber buildings, associated with pottery, animal bone, and crop waste deposits. The archaeology preserved at the site, whilst not of national importance, nor surviving in a form that could be usefully permanently displayed in-situ, does have a local and regional importance, particularly for Bronze Age, Iron Age and Romano-British rural studies.

8.2 An archaeological mitigation strategy would be prepared, in advance of any development of the site, to specify a further scope of work, which would aim to document and analyse the archaeological remains, indicated by the pre-application surveys undertaken so far. This would be focused on the areas of high potential identified (Figure 29), whilst reserving some resources to investigate areas of low or medium potential that may contain unidentified, discrete, archaeology such as cremation burials or waterholes.

8.3 Figure 29 shows distribution of archaeology hotspots from the 2008 and 2015 site investigations



FIGURE 29: ARCHAEOLOGY: AREAS OF POTENTIAL (COMBINED 2008 AND 2015 INVESTIGATIONS)

Heritage

8.4 There are no built heritage assets within the site itself, however it is situated within close proximity to a number of statutorily listed buildings and a scheduled monument Wallbury Camp is located some 750m to the SE of the site. The site position on the terrace edge of the valley of the River Stort, means that it may share inter-visibility with surrounding built heritage assets. As such, its development has the potential to impact upon the settings of listing buildings and the monument at Wallbury Camp

8.5 A built heritage assessment and scheduled monument setting assessment has been completed. The relationship to nearby historic buildings and the monument will be taken into account in the design of the site. This will look at making sure that the boundary between the site and heritage buildings on London Road incorporates well-designed landscaping and that the scale and mass of development does not impinge on listed buildings at Thorley Village or long views from Wallbury Camp towards to the site.



FIGURE 31: SCHEDULED MONUMENTS AND LISTED BUILDINGS NEXT TO THE SITE

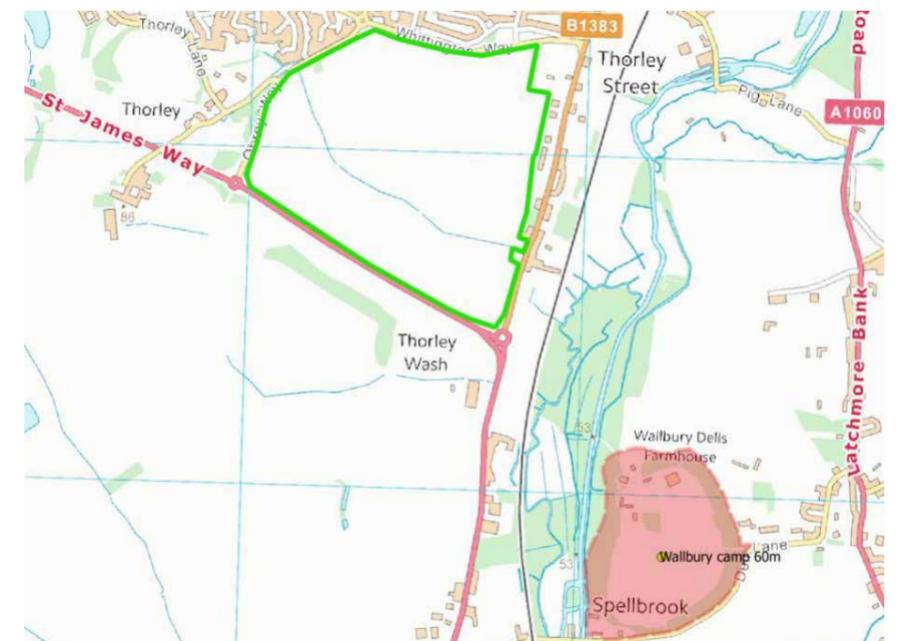


FIGURE 30: SM 1002190; [NAME: WALLBURY CAMP, SCHEDULED AREA 20.68HA, ELEVATION 60M, MINIMUM DISTANCE 750M]. THE DEVELOPMENT SITE BOUNDARY IS SHOWN IN GREEN

9. Proposed Development

Development Principles

9.1 The strategic allocation for Bishop's Stortford South in the District Plan Pre-Submission Document provides an opportunity to deliver a sustainable urban extension to the town. The proposals would provide much needed new homes, including market and affordable homes, to address the district's identified housing needs. The proposals would also accommodate a new local centre and land for a new primary school and for the relocation and expansion of The Bishop's Stortford High School. These facilities would serve both new residents on-site and existing residents in local area.

9.2 CP consider that there is sufficient capacity on-site to accommodate the mix of uses identified in District Plan Policy BISH5, with the exception of 5% provision for self-build plots.

9.3 Therefore, CP's development proposals comprise:

- Up to 750 new homes, including affordable homes;
- Care home / flexi-care or sheltered properties;
- Local centre;
- Education facilities, including land for a primary school of up to 3 forms of entry with an early years facility and land for a secondary school of up to 8 forms of entry;
- 4-5 ha employment area;
- Public open space;
- Strategic landscaping; and
- All associated and ancillary infrastructure and development.

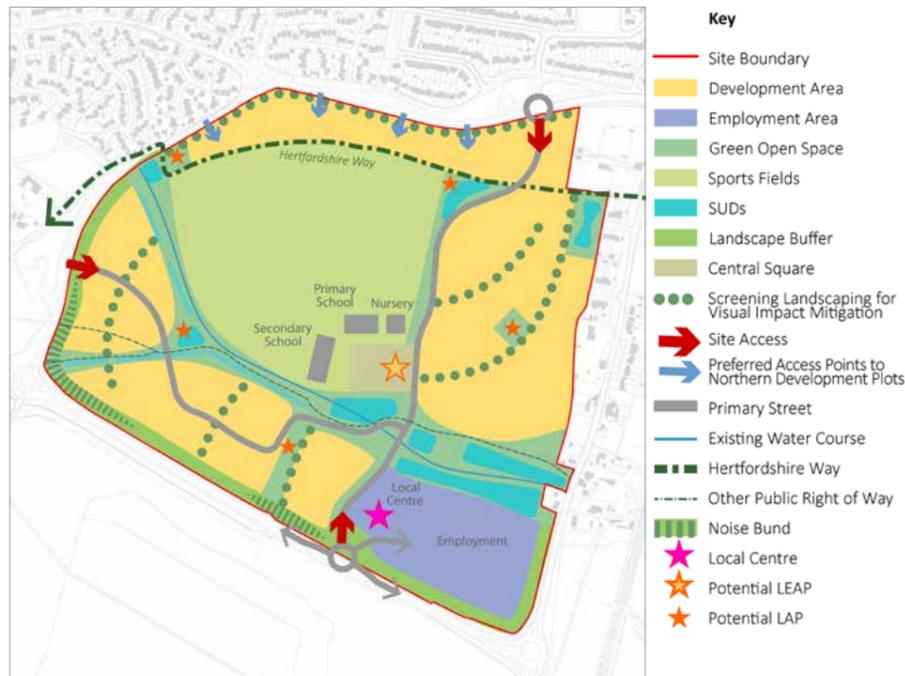


FIGURE 32: DEVELOPMENT PRINCIPLES DIAGRAM

9.4 The proposals provide a sustainable mix of development, in a location that is well connected to the town centre, the railway station and the town's main employment area, by two existing bus services. There should be scope to enhance / reinforce these bus services, along with other pedestrian rights of way that serve the site and its surroundings. In particular, there is scope to formalise open areas within the site and provide new public open space and green corridors alongside the existing route of the Hertfordshire Way and the existing brook on-site.

9.5 The position of the site on the edge of Bishop's Stortford and within the A1184 bypass would enable new development to fill a logical gap in strategic terms. Development of the site would also create a new and clearly defined edge to the town, with the A1184 providing a strong defensible boundary to guard against any further growth to the south.

9.6 The use of new and enhanced planting would screen the proposals from the wider Green Belt to the south and west, and would create a suitable noise buffer to A1184 to the south.

9.7 The proposed Development Principles Plan (Fig. 32) sets out how the development could be structured and integrated with the site context and the Illustrative Master Plan opposite (Fig. 33) demonstrates how development could be accommodated on-site. However, it is noteworthy that CP intends to carry out more detailed master planning and design work collaboratively with EHDC, HCC, BSTC, TPC and other key stakeholders in due course, and that layout of the draft proposals shown in this document could be subject to change.



FIGURE 33: ILLUSTRATIVE MASTERPLAN

10. Conclusions



FIGURE 34: VIEW OF THE SITE

10.1 This development framework document provides additional information to supplement EHDC's evidence base. It is intended to help inform the new District Plan process and in particular the allocation at Bishop's Stortford South for a residential-led mixed-use development.

10.2 The most appropriate strategy for EHDC to meet its objectively assessed needs is to concentrate growth towards the most sustainable locations in the District, particularly the main towns of Bishop's Stortford, Sawbridgeworth, Hertford and Ware. Of these, Bishop's Stortford has the most important sub-regional role, owing to its proximity to the motorway network and Stansted Airport, its thriving town centre and good range of shops, and its strong rail links to central London and Cambridge.

10.3 EHDC's District Plan Pre-Submission Document identifies seven new housing locations in or around Bishop's Stortford, including three urban extensions to the north (2,529 dwellings), south (750 dwellings) and east (50 dwellings) of the town, plus the redevelopment of four sites within the town, at Hadham Road (up to 163 dwellings), The Bishop's Stortford High School (up to 150

dwellings), the Goods Yard (400 dwellings) and The Causeway/Old River Lane (up to 100 dwellings).

10.4 Given the significant quantum of new homes needed in the District, it is clear that the Bishop's Stortford sites will make a valuable contribution to addressing housing needs.

10.5 However, irrespective of how new growth is accommodated in the District, the District Plan Pre-Submission Document is correct to propose the release of Bishop's Stortford South from the Green Belt and its allocation for a residential-led mixed-use development. This development framework document illustrates how development could be accommodated on-site, whilst preserving the openness of the wider Green Belt.

10.6 CP supports the new District Plan in so far that it:

- Seeks to meet the majority of the District's objectively assessed housing need;
- Identifies Bishop's Stortford as the most important town in the district, with its sub-regional role;

- Directs new growth to Bishop's Stortford, including in the first five years of the Plan period;

- Proposes the release of Bishop's Stortford South from the Green Belt and allocates the site for a residential-led mixed-use development of 750 homes; and

10.7 Furthermore, CP recognises the scope to deliver significant community benefits, by providing the following on-site:

- A local centre;
- Land for a new primary school and for the relocation and expansion of The Bishop's Stortford High School;
- An employment area; and
- Public open space and green corridors alongside the existing route of the Hertfordshire Way and the existing brook.

