



Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley

(1st Revision)

2021–2033

Contents

1. Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley – Part 1 Introduction and Site Specific Policies
2. Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley – Part 2 Site Independent Policies



Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley

– Part 1 Introduction and Site Specific
Policies (1st Revision)

2021–2033

Table of Contents

Table of Contents	2
1 Introduction	4
1.1 Summary of Changes in this First Revision	4
1.2 What is a Neighbourhood Plan?	4
1.3 Why are we preparing this plan?.....	5
1.4 Version Notes	5
1.5 The Plan in context	5
1.6 How was the Initial plan developed?.....	7
1.7 The First Revision.....	9
2 Vision and Objectives	11
2.1 Overall Vision	11
2.2 Site Independent Objectives.....	11
2.3 Site Specific Objectives	11
3 Policies	14
3.1 Site Independent Policies	14
3.2 The Goods Yard.....	15
3.3 Land South of Bishop’s Stortford.....	27
3.4 Bishop’s Stortford High School Site	30
3.5 Bishop’s Stortford East of Manor Links	31
4 Monitoring and Review	33
5 Policy Index.....	34
5.1 Neighbourhood Plan for Silverleys and Meads Wards – Part 1 Introduction and Site Specific Policies (1 st Revision) 2021-2033	34
5.2 Neighbourhood Plans for Silverleys and Meads Wards and for All Saints, Central, South and Part of Thorley Parish – Part 2 Site Independent Policies (1 st Revision) 2021-2033.....	34
6 Policy Maps.....	37
6.1 Policy Maps for the Goods Yard (GY).....	37
6.2 Policy Maps for Land South of Bishop’s Stortford (BSS).....	38
6.3 Policy Maps for Bishop’s Stortford High School Site (BSHS).....	39
6.4 Policy Maps for Policy GIP2(A).....	40
6.5 Policy Maps for Policy GIP2(C).....	66
6.6 Table of Areas, Character and Special Value (Green Infrastructure)	79

Bishop's Stortford Neighbourhood Plan

All Saints, Central, South & part of Thorley

Neighbourhood Plans All Saints, Central, South and part of Thorley Parish – Part 1 Introduction and Site Specific Policies (1st Revision) © Bishop's Stortford Town Council 2021

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1 Introduction

1.1 SUMMARY OF CHANGES IN THIS FIRST REVISION

1.1.1.1 This plan is the 1st revision 2020-2032 of the Neighbourhood Plan for All Saints, Central, South and part of Thorley 2016-2032.

1.1.1.2 It has been prepared as the same time as the 1st revision 2020-2032 of the Neighbourhood Plan for Silverleys and Meads Wards 2014-2031. Together, the two plans cover the whole of the town of Bishop's Stortford and part of the parish of Thorley.

1.1.1.3 The main changes in the plan can be summarised as follows:

- A new section on Climate Change has been included, aimed at reducing the contribution that the town makes to the causes of climate change and building resilience to its unavoidable impacts.
- The section on Green Infrastructure has been strengthened with new policies aimed at increasing provision of green infrastructure and biodiversity on new developments and with more areas of existing open space designated as Local Green Spaces. . Any Local Green Spaces which are designated as such in the East Herts District Plan 2018 have been removed.
- The section on Transport has been strengthened with respect to assessing the impact of traffic from new development, promotion of sustainable means of movement and financing of transport improvements.
- A new section on the Town Centre has been included requiring development to follow the Town Centre Planning Framework.

- Modifications have been made to the site specific policies relating to the Goods Yard, Bishop's Stortford South, The Bishop's Stortford High School site and the site East of Manor Links to reflect the fact that these sites have now been formally designated for development in the District Plan, whereas at the time the original Neighbourhood Plan was published the District Plan was in draft form only.
- Relatively minor modifications have been made to policies in other areas (but without changing materially the overall objectives) to bring them up to date and to align them with (so that they are identical to) the already very similar policies in the Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards 2021-2033 (1st Revision).

1.2 WHAT IS A NEIGHBOURHOOD PLAN?

1.2.1.1 A Neighbourhood Plan is a part of the overall planning system, i.e. the system used to regulate and control building and development. The right to create one was introduced by the Localism Act 2011. A Neighbourhood Plan is created at a local level, in our case by Bishop's Stortford Town Council. Once a Neighbourhood Plan is formally adopted (made¹) it sits alongside other planning policy documents and forms part of the statutory Development Plan for use by East Herts District Council as Local Planning Authority in determining planning applications. The Development Plan currently consists of the 2018 District Plan and the Hertfordshire Minerals Local Plan 2007 which

¹ Technically the process of bringing a Neighbourhood Plan into force is called making the plan and the plan is then said to be 'made'.

All Saints, Central, South & part of Thorley

is currently under review by Hertfordshire County Council. The Neighbourhood Plan has been developed with regard to the National Planning Policy Framework and the East Herts 2018 District Plan.

1.2.1.2 In particular this plan includes policies in relation to areas of land South of Bishop's Stortford, which are allocated for development in the District Plan. The Neighbourhood Plan does not specifically advocate development on these sites, however it does include policies which will apply (and therefore influence the development). This Neighbourhood Plan also contains policies in respect of the major development site at the Goods Yard.

1.2.1.3 The Neighbourhood Plan can only deal directly with any land use matters which would be the subject of a planning application. These could include, for example, design standards, community facilities, transport and access, the protection of important buildings and historic assets such as archaeological remains, green spaces and many more areas. The Neighbourhood Plan can comment on matters which are not strictly planning matters, but any influence over these matters will be indirect only.

1.2.1.4 There are some legal limitations to Neighbourhood Planning. A Neighbourhood Plan must be 'in general conformity' with the strategic policies of the adopted District Plan. It cannot block development that is part of the District Plan or amend the boundaries of Green Belt. It must not conflict with the NPPF or EU legislation. It cannot deal with major infrastructure or national projects for which central government has a separate system. Finally, because it is part of the planning system, it can only directly influence matters which would be dealt with as part of a planning application and cannot force any

particular development to take place.



1.3 WHY ARE WE PREPARING THIS PLAN?

1.3.1.1 A Neighbourhood Plan allows the local community to have a direct say about the development within the Neighbourhood Area. This Plan covers three of the five electoral wards in Bishop's Stortford and part of Thorley, which includes an area of Green Belt earmarked for development by East Herts Council in the District Plan. The Neighbourhood Plan for Silverleys and Meads Wards covers the two wards in the northern part of the town.

1.4 VERSION NOTES

1.4.1.1 This current version of the 1st Revision plan includes amendments to the Plan adopted in October 2017 that were made following receipt of responses to the initial public consultation ending 15th November 2020 and the Regulation 14 Consultation ending 20th April 2021. The current version of the plan was formally approved by Bishop's Stortford Town Council on 10th May 2021.

1.5 THE PLAN IN CONTEXT

1.5.1 Bishop's Stortford as a whole

1.5.1.1 Bishop's Stortford is a prosperous market town with a distinctive character,

situated on the River Stort. With approximately 38,000 residents in 2011 (based on the census that year), it is the largest town in East Hertfordshire and the population has grown quickly over the last thirty years owing to its strategic location: close to Stansted Airport and the M11. It is well served by rail to London and Cambridge and by road in most directions. It has excellent schools, a thriving community and good employment opportunities both in the town and through commuting. The main employment in the town itself is a flourmill, distribution services, light industry, office-based and leisure services and retail.

1.5.1.2 Bishop's Stortford is widely viewed as a desirable location for young families and this has created a problem balancing demand for housing and services with the need to protect the heritage of a medieval town, which is a large part of what makes it desirable.

1.5.1.3 Thorley parish, a part of which is included in the Neighbourhood Area, is a Grade 3 village with 461 residences located to the South of Bishop's Stortford.

1.5.2 The Neighbourhood Area

1.5.2.1 This Neighbourhood Plan includes the wards of All Saints, Central, South and part of Thorley Parish. The Neighbourhood Area comprises a mix of residential, green spaces and part of the town centre, some of which is in a conservation area but with other parts in vital need of regeneration. The River Stort runs through the town from north to south and supports a wide variety of wildlife. Residents of the area have excellent access to a number of rural areas around the town and to the riverside, and there are well-maintained rights of way to facilitate this, including the Hertfordshire Way which runs south through Thorley Parish to the River Stort. There are also several important green

spaces within the area, including Thorley Wedge and Northern Country Park, and Southern Country Park.

1.5.2.2 Like the rest of Bishop's Stortford, the Neighbourhood Area has an ageing population and as the average life expectancy grows there will be increased needs for care of the elderly. There is also a clear need for affordable housing for young families and individuals, including low cost market housing for private purchase, and more shared ownership properties. Retail is focussed on the town centre and, whilst there is some turnover, the occupancy rate of town centre retail space remains favourable relative to comparable locations.

1.5.2.3 The District Plan envisages four substantial developments within the Neighbourhood Plan area all of which are underway or at an advanced stage of planning:

- Development of land between Whittington Way and the bypass, predominantly within Thorley Parish which will include 750 homes, a relocated secondary school, new primary school, and an employment area; known generally as Bishop's Stortford South.
- A mixed commercial and residential development (around 600 homes) on brown field land near the railway station known as the Goods Yard site.
- Redevelopment of the Bishop's Stortford High School site for 150 homes.
- Development of an area of land on the edge of Bishop's Stortford golf course for 50 homes, known as East of Manor Links'. As this planning application has been decided there are no policies for this development.

1.6 HOW WAS THE INITIAL PLAN DEVELOPED?

1.6.1 The Neighbourhood Plan Team

1.6.1.1 The development of the Neighbourhood Plan was led by a Neighbourhood Plan Team (NPT), under the general guidance of Bishop's Stortford Town Council. The NPT has comprised representatives of local residents' associations, the Bishop's Stortford Civic Federation, the Bishop's Stortford Chamber of Commerce, three Town Councillors (two of whom are also East Herts Councillors and one County Councillor), a Thorley Parish Councillor, a representative of Bishop's Stortford Schools Consortium, and two

developer/landowners. Volunteers were sought through newspaper advertisements and three un-affiliated volunteers joined the NPT. The NPT has been supported by planning officers from East Herts Council and officers from Bishop's Stortford Town Council.

1.6.1.2 All team members were briefed to consult with other residents and interested parties during all phases of plan preparation to supplement the formal consultation stages which are described in detail in the accompanying Consultation Statement. In addition a series of consultation events were held throughout the period during which the plan was being developed.

1.6.2 The Town Plan and 2020 Vision

1.6.2.1 Although becoming dated, the NPT

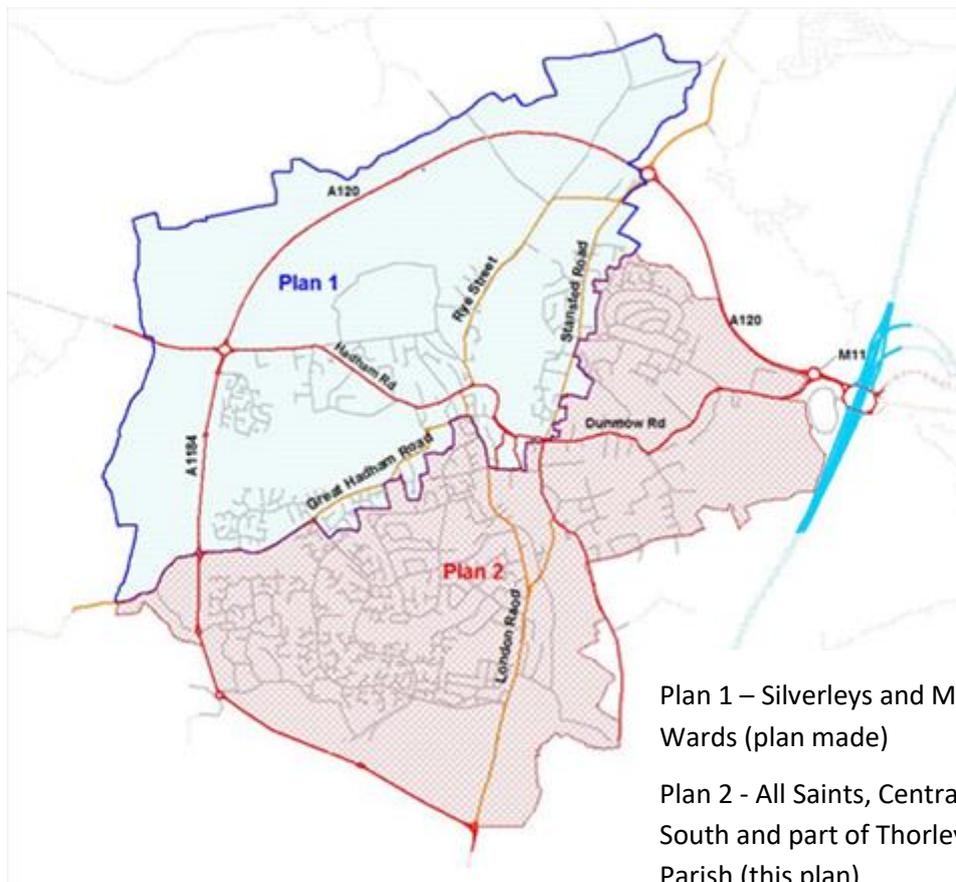


Figure 1 – Neighbourhood Areas

also had at its disposal a survey of residents of the town (The 'Town Plan Survey') that had been conducted in October 2008. Around 4,000 completed questionnaires were received and this led to the creation of a Town Plan setting out numerous actions, many of which have been implemented. The plan was updated in 2011 and several of the longer term actions continue.

1.6.2.2 Around the same time as the Town Plan Survey (and based on the same data), a vision for Bishop's Stortford, the '2020 Vision', was created by a group led by East Herts Council and which included representatives from many organisations connected with the town. This Vision document, although also dated, has provided some further high level input to the Neighbourhood Plan.

1.6.3 Neighbourhood Plan for Silverleys and Meads Wards

1.6.3.1 The Neighbourhood Plan for Silverleys and Meads Wards formed a further important input to the current plan. The areas are adjacent and, whilst there are differences, there are also commonalities. As a consequence many of the objectives and policy themes, and many of the policies in the Silverleys and Meads Ward plan, reappear in this plan. Some policies have wording which is identical (or very similar) to that in the Silverleys and Meads plan, while others have been modified to reflect local differences or evolution in thinking. Policy numbering has been carried over. Policies in this plan will always have the same number as the corresponding policy in the Silverleys and Meads Ward plan where they are identical, similar or cover the same topic area. Policies in this plan which are wholly distinct from those in the Silverleys and Meads Ward plan have policy numbers which do not appear in the latter. In some cases this results in deliberate gaps in policy numbering.

1.6.4 The Neighbourhood Plan Questionnaire

1.6.4.1 A survey of all residents and businesses in Bishop's Stortford and Thorley Parish was carried out in late 2014. Around 1,700 completed questionnaires were received and the results were analysed and used to identify the main issues and objectives. The various options were considered and groups formed around the topic areas.

1.6.4.2 The engagement of the wider public began in October 2014. During this stage a Questionnaire was created online and printed copies were delivered to all households and businesses in Bishop's Stortford. Posters were created and displayed advertising both the questionnaire and open days to be held regarding the questionnaire. On 23rd October and 8th November consultation days were held in Jackson Square to promote the questionnaire. The public was engaged in various forms, including Facebook and Twitter, an e-newsletter, the production of postcards and the advertisement of consultation days online. In November leafleting of commuters at Bishop's Stortford Railway Station also took place. In total the questionnaire received 1,744 responses.

1.6.5 Focus Groups

1.6.5.1 In November 2014 to February 2015 Focus Groups were held regarding Green Infrastructure, Housing & Design, the Goods Yard, Sports, Leisure, Education, Health, Land South of Bishop's Stortford and East of Manor Links, Transport and Business and Employment. Each lasted approximately two hours. These focus groups helped in the preparation of a first draft of the plan.

1.6.6 Further Public Engagement

1.6.6.1 During the following months, there was a further campaign to promote the plan and engage specific sections of the public.

1.6.6.2 A consultation Day was held at Rhodes Arts Complex with regular presentations throughout the day on 27th June 2015. This was followed up with a repeat of the consultation day on 17th and 19th September 2015 at Jackson Square.

1.6.7 Focus Groups Phase 2

1.6.7.1 New Focus Groups were held on the autumn of 2015 regarding the pre-consultation draft of the Neighbourhood Plan. Focus Groups for Business & Employment, Education, The Goods Yard, East of Manor Links, Land South of Bishop's Stortford and Transport were held.

1.6.7.2 Additionally, a Focus Group for Housing & Design was held to initiate the Heritage Character Assessment, hosted by AECOM Infrastructure & Environment UK Ltd (AECOM).

1.6.8 Formal Consultation and Examination Copy

1.6.8.1 The formal ('Regulation 14') consultation period for the plan commenced on 3rd March 2016 and ended on the 19th April 2016.

1.6.8.2 Following consultation the comments made were individually logged and assessed. Where appropriate, changes were made to the policies and supporting text. The team also engaged further with selected consultees in order that their comments could be better understood. Further details can be found in the Consultation Statement Summary.

1.6.8.3 The amended text was approved by Bishop's Stortford Town Council on 25th July 2016.

1.6.8.4 All information was then submitted for independent examination by East Herts District Council.

1.7 THE FIRST REVISION

1.7.1.1 A Revisions Team was set up by the Town Council in May 2020, following a public invitation, with terms of engagement provided to team members. The brief was to prepare a limited revision of the original plans. Team members comprised Councillors, representatives of some community organisations and interest groups, developer's representatives and some independent residents; all working under the guidance of the Town Council. Initially the team had 18 members but participation by some was inconsistent with later meetings being attended by a core of 10 to 12 members.

1.7.1.2 Subject leaders were selected from the team to form smaller groups to address the topics where most change to the original policies was anticipated. Individuals with particular interests or knowledge of the topic areas were co-opted onto these smaller groups by the subject leaders.

1.7.1.3 A first public consultation was held in October and November 2020, ending 15th November, with a flyer distributed through the neighbourhood plan areas, an exhibition at the Tourist Information Centre and information on the Town Council's website. Comments were invited by post, email and by completing a response form on-line. It was intended to have a consultation stall in Jackson Square in the town centre but plans for this were thwarted by lockdown measures due to the covid pandemic coming into force

only days beforehand. There were 108 responses to the survey.

1.7.1.4 Amendments to the draft plan were undertaken following the consultation process; taking into account the survey responses and reviews by the revisions team. This led to the preparation of a second revision for Regulation 14 consultation purposes which commenced on 8th February. Copies of the 2nd draft was again put on-line and a second flyer was distributed to the town inviting comments by 22nd March 2021. Comments were also invited from statutory bodies and organisations with special interests. Plans for holding consultations sessions in the town were again prevented by lockdown measures that had been in place throughout early 2021. As an alternative, on-line consultation opportunities using web-based conferencing software was provided during two days in February and one evening in March. A number of residents took this opportunity to engage with members of the neighbourhood plan revisions team and many comments were received. These were duly considered and incorporated where appropriate into the current version of the plan

1.7.2 Approval

1.7.2.1 The current version of the plan was formally approved for submission by the Town Council on 10th May 2021.

1.7.3 Presentation of Plan

1.7.3.1 The plan comprises policies which apply to the whole neighbourhood area and policies which apply only to specific sites. The majority of the policies in the plan, the 'Site Independent' policies, apply to the whole Neighbourhood area

1.7.3.2 During the revision of the plan the opportunity was taken to align the, already very similar, site- independent policies in this

plan with the equivalent policies in the Neighbourhood Plan for Silverleys and Meads Wards (which covers that part of the civil parish not covered by this plan).

1.7.3.3 The objectives and policies in this plan are therefore in two sections, those which are site specific and those which are site independent. These are presented in two volumes namely this one and the accompanying volume 'Neighbourhood Plan for Silverleys and Meads Wards – Part 2 Site Independent Policies (1st Revision)'. The latter forms part of, and is incorporated into, this plan.

2 Vision and Objectives

2.1 OVERALL VISION

2.1.1.1 The overall vision for the Neighbourhood Plan is that the Neighbourhood Area should be a great place to live, work and play, embracing development and relating to Bishop's Stortford as a whole in a way that retains the unique market town characteristics and medieval charm, but at the same time provides the additional infrastructure and housing needed to support growth. There are some principles to the vision:

- Development must be suitable, sustainable and demonstrate excellent design so that people's quality of life both now and in the future is enhanced by well thought out housing, infrastructure, and other facilities creating a sense of local community;
- Development should complement and support the existing character and cultural heritage of the market town and its river and create an attractive mix of well maintained residential and green spaces within a safe environment;
- Major development on the edge of the current built up area should be designed with Garden City principles, specifically incorporating its own green infrastructure (gardens, parks and landscaping) so as to create a smooth transition between the historic centre and the rural hinterland beyond;
- The River Stort is widely recognised as an under-used asset for the town; it should be developed as a focus for the town, in terms of leisure use, pedestrian and cycle usage, and wildlife diversity;
- Development within the town centre should seek to enhance and complement

existing provision through sensitive regeneration, renovation and conservation;

- The transport infrastructure with its improved links should evolve in a way which facilitates economic and social activity without undermining the features that makes the town desirable;
- Schooling and health infrastructure should meet the needs of the population and be accessible;
- The town centre should remain the primary location for retail and service provision and be attractive, prosperous and vibrant. It should remain the heart of the town with appropriate connections to it;
- Businesses should be attracted to Bishop's Stortford due its highly skilled local workforce and high quality premises.

2.1.1.2 This Vision is supported by a set of objectives under individual policy themes as set out below.

2.2 SITE INDEPENDENT OBJECTIVES

2.2.1.1 Site Independent Objectives can be found in the volume 'Neighbourhood Plan for All Saints, Central, South and part of Thorley – Part 2 Site Independent Policies (1st Revision)'.

2.3 SITE SPECIFIC OBJECTIVES

2.3.1 The Goods Yard

2.3.1.1 Sensitive re-development of the Goods Yard presents a huge opportunity to provide a welcoming gateway to Bishop's Stortford and to greatly improve the

accessibility of the town centre from the southern side of the town. Coupled with improvements to surrounding areas there is the chance to transform the site from a barren vista of cars into a vibrant contributor to the life and soul of the town.

2.3.1.2 Objectives

- Create a welcoming and pleasant public realm, enhancing the river environment and acknowledging the longstanding links of the area with travel and transport
- Provide a transport interchange to promote better connections between all means of transport
- Improve vehicle access routes to the site and connections with the rest of the town
- Provide sufficient car and cycle parking for users throughout the period covered by the Neighbourhood Plan
- Provide easy and safe pedestrian and cycle links to and from the site

2.3.2 Land South of Bishop's Stortford

2.3.2.1 The area between Whittington Way and the bypass is allocated for 750 dwellings, a secondary school and a primary school, supporting infrastructure, access and a business park within the District Plan.

2.3.2.2 Objectives

- Ensure that development is delivered in accordance with the Parameter Plans approved as part of the hybrid application, planning conditions and S106 obligations.
- Ensure that in implementing the development protection is given to local features of the landscape and neighbouring green spaces.

2.3.3 The Bishop's Stortford High School Site

2.3.3.1 Bishop's Stortford High School is moving to a new site on the development at Bishop's Stortford South. The District Plan provides for the vacated site to be redeveloped with around 150 new homes. Plans for the development are currently under consideration by East Herts District Council amid local concerns about traffic generation and the adequacy of assessment of its impacts on the already congested road network.

2.3.3.2 If this occurs, then 200–250 houses could be built on the current site of the Bishop's Stortford High School, which is bounded by existing housing estates on three sides and the main London Road on the other.

2.3.3.3 Objectives

- Ensure any new housing is in keeping with the surrounding area
- Ensure the inclusion of sustainable leisure, recreational and other public facilities on site

2.3.4 Bishop's Stortford East of Manor Links

2.3.4.1 Manor Links is an area of large low-rise mature bungalows on large plots with open aspects.

2.3.4.2 Within the District Plan, it is proposed that the Green Belt boundaries are amended and two adjacent areas currently within the Green Belt areas are allocated for development. The area in question backs directly on to the gardens of bungalows in Manor Links and two storey properties in Cecil Close and Shortcroft.

2.3.4.3 Objectives

- Ensure development sits comfortably, presents favourable vistas, provides community facilities which include open

Bishop's Stortford Neighbourhood Plan

All Saints, Central, South & part of Thorley

spaces and play areas and has adequate traffic planning.

3 Policies

3.1 SITE INDEPENDENT POLICIES

SI1 – Site Independent Policies

a) The Policies set out in the volume 'Neighbourhood Plan for All Saints, Central, South and part of Thorley – Part 2 Site Independent Policies (1st Revision)' are incorporated into this plan.

b) Where these policies refer to 'designated locations' the designated locations in relation to the policy stated shall be as follows.

Policy Number	Designated Location
GIP2	<p>a)</p> <ol style="list-style-type: none"> 1. Birchanger Wood 2. The Firs 3. The Spinney 4. Southern Country Park 5. Burley Road Play Area 6. The Baron's Play Area 7. Dimsdale Crescent Play Area 8. Knebworth Court Play Area 9. Wilson Close Play Area (Rhodes Avenue) 10. Nightingales' Play Area 11. Ward Crescent Allotments 12. Hallingbury Road West Allotments 13. Haymeads Lane Allotments 14. London Road Allotments 15. Thorley Street Allotments 16. Central Green at Turners' Crescent, St Michael's Mead, Thorley 17. Landscaped Garden at Mercer's Avenue, St Michael's Mead, Thorley 18. Landscape Green Space at The Carpenters, St Michael's Mead, Thorley 19. Landscaped Garden on Millner's Way, St Michael's

<p>Mead, Thorley</p> <ol style="list-style-type: none"> 20. Thorley Wash nature reserve (part thereof within Neighbourhood Plan Area) 21. Trinity Close Play Area 22. Parsonage Field 23. Thorley Cricket Ground 24. Ward Crescent Green and Play Area 25. Waytemore Road Green and Play Area 26. Fish Ponds, Marina, Wooded Areas and Open Space between Twyford Bury Lane, Pig Lane and the River Stort <p>c)</p> <ol style="list-style-type: none"> 1. Apton Road Pond 2. Cox's Garden on Havers estate 3. The Green: a square bounded by Audrey Gardens, Mary Park Gardens and Bishops Avenue 4. Thorley Verge 5. Nettleswell Gardens at Rhodes Centre 6. Old Cemetery and New Cemetery 7. Area adjacent to Rushleigh Green and the Ridings 8. Established mature woodland between Thorley Lane East and Broadleaf Avenue 9. 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 10. 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 11. Area of Woodland at Entrance to St Michael's Mead on Moor Hall Lane 12. Green Space at end of Alder Close 13. Green Space near corner of Sainsbury's, Thorley between

	66A Ashdale and 29 Irving Close
TP4	<p>h)</p> <ul style="list-style-type: none"> • Safe and connected routes from the Bishops Stortford South / Thorley area (potential to include use of The Firs and Thorley Wedge routes); Manor Links; Parsonage Lane area; Bishops Stortford North; and Bishop's Park to the town centre and station. • Improved permeability through the Goods Yard and improved pedestrian routes between the railway station and local schools. • Improved signage and route quality for pedestrians from the station to the town centre. • Safety improvements to the pavements on the South side of the river bridge in Station Road, so that pedestrians can pass each other safely and without having to step into the road. • Provide safe pedestrian and cyclist crossing facilities at or near to Hockerill junction. • Routes that support cycle commuting to key local destinations: including the station; centralised primary healthcare services at Herts and Essex Community Hospital; local employment areas (including industrial estates); Stansted Airport; Stansted Mountfitchet; Hadhams; Ware; Harlow;

	<p>Sawbridgeworth; and Canfield/Takeley.</p> <ul style="list-style-type: none"> • Improved connections to the River Stort and improvements to the River footpath/towpath including the enhancement of this route for both leisure and utility use. • Town centre pedestrianisation schemes to improve pedestrian priority and amenity. • Identify and maximise routes that improve sustainable travel access to employment areas such as the town centre, Twyford Road, Woodside, Raynham Road Industrial Estate, Stortford Hall Industrial park, Millside Industrial Estate
TP6	<p>b)</p> <ul style="list-style-type: none"> ○ Hockerill junction. ○ London Road/B1529/Hallingbury Road/Crescent Road. ○ London Road/Thorley Street. ○ Dunmow Road. ○ Goods Yard area. ○ Whitehill/Great Hadham Road (where there are accesses to 4 schools in close proximity).

3.2 THE GOODS YARD

3.2.1 Introduction

3.2.1.1 The Goods Yard site has been an area of undeveloped brownfield land on the edge of the town centre between the railway and River Stort that has provided much needed station parking for a number of years. Until recently the site was divided by a spur of fenced off railway track that prevented any

meaningful use of the site other than for a number of fragmented car parks forcing circuitous routes for pedestrians using the bus, railway station or nearby facilities.

3.2.1.2 The site was allocated for potential development in the East Herts Local Plan (2007) as BIS15 and included in the District Plan (2018) BISH7.

3.2.1.3 Planning of the site should be addressed in a comprehensive manner, generally following 'Building for Life' and 'Active Design' good practice guidelines as mentioned in HDP2 and HDP3, but more specifically policies set out in this chapter.

3.2.1.4 Sensitive re-development presents a huge opportunity to provide a welcoming gateway to Bishop's Stortford and to greatly improve the accessibility of the town centre from the southern side of the town. Coupled with improvements to surrounding areas there is the chance to transform the site from a barren vista of cars into a vibrant contributor to the life and soul of the town. This was one of the most important findings from the Focus Group session about the development of the Old Goods Yard site held in February 2015.

3.2.1.5 There are considerable challenges, not least because of the shape and location of the site, proximity to road, rail and river and the variety of dominant, largely unattractive architectural forms nearby. It should be recognized that the development can only go ahead if it is viable and sustainable, especially when taking into account the need to increase current parking levels and other potential developments within the town centre, notably that of the Old River Lane site.

3.2.1.6 Many passengers already drive from the Essex and Hertfordshire villages and park at the station. The Herts County Urban Travel Plan for Bishop's Stortford 2012 includes a

map which shows the distribution of season ticket holders using Bishop's Stortford station. This is included in the Evidence Base as it shows car parking needs to cater for those coming from well outside Bishop's Stortford itself.

3.2.1.7 The two maps below show the location and detail of the site.

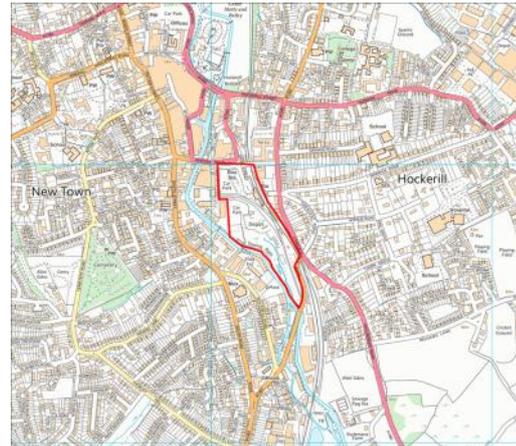


Figure 2 – Goods Yard Location

3.2.1.8 The long term vision for the site is that it should provide an attractive and innovative Gateway to Bishop's Stortford, recognising its contribution to the heritage of the town.

3.2.2 Objectives

3.2.2.1 The policies in this chapter which support that vision are grouped under the objectives below.

- Create a welcoming and pleasant public realm, enhancing the river environment and acknowledging the longstanding links of the area with travel and transport
- Provide a transport interchange to promote better connections between all means of transport
- Improve vehicle access routes to the site and connections with the rest of the town
- Provide sufficient car and cycle parking for users throughout the period covered by the Neighbourhood Plan

All Saints, Central, South & part of Thorley

- Provide easy and safe pedestrian and cycle links to and from the site

3.2.2.2 Policies elsewhere in this document, most notably (but not exclusively) in the sections related to Housing and Design, Green Infrastructure, Transport, also apply to this site and contribute towards achieving these objectives.

3.2.2.3 Each policy in this section addresses each objective as part of an integrated approach to re-development of the whole site and cannot be used in isolation. Furthermore,

for the development of the whole site to be implemented in full, will not be supported.

3.2.3 Objective: Create a welcoming and pleasant public realm, enhancing the river environment and acknowledging links with travel and transport

3.2.3.1 Visitors to Bishop's Stortford arriving at the train or bus station are currently faced with an unappealing scene of parked cars surrounded by a variety of large buildings of

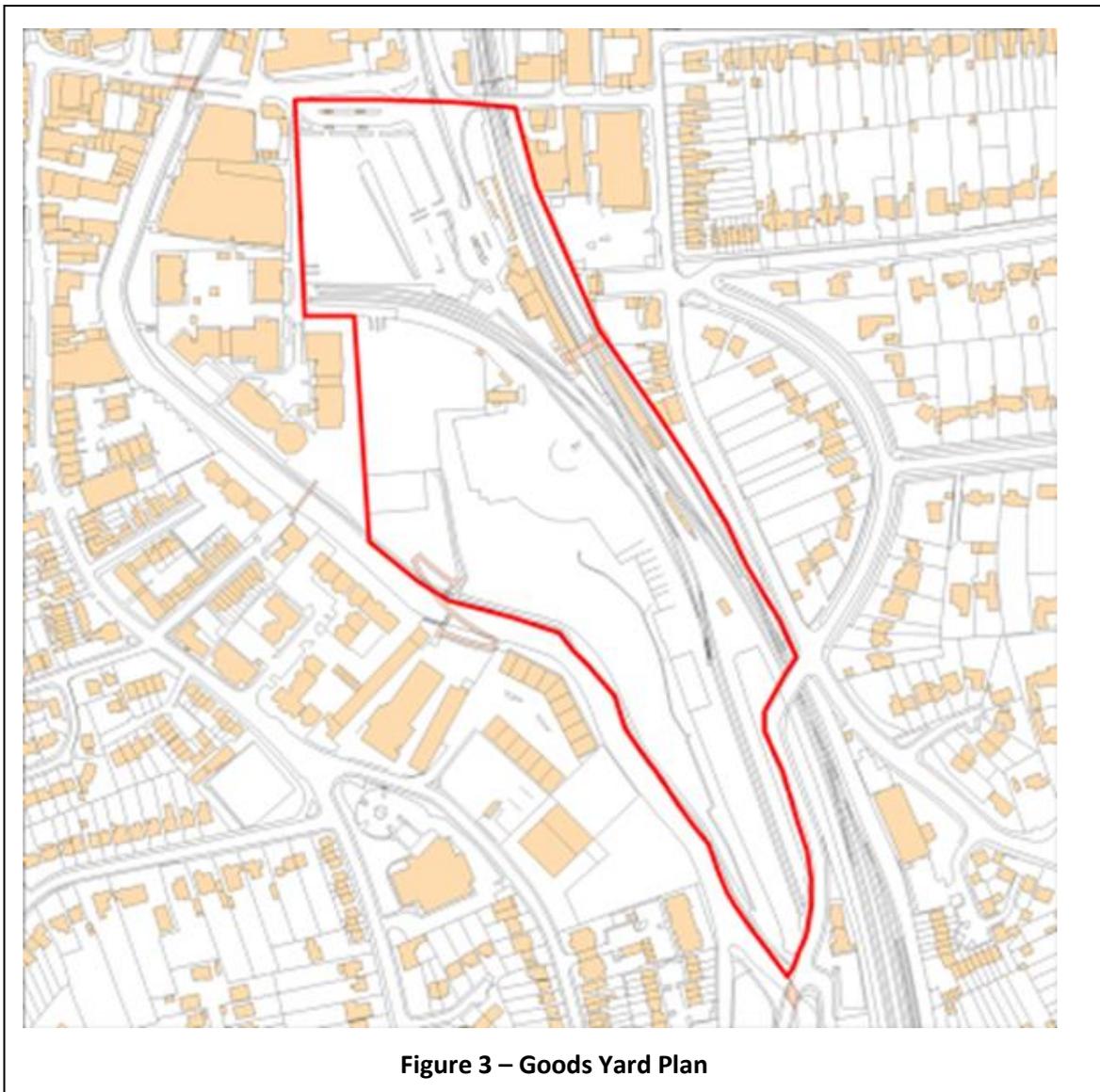


Figure 3 – Goods Yard Plan

the scale of the objectives is such that schemes using only part of this site, other than as part of a comprehensive masterplan

uncertain use. New development should seek to transform this current landscape into one that is attractive and encourages people to

stay whilst being easy to pass through en-route to the town centre or other parts of the town.

3.2.3.2 Full use should be made of the river and towpath with moorings to improve their connection, as well as views towards St. Michael's Church and the old Maltings buildings across the river to enhance the ambience of the area. The development should call on themes that reflect the historic links of the area with travel and transport, particularly the railways, but also acknowledging association with the river and canal, the nearby coaching route through Hockerill and the present day connection with Stansted Airport.

3.2.3.3 There is a contrast in surrounding buildings between the part of the site to the north of the Stort footbridge where large, ugly commercial buildings and the dull John Dyde flats dominate, compared to the southern end opposite the Maltings where a very traditional flavour is present. Building style should recognize this disparity, and use appropriate styles as described in policy GY1 generally in accordance with the character management principles described for the AECOM Character Assessment, a summary of which appears in Appendix 3. The Oct 2015 focus group mentioned 'The Weave' building in York as an impressive example of innovative, modernistic styling that could be suitable for the northern end of the site. The curved forms and woven styles echo local themes in a way that could be done for a landmark building in Bishop's Stortford drawing on the transport and industrial heritage of the area. South of the Stort footbridge, building height must be in keeping with existing building height and to keep sight of the river.

3.2.3.4 The low lying nature of the site and its proximity to the river mean any development must be subject to a full flood

risk assessment in accordance with Government and District Plan policies in force at the time to protect the improved public realm.



GY1 – Improved public realm

a) Schemes that address all of the following under a comprehensive masterplan for development of the whole site will be supported. A phased approach to the development of the whole site will be considered, provided that infrastructure improvements associated with each phase be completed first .

- An attractive and welcoming appearance, particularly to those arriving in the town in the train station area, providing a memorable gateway to Bishop's Stortford taking account of the important views from the railway station entrance towards the old Maltings buildings, the river and St Michael's Church and maintaining a clear sightline to one or both of these buildings if at all possible having regard to the development as a whole . Development must be of a high quality that demonstrates an understanding of local history and acknowledges the vernacular style and materials to the south of the Stort footbridge, as well as the scale of nearby buildings to the north of it.
- People friendly features within the built environment such as seats, tree and shrub planting, water features, sculptures,

informal meeting places etc. to enhance the appeal of public places and throughways. Such features should reflect the historic links of the area with the river and railway industry and their contribution to the town's heritage using a common palette of materials, street furniture and signage.

- Green spaces to improve existing unmanaged scrubland to the south of site, preserving and enhancing existing riverside habitats. A sensible balance should be sought between managed leisure areas, such as pocket parks or play areas, and a lightly maintained natural environment. Mature trees should be kept wherever possible or, if feasible, lifted for use elsewhere.
- Continuous public access to an active river frontage with features such as cafes, recreational areas and moorings to encourage engagement with the river.
- Downwards gradation of building height towards the river/towpath to avoid canyoning of river bank within the site and to maximise sunlight at ground level. South of the Stort footbridge, buildings should be generally lower than on the northern part of the site.
- A full implementation of all flood protection and mitigation measures recommended as the result of the required flood risk assessment to avoid long term adverse impact on the improved public realm.
- Use of the concept of 'shared space' between pedestrians, cyclists and motorists, where appropriate, and with traffic calming, to improve safety and create a relaxed introduction to the town.
- An attractive area including greenery, cafés, public space and small scale retail

allowing passers-by to pause and relax. Possible locations for such an area are opposite the Leisure Centre forecourt or the railway station forecourt.

- Suitable surfaces and gradients should be used to enable reasonable wheelchair and motor scooter-access to all areas combined with pedestrian and cycle routes wherever possible.

b) North of the Stort footbridge bold, innovative styling acknowledging local heritage can be used. An iconic building(s) with height using modern materials to create interesting forms would be permissible, providing this graded towards, and did not overshadow, the river.

c) A small scale development to further improve the existing train station facilities that does not increase its existing area by more than 50% will be considered provided it conforms with other policies in this Plan and allows development of the whole site.

3.2.3.5 Bishop's Stortford is already the primary retail centre for East Hertfordshire. The primary shop front areas are in North Street, South Street and Jackson Square. In contrast, the Goods Yard site with large numbers of people passing through (the railway station had almost 3 million users in 2012/3) and close to flatted residential areas will be able to support a balanced offering of small scale retail outlets, service shops and more informal cafes and restaurants.

3.2.3.6 Residential use is essential if development of the site is to be viable but the 2014 Town Survey suggest little appetite amongst towns people for further significant residential development in this area. The outstanding requirement of 450 new homes is still considered excessive, mainly because of the additional car parking required and impact on local traffic and air quality, so a lower

maximum of 250 homes (closer to that of the 200 currently advised by the District Plan) is recommended.

3.2.3.7 It is inevitable that the majority of housing on the site is flats and it has been seen from the popularity of the recent Churchill development of retirement flats in nearby South Street that this type of provision is well liked by older people. The Goods Yard development is close to the town centre as well as public transport connections and will have its own service/retail offering and communal areas making it attractive to those looking for a smaller property with easy access to most amenities. For the same reasons, those of all ages with mobility issues could find a home in the development suitable and appealing for them. Other groups, such as young professionals, wanting an attractive, high quality home less than an hour from the centre of London would also find such homes attractive. Both market housing and affordable housing should be built to a high standard suitable for both older and disabled residents.

3.2.3.8 A number of attempts have been made to re-locate the South Street surgery which is in unsuitable premises for a modern practice and the presence of an easily accessible local medical centre within the development is suggested. Significant numbers of people attending the consultation days suggested this location as a suitable new site for the practice, although the NHS decision making body may favour another location, yet to be confirmed. Re-locating the surgery with an associated pharmacy within the development would, however, increase footfall outside of the busy commuter times and help viability of the scheme.



3.2.3.9 The Business & Employment study (Wessex Economics, Town Wide Employment Study for Bishop's Stortford, for East Herts Council 2013) shows there is a demand for high quality office space close to the town centre as older, unsuitable premises are converted to other uses or replaced. However, although the District Plan BISH7 strongly recommends office space as a use of the site, the continued availability of the Charringtons offices suggest a conservative approach to further large scale provision of new office space without clear justification. Bishop's Stortford no longer has a major hotel and its position close to Stansted airport and other transport links suggest that a modest hotel operation could be viable. Hotel use would increase activity outside the busy travelling time and contribute to the sustainability of the development. Light industrial uses are no longer suitable for this site due to the poor road access and adverse impact on the nearby river and homes.

3.2.3.10 Results from the Bishop's Stortford Neighbourhood Plan All Saints, Central, South and Part of Thorley Questionnaire showed that 55% of respondents would increase their usage of the town centre were more public conveniences available. Thus, the provision of public conveniences in a development as large as this, is considered very important.



GY2 – Site Uses

a) Only comprehensive schemes that include and address all of the following will be supported:-

- Residential provision for around 600 dwellings, or whatever lower limit supersedes this in the draft District Plan once it is made;
- Built to a high standard with easy access for those of all ages and abilities;
- Dwellings to be sited away from the railway line and any busy vehicle access points allowing for suitable noise and air pollution mitigation;
- Shop premises aimed at secondary shop front uses such as small scale retail, service and food outlets for both passing trade and local patronage.

b) Schemes that include the following will also be supported, unless further evidence based investigation by developers can demonstrate they are unsuitable or unnecessary:-

- Office space (B1 Business) of high quality;
- Local medical centre, not a main hub;
- Hotel, located close to the transport interchange;
- Buildings that, because of their scale, position or mix of uses, can benefit from a renewable energy source;
- Public conveniences available to all.

3.2.4 Objective: Provide a transport interchange to promote better connections between all means of transport

3.2.4.1 The railway station is the sixth busiest in the Hertfordshire commuter belt, just behind Elstree and Harpenden, with almost 3 million journeys starting or finishing there in 2012/3 (HCTS 2012 Appendix D 53). It is on the main line between Cambridge and London which also services Stansted Airport and use will grow substantially with the large scale residential developments planned in Bishop's Stortford and over the adjacent Essex border.

3.2.4.2 The hive of activity and traffic congestion seen around the station in the morning and evening peak periods indicate that movement between the different modes of travel could be far more efficiently organised and encourage greater use of sustainable means of transport. Currently, the bus standings are separated from the train station entrance with both having poorly defined and restricted pedestrian and cycle connections to them, crossing or close to taxi and car park traffic.

3.2.4.3 It is strongly recommended that the area close to the railway station forecourt is formally recognised as a transport interchange and the development of the site which includes this area provides just such an opportunity. Transport for London, who have had to deal with the same challenges many times within the capital, have a template guide 'Interchange Best Practice Guidelines' that could be used during the design and delivery process to tailor the best possible solution for Bishop's Stortford.

3.2.4.4 Schemes are normally tailored to meet the following criteria:-

- Efficiency – operational use, movement to and within, sustainability
- Usability – accessibility, safety and security
- Understanding – wayfinding, information, legibility
- Quality – built design, urban realm, sense of place

All four criteria should have equal importance in the design of proposed solutions.

GY3 – Transport interchange

a) Only schemes that follow best practice (e.g. the TFL 'Interchange Best Practice Guidelines' reference guide) will be acceptable. The interchange must be safe and efficient to use for all types of users and usages.

b) The catchment area when assessing current and future needs for those arriving in vehicles (private cars, taxis and buses) is defined as that bounded by points halfway between Bishop's Stortford railway station and the next nearest mainline station with dedicated parking for rail users of more than fifty cars. The catchment area for pedestrians is defined as within the town boundary, extending to 10 miles for cyclists.

c) Developers will be required to establish current and future usage through an independent assessment, taking into account additional use due to all relevant development schemes within the catchment area that at the time of assessment:-

- have planning approval but await execution, or
- are under planning application, or
- are specified as likely to be delivered within the lifetime of the District Plans of East Herts and Uttlesford.

d) The transport interchange must be close to the train station entrance and allows easy

movement between the different modes of transport, notably bus, train, taxi, cycling and walking (including wheelchairs and mobility scooters) with the following features:-

- be safe, well lit, and have high quality, weather proof waiting areas as well as a generally open layout to enhance the user's perceptions of personal security;
- be configured in such a way to enable the introduction of intelligent transport systems, e.g. dynamic bus stand allocation, with up-to-date real time information and timetables that are well positioned and accessible remotely using mobile devices;
- have signage provided in a position and format that is easily read by all, including the partially sighted and those unable to stand;
- have dedicated space for efficient taxi rank operation, separate from private car access to parking;
- have cycle parking/storage as near as possible to the train station entrance;
- have private car drop-off/pick-up points to site at London Road and Dane Street train station exits, and at the proposed new southern car access point.

3.2.5 Objective: Improve vehicle access routes to the site and connections with the rest of the town

3.2.5.1 Currently, the only access to and from the site for private vehicles (approximately 1,000 spaces for public and residential parking plus set down and pick up), buses in and out of the bus station and taxis to and from the railway station, is via two entrances/exits onto Station Road within less than 100 metres of each other, one of which is a narrow one way street with alternating, traffic light controlled flows. Congestion,

All Saints, Central, South & part of Thorley

particularly in the evening as trains arrive, is routine and, although it does eventually subside outside the peak morning and evening periods, the restricted access greatly exacerbates the situation.

3.2.5.2 Furthermore, cars approaching the town centre from the south have only two reasonable options when looking for parking, one via South Street onto Adderley Road or via the Hockerill junction onto the Causeway or Station Road, both of which enter or cross the one-way system. The Hockerill junction is already an air quality monitoring area where recognised acceptable levels of pollution are regularly exceeded. Unless an additional access to the site is made, the additional traffic load created by increased use of the Goods Yard development plus large scale residential developments elsewhere in the town and surrounding districts will increase standing traffic and pollution levels at all the known pinchpoints. It should be noted that the NPPF Planning Practice Guidance states that air quality is relevant to planning decisions where a development would 'Significantly affect traffic in the immediate vicinity of the proposed development site or further afield', which is almost certainly the situation here.

3.2.5.3 Fortunately, the extent of the site southwards to London Road at Tanners Wharf provides an opportunity to mitigate the impact of the increased traffic flows by creating a new two way access point to parking on the site. This would avoid the need to use the Hockerill junction and Station Road for vehicles coming from the South. Failure to provide such an access away from the town centre road system would effectively mean any development of the site would not be acceptable due to the resulting increase in congestion and air pollution.

3.2.5.4 Notwithstanding the above recommendation, sound traffic modelling, as described in TP1, must be used to inform any decisions about changes to road layout and junctions around the site.

GY4 – Vehicle connections to and from the site

a) Sound traffic modelling, in accordance with TP1, shall be used to determine the changes to road configurations and connections around the development.

b) Unless such traffic modelling can demonstrate wait times and pollution levels will be within the limits set in TP1 at all junctions affected by the development, only schemes that provide the following access solution will be acceptable:

- Two-way southern car access to the site for parking from London Road near Tanners Wharf, minimising interruption to traffic flow on London Road.
- Two-way car access to the site for parking from Station Rd, minimising interruption to traffic flow on the one-way system.

c) Schemes that additionally have a north-south throughway link between London Road and Station Road will be preferred.

d) Schemes that restrict or prevent full development of the site or future access to the site from London Road near Tanners Wharf will not be supported.

3.2.6 Objective: Provide sufficient car and cycle parking for users throughout the period covered by the Neighbourhood Plan

3.2.6.1 In the Bishop's Stortford Neighbourhood Plan Questionnaire 2014 improved car parking was top of the improvements that would encourage people

to visit the town centre more and better cycle parking was a significant reason for people to want to leave their cars at home when making journeys within the town.

3.2.6.2 Although the car and cycle parking currently on or around the Goods Yard site are for those using the station, it is essential that increased needs for car parking stemming from the development are fully accommodated and that car parking demand particularly is not pushed out into the other town centre car parks.

3.2.6.3 The catchment area when assessing both car and cycle parking must cover a reasonable area for both types of use and take account of future developments within those areas.

GY5 – Car and cycle parking

a) Only development schemes that address the need for car and cycle parking now and in the foreseeable future as determined in accordance with Policy GY3 parts b) and c).

b) During the construction phase of development for the site, car and cycle parking capacity must be maintained at the current level and, if any part of the scheme comes into use such that demand increases, capacity must be increased accordingly within that phase.

c) Suitable cycle parking must be provided in accessible and secure locations within the development for those visiting its facilities, ideally close to where cycle links already exist or are proposed.

d) Car parking must be attractive and of good quality (not exposed steel girder construction). It should also be of a design that feels safe and secure to use even at quiet times of the day with clear separation between cars and those on foot, particularly at vehicle entrance and exit points.

e) All possible steps should be taken at the design stage to ensure that the car entrance and exits operate efficiently and do not cause unnecessary delays.

f) Schemes that additionally include car parking that uses the noise blighted area alongside the railway line will be particularly welcome.

g) Depending on the siting of car parking, and unless traffic modelling can demonstrate they are unnecessary or unsuitable, elevated vehicle access to car parking should be provided from

- Station Road bridge over the railway line and
- London Road between the Tanners Wharf traffic lights and the mini roundabout junction with Hallingbury Road.

3.2.7 Objective: Provide easy and safe pedestrian and cycle links to and from the site

3.2.7.1 There is already a high level of pedestrian traffic to and from the railway station, bus station and other nearby facilities, such as the leisure centre, as well as the area being a through route for school children coming from one side of the town to nearby secondary schools (as noted in the Feb 2015 Focus Group).



3.2.7.2 The towpath running from Sworder's Field through to Twyford Lock and beyond is also a popular route for both leisure and those

All Saints, Central, South & part of Thorley

walking to the town centre from the south particularly. Existing safe cycle access is limited apart from the River Stort cycle and footbridge. It is essential that these routes are maintained and improved to make development of the site acceptable and to encourage modal shift towards sustainable forms of transport.

3.2.7.3 Although just outside the Neighbourhood Area, every opportunity must be taken to link with the proposed new footbridge over the river alongside Station Road.² Other key connection points are marked on the map below (Fig 10). It is recognized that some of these points are just outside the site boundary and do not always have good onward routes to the main destinations within the town. As such, they are good candidates for improvement using S106 developer contributions to mitigate increased pollution from additional traffic as the result of development.



GY6 – Pedestrian and cycle links

a) Only schemes that address and include the following will be supported:-

- Pedestrian/cycle throughway from the train station forecourt in Dane Street

² HCC Planning Reference ITP13060 Station Road Bridge Widening scheme.

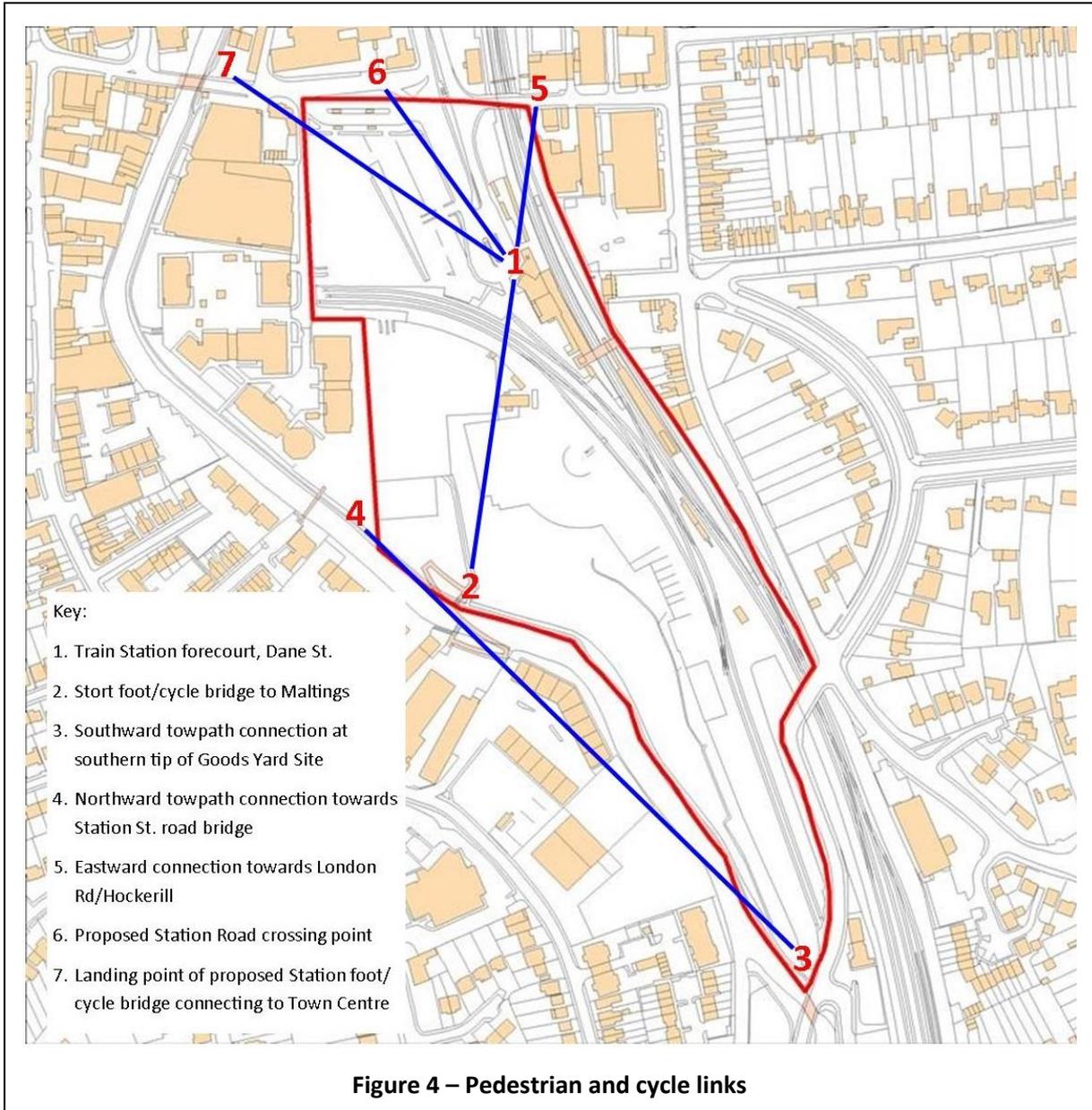
(shown as 1 in Fig 4) to the River Stort cycle footbridge (2 in Fig 4).

- Pedestrian/cycle route along tow path following the river bank from southern tip of site (3 in Fig 10) towards the John Dyde flats and Station Road Bridge (4 in Fig 4), keeping an appropriate soft edge to the riverbank.
- Pedestrian/cycle throughway from the train station forecourt in Dane Street (1 in Fig 4) towards London Road/Hockerill (5 in Fig 4).
- Pedestrian/cycle way from the train station forecourt in Dane Street (1 in Fig 4) to a point on Station Road opposite 'The Fountain' (6 in Fig 4).
- Pedestrian/cycle throughway from the train station forecourt in Dane Street (1 in Fig 4) to town centre using an enhanced riverside pathway under the Station Road river bridge linking to the proposed new footbridge over the river alongside Station Road (7 in Fig 4), unless further evidence based investigation by developers can demonstrate this is not feasible.

b) Schemes that do not provide pedestrian links that are capable of convenient connection to the new Station Road footbridge will not be supported.

c) In keeping with TP3, schemes that follow circuitous routes, or that pass through car parking or its access space will not be supported.

d) Schemes that do not comply with the standards defined in TP4 will not be supported. It is expected that developer contributions will be forthcoming to improve footpath and cycle way routes outside the site to mitigate the inevitable adverse impact on traffic and hence pollution in the surrounding area.



3.3 LAND SOUTH OF BISHOP'S STORTFORD

3.3.1 Introduction

3.3.1.1 The area referred to in the 2018 District Plan as BISH5 'Land South of Bishop's Stortford' (also colloquially known as 'Bishop's Stortford South') is allocated for 750 homes, a secondary and primary school. Supporting infrastructure, access, a neighbourhood centre, care home and a business park are also proposed. It lies predominantly within Thorley Parish. The site is bounded by the London Road/Thorley Street main access route into Bishop's Stortford to the east; St James Way ring road to the south; Whittington Way access road to Twyford and Thorley Park estate to the north and Obrey Way - a narrow link road from Thorley Park to St James Way on the west. Both the London Road/Thorley Street and St James Way are busy roads into and out of Bishop's Stortford town.

3.3.1.2 The site has open views to the east/south east looking towards the Hallingburys and drops 20 metres from Obrey Way to London Road/Thorley Street. This site is the first view of the 'gateway' to Bishop's Stortford on the left when approached from the south and when developed it should give a favourable impression of the town's character. New roads should ensure existing views and vistas are maximized – for example the views to the east and south east and views towards the church at Thorley.

3.3.1.3 Immediately adjacent to the site, separated by Obrey Way, lies the Green Flag rated Southern Country Park. This is a very well used recreational facility for all ages and includes a teenage activity area, dog agility equipment area, fishing lake, marshland bird sanctuary, conservation areas for wildlife and

many different pathways used for health walks and the public in general. It attracts people from a wide area and can be accessed by car in Thorley Lane East off Obrey Way.

3.3.1.4 The Hertfordshire Way right of way runs across the site and has open uninterrupted views to the east and south east. There is also a footpath which runs between Obrey Way and Thorley Street. The site includes ancient hedgerows and a small brook river that runs from Obrey Way to the London Road/Thorley Street into the River Stort flood plain and area of Special Scientific Interest. Both the hedgerows and the footpaths have established trees and flora with the expected wildlife in both.

3.3.1.5 As this site is at the southern edge of Bishop's Stortford and the nearest community facilities at Thorley Neighbourhood Centre are more than the DfT's guidelines for reasonable walking distances it will be necessary to incorporate such facilities to promote social cohesion and encourage walking and to reduce car usage.

3.3.1.6 A hybrid planning application was approved in December 2019 for the allocated site following a masterplan process. The detailed part of the application, as approved, is for 142 homes and a new north-south spine road connecting Whittington Way and St James Way. The proposed secondary school and access arrangements also have detailed planning permission.

3.3.2 Objectives

3.3.2.1 The policies in this section seek to achieve the following objectives:

- Ensure that development is delivered in accordance with the Parameter Plans approved as part of the hybrid application and the planning conditions and S106 obligations unless otherwise agreed.

- Ensure that in implementing the development protection is given to local features including landscape and neighbouring green spaces

3.3.2.2 Policies elsewhere in this document, most notably (but not exclusively) in the sections related to Housing and Design, Green Infrastructure, Transport, also apply to this site and contribute to achieving these objectives.

3.3.3 Objectives:

- **Ensure that development is delivered in accordance with the Parameter Plans approved as part of the hybrid application, planning conditions and S106 obligations.**
- **Ensure that in implementing the development protection is given to local features of the landscape and neighbouring green spaces.**

BSS1 – Implementation and Delivery of Site Allocation

- a) 'Planning applications that propose to vary the approved Parameter plans materially that form part of the outline permission (3/18/2253/OUT) for 608 homes will require approval of a revised Masterplan and potentially an Environmental Impact Assessment (subject to confirmation of a Scoping 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. The initial 142 homes in Zone A already have full planning permission.
- 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:

- 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.
- Be supported by appropriate technical evidence, including transport assessment, the scope of which to be agreed.
- Support community consultation to inform the Masterplan process.

c) The following circumstances shall require the preparation and revised Masterplan:

- Any major change to the Phase 2 application and major change to Reserved Matters.
- A planning application for the whole site
- Change of use of part of the site compared with the approved Masterplan or Outline application.
- Change to the approved access or other service infrastructure impacting on the Outline Planning Permission
- Any substantial increase in the total of 608 homes in the Outline Planning Application.

BSS2 –Setting and character of buildings

- a) Housing around the west and south west boundaries to be no higher than two storeys with styles and palettes to complement the local landscape and adjacent developments at Thorley Park, Twyford estate and Thorley Street.

b) The interior area of the housing development is to be no higher than 2.5 storeys except around the central community facilities where well designed 3 storey properties would be permitted.

c) Design and layout should ensure that views of the open countryside to the east and south are maintained from some key focal locations (for example major community facilities) near the centre of the development unless it can be clearly demonstrated that this is not realistically practicable.

d) Proposals encompassing the creation of discrete neighbourhoods of distinct character for a planned development of this size would be supported.

e) Only development proposals that meet the energy efficiency requirements of District Plan policy DES4 will be supported.

f) The design, height, massing and materials of any envisaged community and commercial buildings must be in keeping with the area, particularly housing in Thorley Street, and have adequate parking.

g) To mitigate loss of amenity to houses to the west of London Road, Thorley Street – especially the listed buildings – a buffer zone with suitable screening would be expected.

h) Any schools should form attractive visual features of the site that are in keeping with surrounding houses and be no higher than three storeys.

BSS3 – Community facilities

a) This site is detached from the nearest community facilities at Thorley Neighbourhood Centre and more than the Department for Transport's guidelines for reasonable walking distances. Any proposals for the development of this site must enable social interaction and public services for the local community: local shops, a community

hall, outdoor and indoor meeting places, allotments, health services and facilities that are accessible to all. They should be in suitable locations, served by a choice of sustainable travel and be of an appropriate scale and flexible design to enable multiple uses throughout the day.

b) Proposals must include inter-connected green spaces/recreational areas within the site which should be commensurate with and proportional to the numbers and types of occupants anticipated.

BSS4 – Access/egress to site

a) The developer must consult with Hertfordshire Highways Department for travel plans and a traffic study to ensure the extra traffic associated with this site does not impact unfavourably on the surrounding areas.

b) Access points should be modelled and designed to minimize extra traffic flows through the residential area of Thorley Park.

c) The access road off St James Way that has planning approval will be the sole access/egress to the majority of the residential areas, schools and business park. The access road to the business park should be separate from access to the housing area to avoid any extra traffic within the housing area. Cyclists and pedestrians should have access to development from Whittington Way.

d) The developer will be expected to construct or pay for the construction of safe, level access across Obrey Way to the Southern Country Park and to the footbridge to St James Church, Thorley.

e) The location and access to new educational facilities should not cause congestion within the development and surrounding areas. Buses, coaches and cars must have an

adequately sized, dedicated off road drop-off and pick-up area.

3.3.4 Objective: Ensure that in implementing the development protection is given to local features of the landscape and neighbouring green spaces

BSS5 – Hertfordshire Way and green spaces

a) The Hertfordshire Way crosses this site and its open aspect and some views to the open countryside must be maintained. This is used as a Bridleway and the minimum width should be 3m. Fencing adjacent to the footpath, if any, must be low visual impact and the design and layout of the site such that the open aspect is maintained and views not obstructed by built structures. To protect the existing flora & fauna a 10m wildlife corridor either side of the right of way should be maintained unless it is demonstrated that other appropriate measures would be more effective in terms of protecting and enhancing biodiversity.

b) Maintenance of the Hertfordshire Way would be the responsibility of the developer for the first 10 years after which the developer must agree with the Planning Authority responsibilities for maintenance thereafter.

c) The ancient hedgerow to the south of the site and two copses of mature trees must also be preserved.

d) Water courses should not be culverted and treated as a feature above ground and must be protected to conserve the SSSI east of London Road and any wildlife in situ.

3.4 BISHOP'S STORTFORD HIGH SCHOOL SITE

3.4.1 Introduction

3.4.1.1 The governors of the Bishop's Stortford High School have expressed an interest in moving to the Land South of Bishop's Stortford site. This proposal received formal support from Hertfordshire County Council on 11th July 2016.

3.4.1.2 Should the Bishop's Stortford High School site be vacated during the life of this plan then subject to a future planning application the District Plan envisages 150 houses could be built on this vacated site. This site is bounded by existing mature housing estates on three sides and the main London Road on the other.

3.4.2 Objectives

3.4.2.1 The policies in this section seek to achieve the following objectives:

- Ensure new housing is in keeping with surrounding area
- Ensure the inclusion of sustainable leisure, recreational and other public facilities on site

3.4.3 Objective: Ensure new housing is in keeping with surrounding area

BSHS1 – Setting and character of buildings

a) New housing should be no higher than two storeys with styles and palettes to complement the local landscape and adjacent housing.

b) Only development proposals that meet the energy efficiency requirements of District Plan Policy DES4 will be supported.

3.4.4 Objective: Ensure the inclusion of sustainable leisure, recreational and other public facilities on site

BSHS2 – Connectivity

a) Proposals for development of this site must ensure good pedestrian and cycle links to the surrounding development.

b) The existing woodland area and path alongside the existing playing field (The Spinney) must be retained as a green pedestrian and cycle through-route and to maintain a buffer area between new and existing houses. Consideration must be given to enhancing connectivity at either end to exploit opportunities for developing the Spinney as a sustainable route from the southern edge of town into the town centre.

3.5 BISHOP'S STORTFORD EAST OF MANOR LINKS

3.5.1 Introduction

3.5.1.1 Within the District Plan it is proposed that that the Green Belt boundary be amended and an area currently within the green belt be allocated for development of 50 dwellings.

3.5.1.2 The areas of Manor Links, Cecil Close and Shortcroft which directly adjoin the proposed development consist of large low rise mature bungalows and two-storey houses on large plots with open aspect to the proposed development site and a sense of space broken by a selection of mature trees. Mayes Close and Norris Close would experience traffic and footfall should the development proceed.

3.5.1.3 With around 50 new homes there will be extra pressure on the existing already busy surrounding roads. This pressure is due

to school traffic twice a day plus traffic to and from the town centre and to the M11 and airport along the Dunmow Road. The household recycling centre in Woodside Industrial Estate plus industrial vehicles to this site also generates considerable traffic.

3.5.2 Objective

3.5.2.1 The policies in this section seek to achieve the following objective:

- Ensure any development sits comfortably within the surrounding area, presents favourable vistas, provides community facilities which include open spaces and play areas and has adequate traffic planning and mitigation

3.5.2.2 Policies elsewhere in this document, most notably in the sections related to Housing and Design, Green Infrastructure, Transport also apply to this site and contribute to achieving this objective

3.5.2.3 In accordance with HDP1 the development should be designed and built on Garden Village/City principles to blend with other adjacent developments and to create a soft edge between it and the surrounding Green Belt area.

3.5.2.4 In accordance with HDP5 there is an opportunity to supply much needed bungalows capable of being adapted if necessary. There is also a need to provide easily accessible sheltered and supported housing.

3.5.3 Objective: Ensure any development sits comfortably with the surrounding area, presents favourable vistas, provides community facilities which include open spaces and play areas and has adequate traffic planning and mitigation

fund a formal crossing suitable for pedestrians and cyclists at Dunmow Road where Manor Links exits to provide a safe route for pedestrian traffic from this development.

BSEM2 – Master-planning, setting and character

a) Housing is to be no higher than two liveable storeys with styles and palettes to complement the local landscape and adjacent development of Manor Links, Shortcroft, Mayes Close, Cecil Close and Norris Close. Properties immediately adjacent to Manor Links should be a single liveable storey to meet community needs and to form a smooth transition to the adjacent green belt.

b) The design and layout of the site must:

- include open spaces to enable social interaction for the local community
- Be sympathetic to wildlife and maintain natural ditches and culvert. There should be opportunities for preserving and enhancing on-site assets and maximising opportunities to link into existing assets and enhance biodiversity. Consideration should be given to maintaining some of the existing scrubland as a wildlife haven.
- Preserve the route of the disused railway line to protect wildlife.

c) The access point to the site must be selected following appropriate traffic modelling to ascertain the safest route. Manor Links, Shortcroft, Dunmow Road and Parsonage Lane and schools' traffic must be specifically considered.

d) Unless traffic modelling shows that it is impractical the developer must construct or

4 Monitoring and Review

4.1.1 Monitoring

4.1.1.1 This plan covers the period 2021–2033. Development will take place during this time, both in the Neighbourhood Area and outside it. This will have an impact on the area and on its relationship to the town as a whole. It is important that the effectiveness of the plan is monitored in the light of these developments.

4.1.1.2 The monitoring framework must answer two questions, namely:

- Are the policies being applied effectively?
- Are the policies achieving the objectives of the plan?

These will be monitored principally by the Town Council as a part of the process for review of planning applications. The Town Council already tracks and comments on all applications made and furthermore tracks the determinations made by East Herts Council and compares them to recommendations made by the Town. This process can be extended to track cases where decisions rest on or are influenced by policies in the Neighbourhood Plan, and thereby whether the policies are being applied effectively. This will be monitored approximately on an annual basis and reported through the appropriate Town Council committee (currently the Planning Committee). The monitoring period may be adjusted based on initial results.

4.1.2 Review

4.1.2.1 If monitoring shows that the policies in the plan are not being applied effectively or the Plan is failing to achieve its objectives, action may be necessary to address the shortfall. This action could include:

- working with the East Herts Council and other partners to establish measures to make policies more effective
- negotiating with developers to secure the plan objectives and influence the shape of development, acting as a broker between landowner, developer and community
- supporting partner bids for funding to deliver key facilities
- supporting the creation of forums for strategic planning, for example for sports and leisure facilities
- a further review of the Neighbourhood Plan
- merging the two Neighbourhood Plans

5 Policy Index

5.1 NEIGHBOURHOOD PLAN FOR SILVERLEYS AND MEADS WARDS – PART 1 INTRODUCTION AND SITE SPECIFIC POLICIES (1ST REVISION) 2021-2033

SI1 – Site Independent Policies	14
GY1 – Improved public realm	18
GY2 – Site Uses	21
GY3 – Transport interchange	22
GY4 – Vehicle connections to and from the site	23
GY5 – Car and cycle parking	24
GY6 – Pedestrian and cycle links	25
BSS1 – Implementation and Delivery of Site Allocation	28
BSS2 –Setting and character of buildings	28
BSS3 – Community facilities	29
BSS4 – Access/egress to site	29
BSS5 – Hertfordshire Way and green spaces	30
BSHS1 – Setting and character of buildings	30
BSHS2 – Connectivity	31
BSEM2 – Master-planning, setting and character	32

5.2 NEIGHBOURHOOD PLANS FOR SILVERLEYS AND MEADS WARDS AND FOR ALL SAINTS, CENTRAL, SOUTH AND PART OF THORLEY PARISH – PART 2 SITE INDEPENDENT POLICIES (1ST REVISION) 2021-2033

CC1 – Carbon Emissions	8
CC2 – Small scale energy production schemes	8
CC3 – Modifications to Existing Buildings	9
CC4 –Design for the Future Climate	9
HDP1 – Residential development and redevelopment	12
HDP2 – Setting and character of buildings, streets and spaces	12
HDP3 – Design standards	14
HDP4 – Dwelling mix strategy	16
HDP5 – Building for the community	17

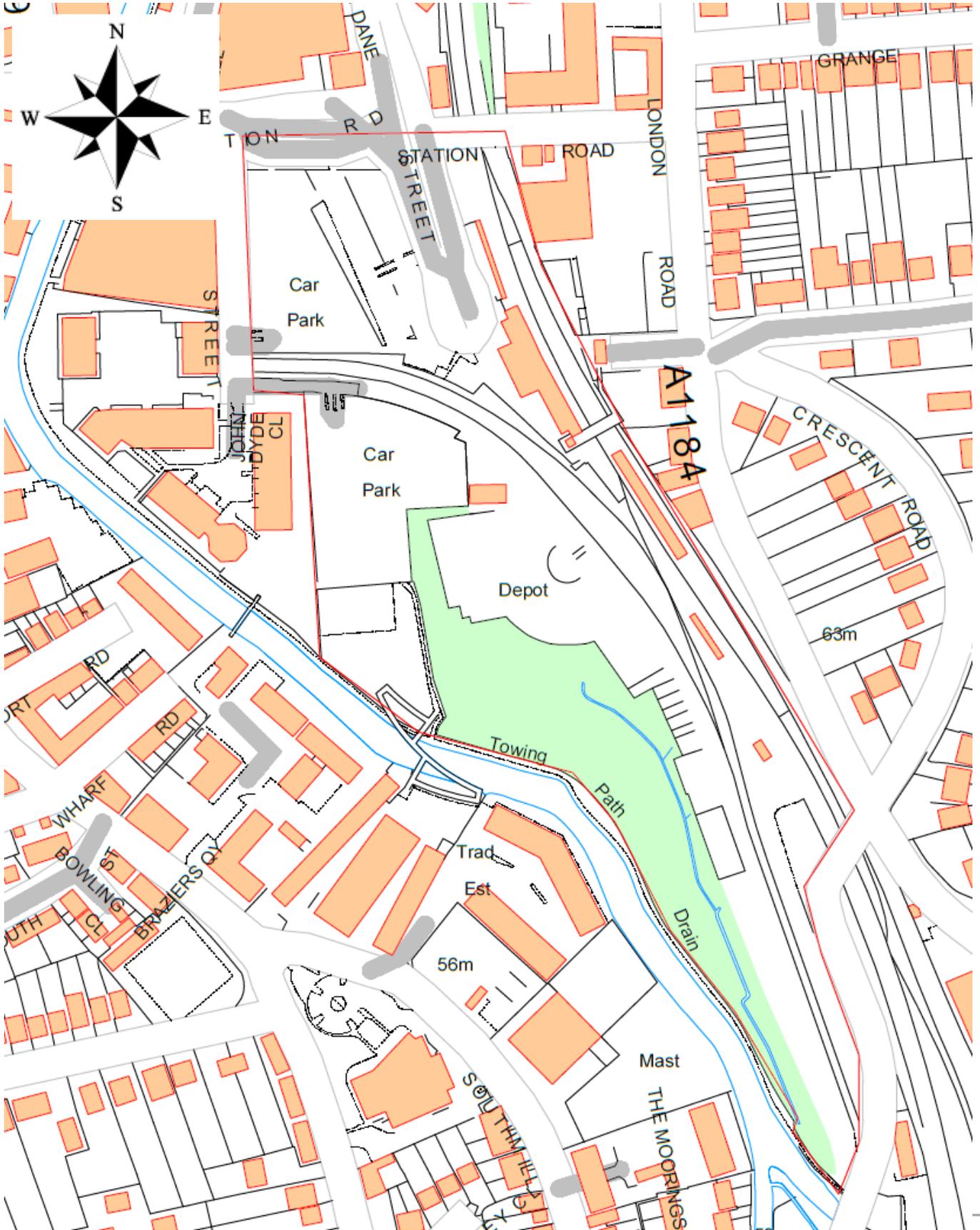
HDP6 – Archaeology	17
CI – Contributions to Infrastructure and Community Facilities.....	18
GIP1 – Utilising Green Infrastructure to mitigate and adapt to climate change	21
GIP2 – Local Green Spaces and other green areas	23
GIP3 – Improve green infrastructure for leisure	24
GIP4 – Green space management and building the green infrastructure networks	25
GIP5 – Protect wildlife and increase biodiversity	27
GIP6 – Enhancement of footpaths, bridleways and cycle paths	29
GIP7 – Improving/expanding allotments	31
GIP8 – Flood mitigation.....	33
TP1 – Assessing transport impacts and mitigation of development on traffic congestion and resident amenity.....	39
TP2 – Improving air quality.....	42
TP3 – Create walking and cycle friendly neighbourhoods	43
TP4 – Develop a connected town for pedestrians and cyclists with priority for pedestrians, cyclists and public transport in the town centre.....	44
TP5 – Better Bus Travel	46
TP6 – Safer, sustainable school travel	47
TP7 – Cycle parking	48
TP8 – Residential parking.....	49
TP9 – Parking in and around the town.....	51
TP10 – Traffic speeds within new developments	53
TP11 – Promote road safety	53
TP12 – Financial contributions to improve town accessibility and connectivity	55
EP1 – School availability.....	56
EP2 – New secondary school places	56
EP3 – New primary schools	56
EP4 – Pre-school and early years	56
EP5 – Travel plans	56
EP6 – High quality design	57
EP7 – 16-19 Vocational Education, Adult Education and Community use.....	58
HP1 – Accessible GP practices	59
HP2 – Services for the elderly, disabled and for mental health.....	60
SLCP1 – Provision of outdoor sporting and leisure facilities	61
SLCP2 – Development or expansion of multi-purpose facilities	62

SLCP3 – Development and enhancement of specified facilities.....62
SLCP4 – Community leisure and arts facilities62
SLCP5 – Development of sports facilities in the Green Belt63
BP1 – Provision of a business incubation centre.....65
BP2 – Local retailing facilities65
BP3 – Provision of business communication infrastructure66
BP4 – Mixed developments.....66
BP5 – Edge of town development66
TC1 – Town Centre Planning Framework69
TC2 – Future development of the town centre.....69
TC3 – Prosperity and character of the existing town centre69

6 Policy Maps

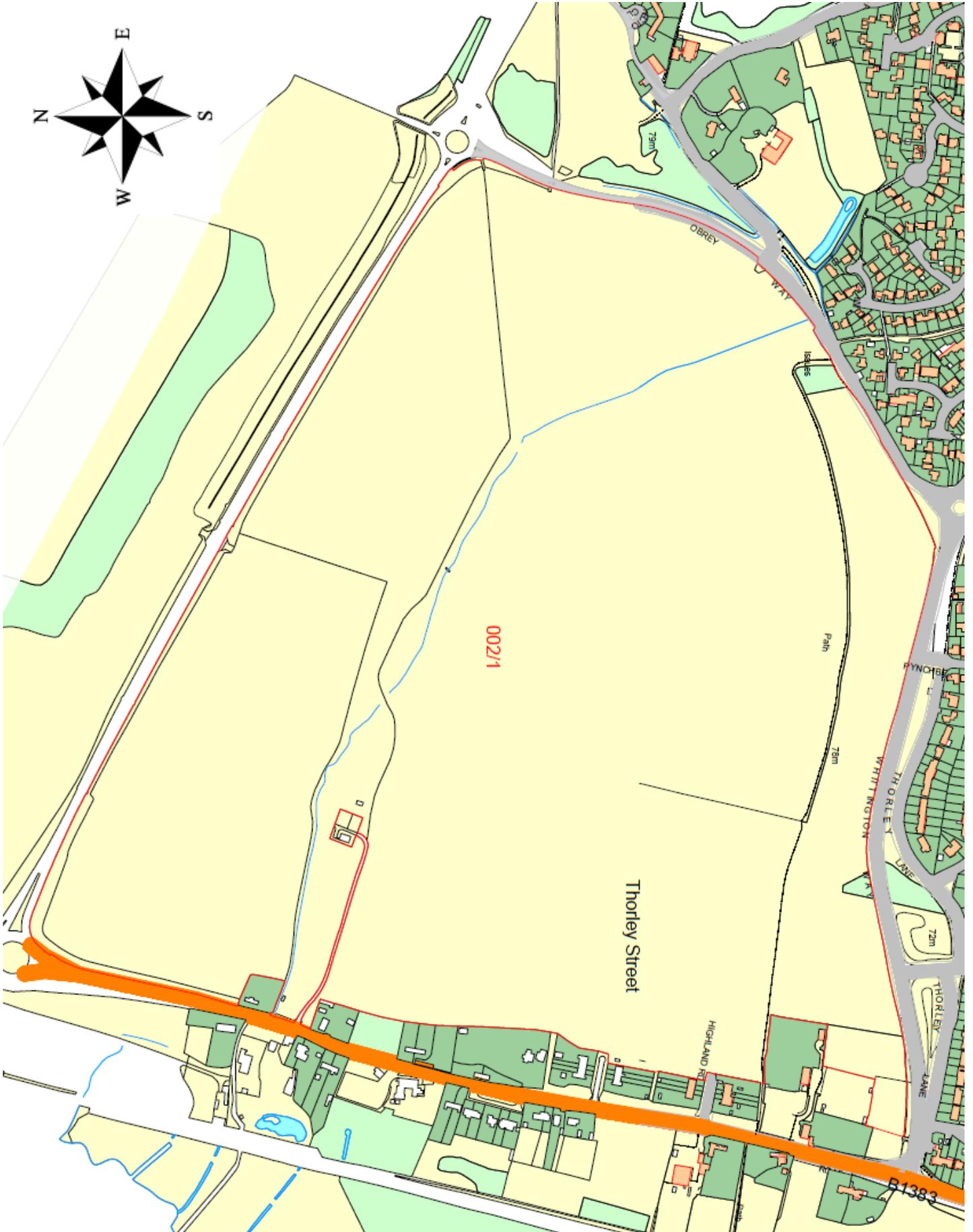
6.1 POLICY MAPS FOR THE GOODS YARD (GY)

6.1.1 The Goods Yard (1:2500)



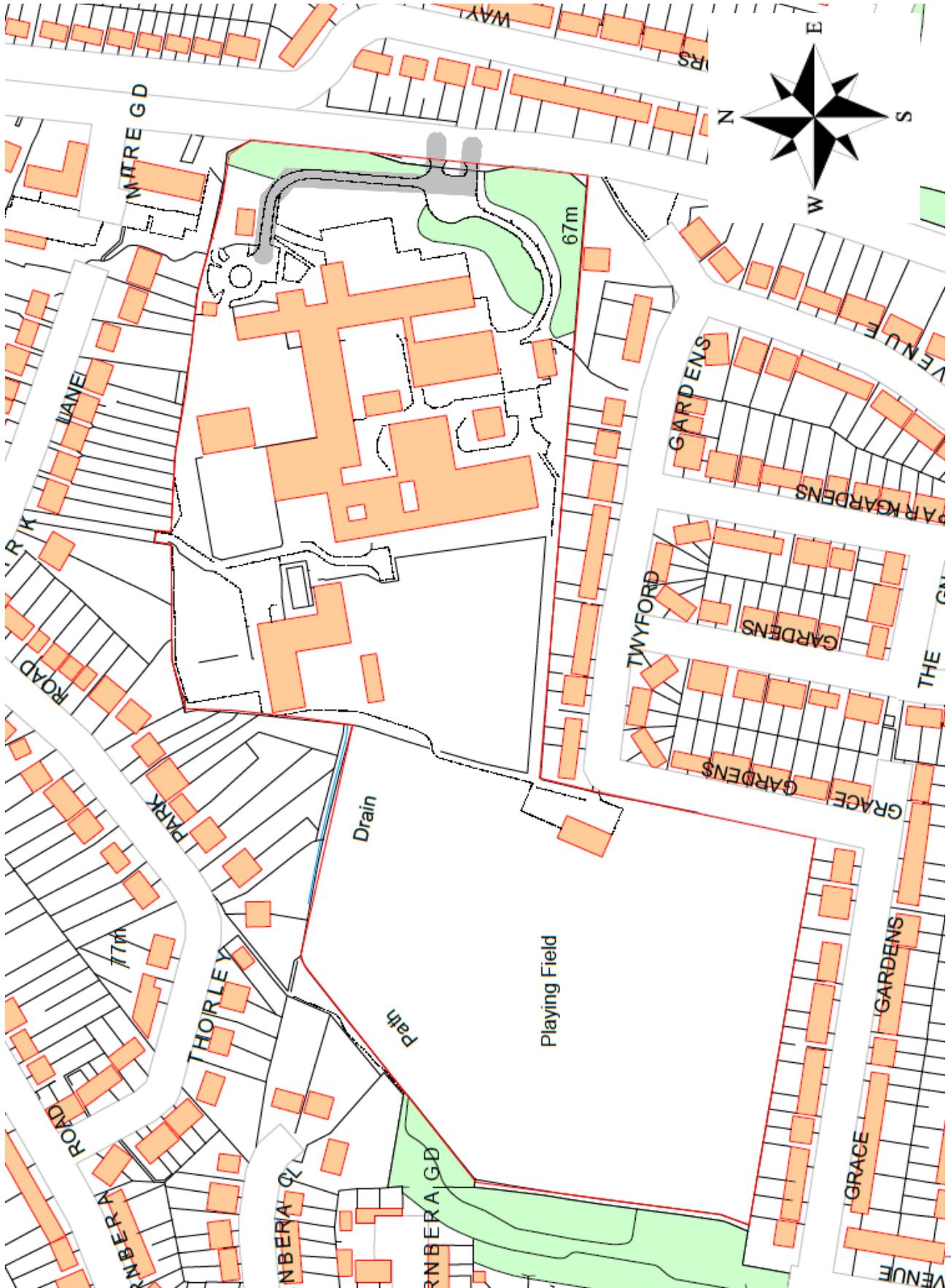
6.2 POLICY MAPS FOR LAND SOUTH OF BISHOP'S STORTFORD (BSS)

6.2.1 Land South of Bishop's Stortford (1:5000)



6.3 POLICY MAPS FOR BISHOP'S STORTFORD HIGH SCHOOL SITE (BSHS)

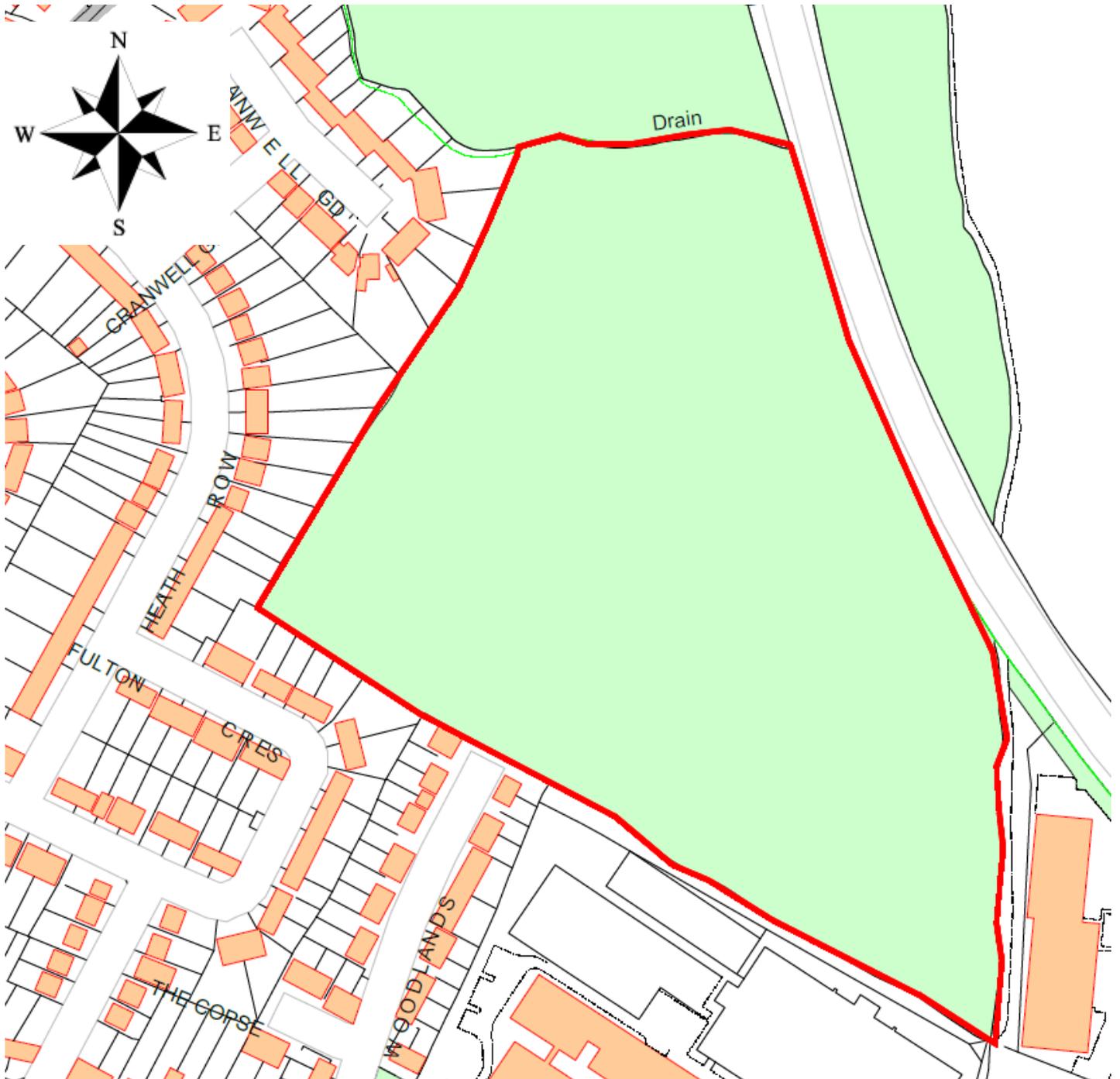
6.3.1 Site of Bishop's Stortford High School (1:2500)



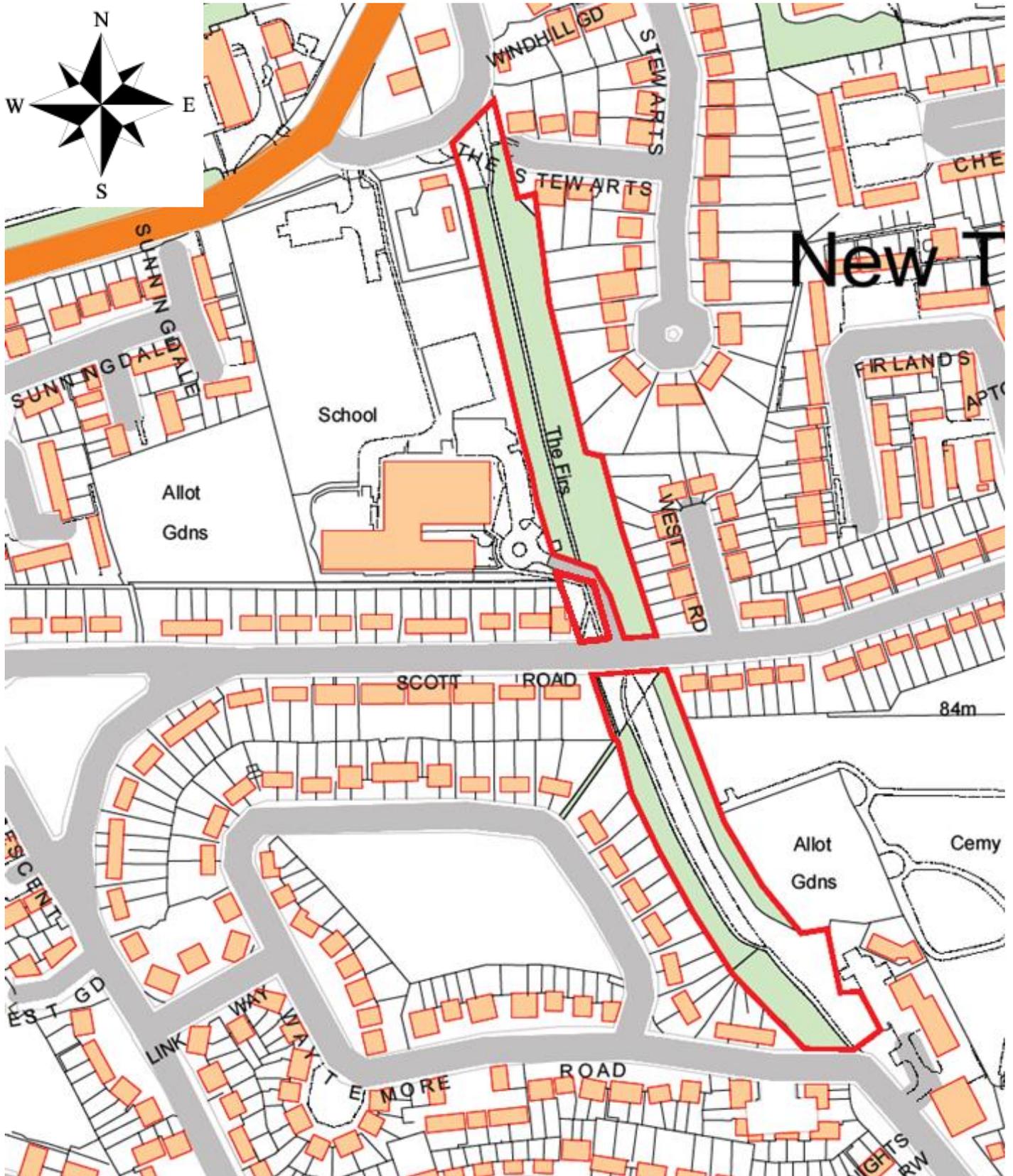
6.4 POLICY MAPS FOR POLICY GIP2(A)

6.4.1 Birchanger Wood (1:2500)

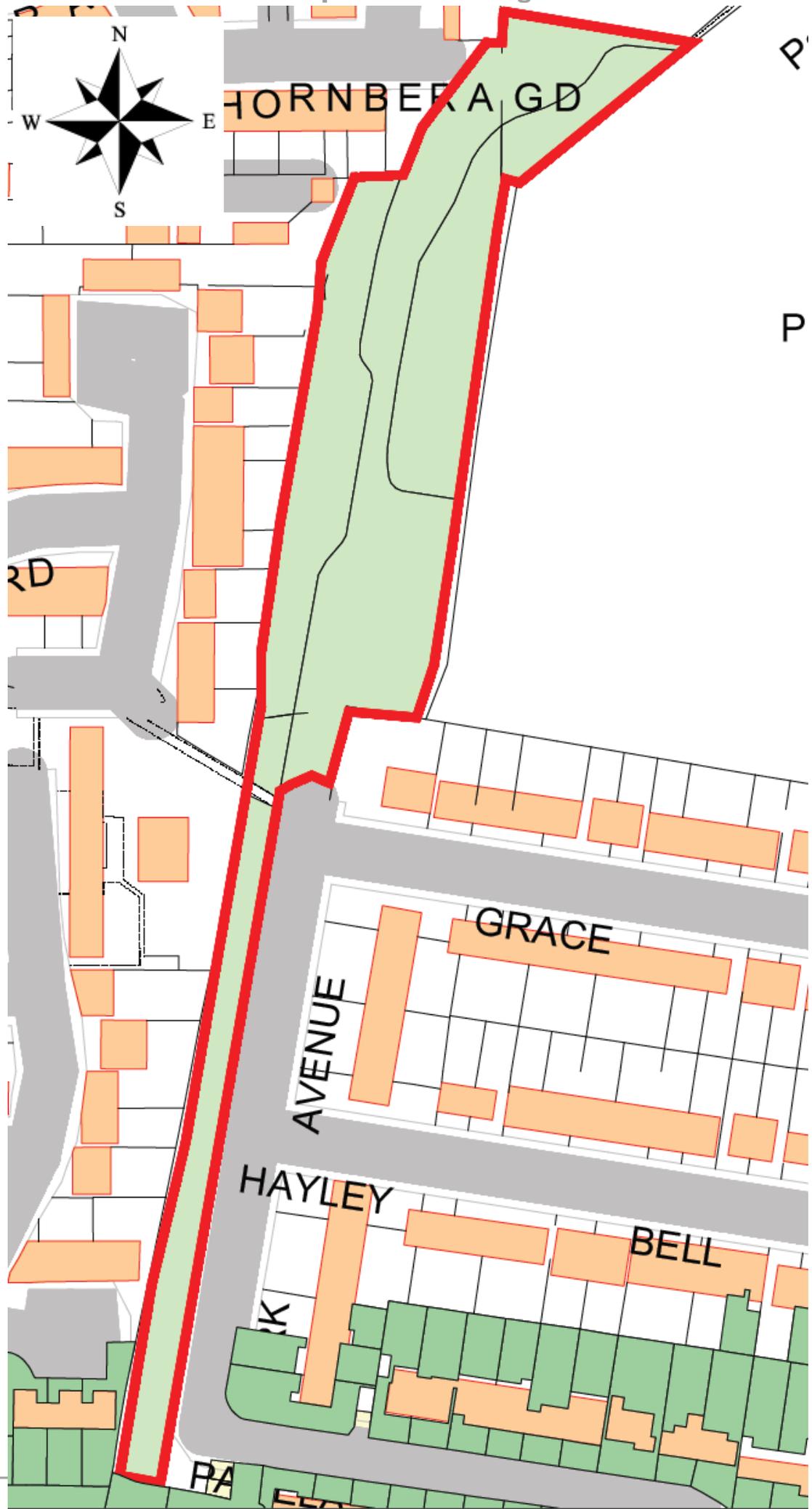
6.4.1.1 Note: only that part of Birchanger Wood lying within the Neighbourhood area is shown



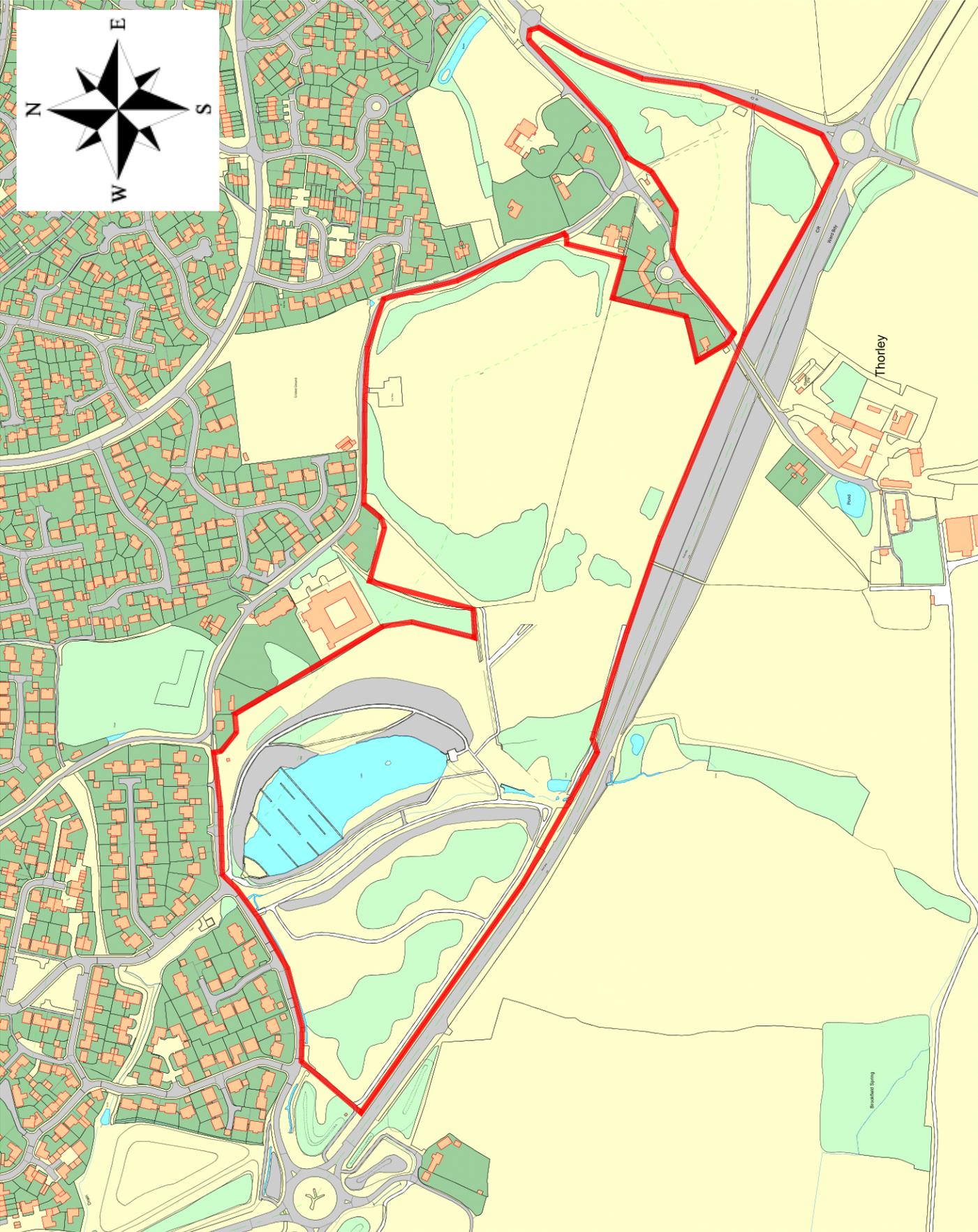
6.4.2 The Firs (1:2500)



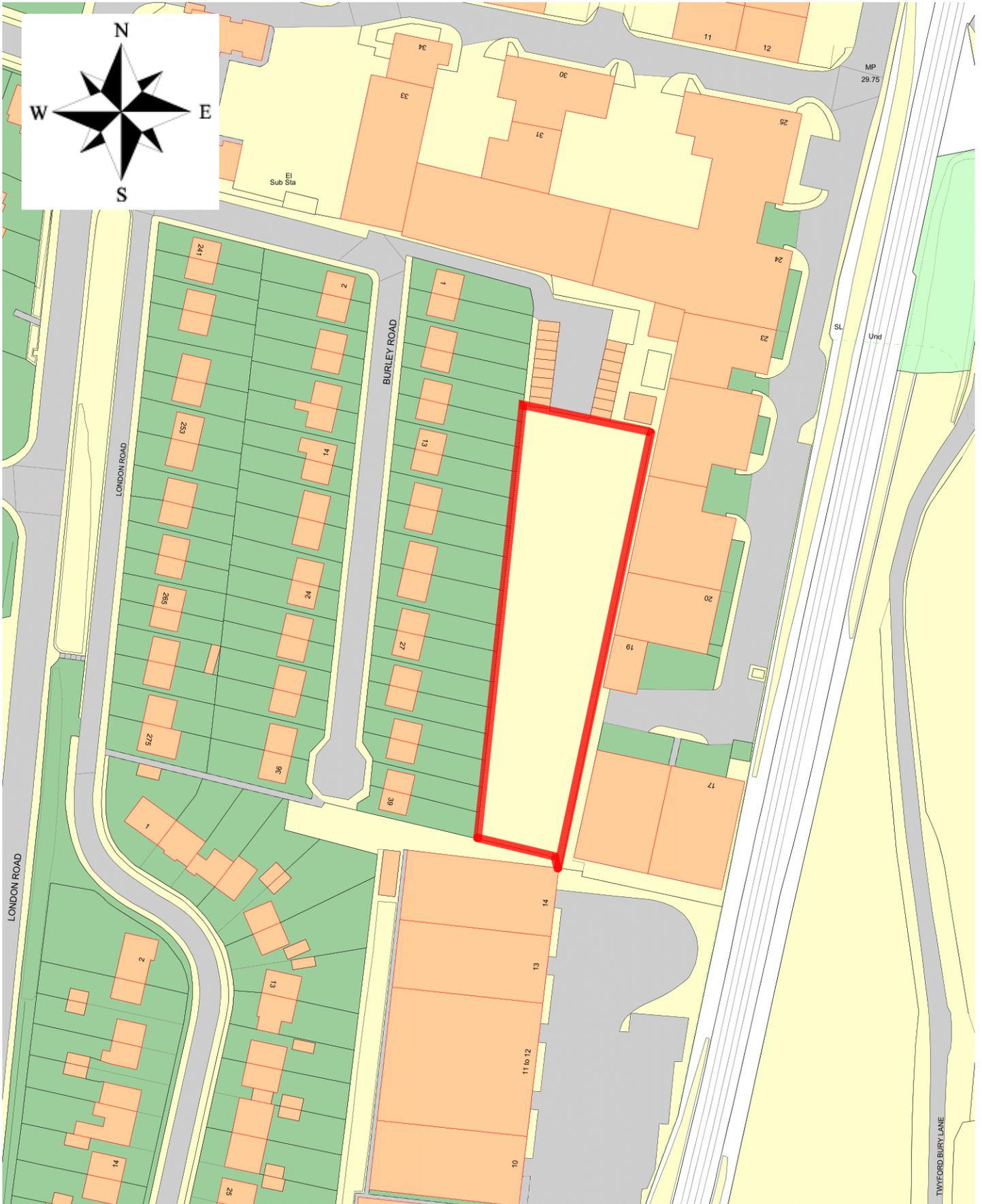
6.4.3 The Spinney (1:1250)



6.4.4 Southern Country Park (1:5000)



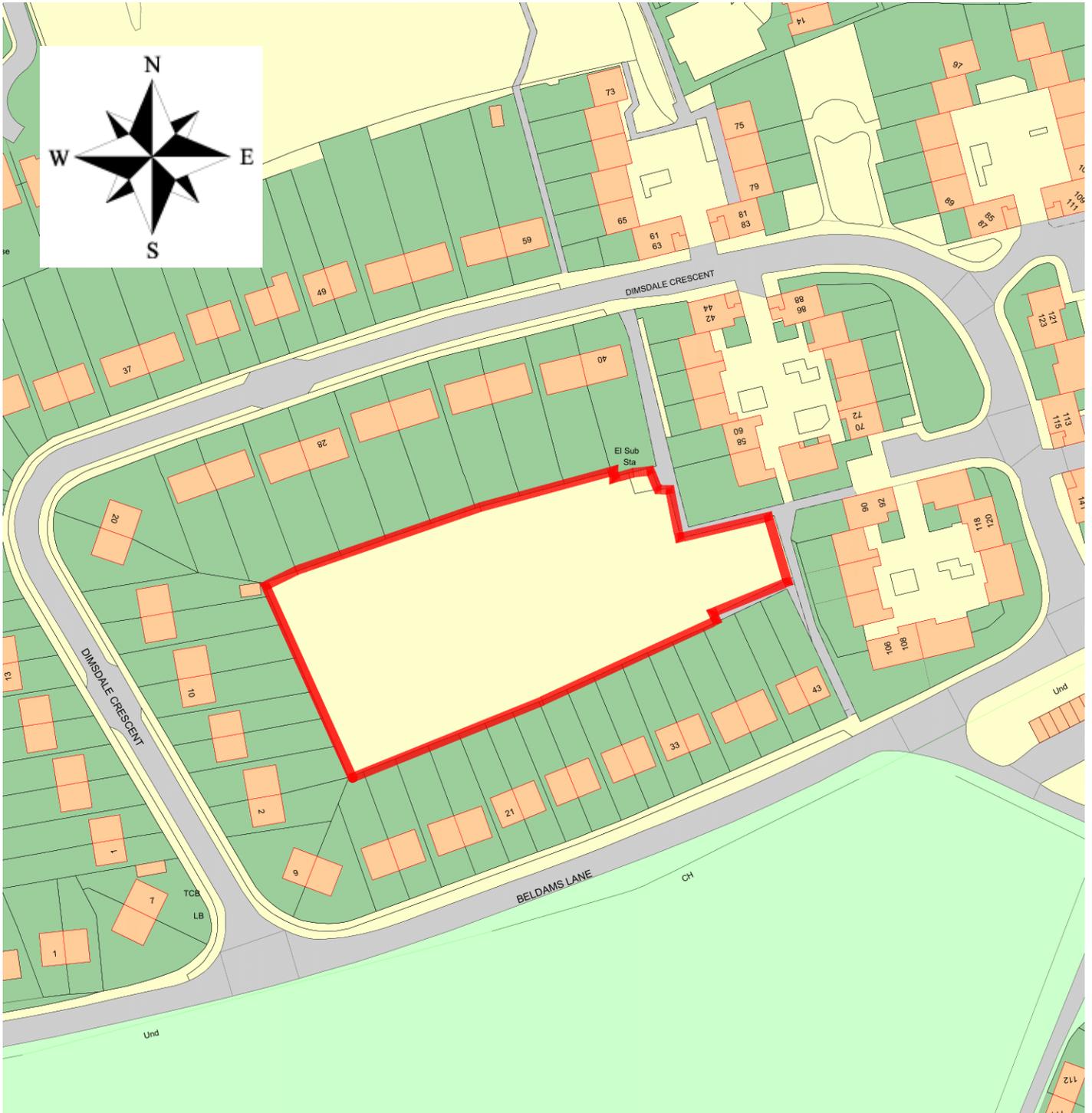
6.4.5 Burley Road Play Area (1:1250)



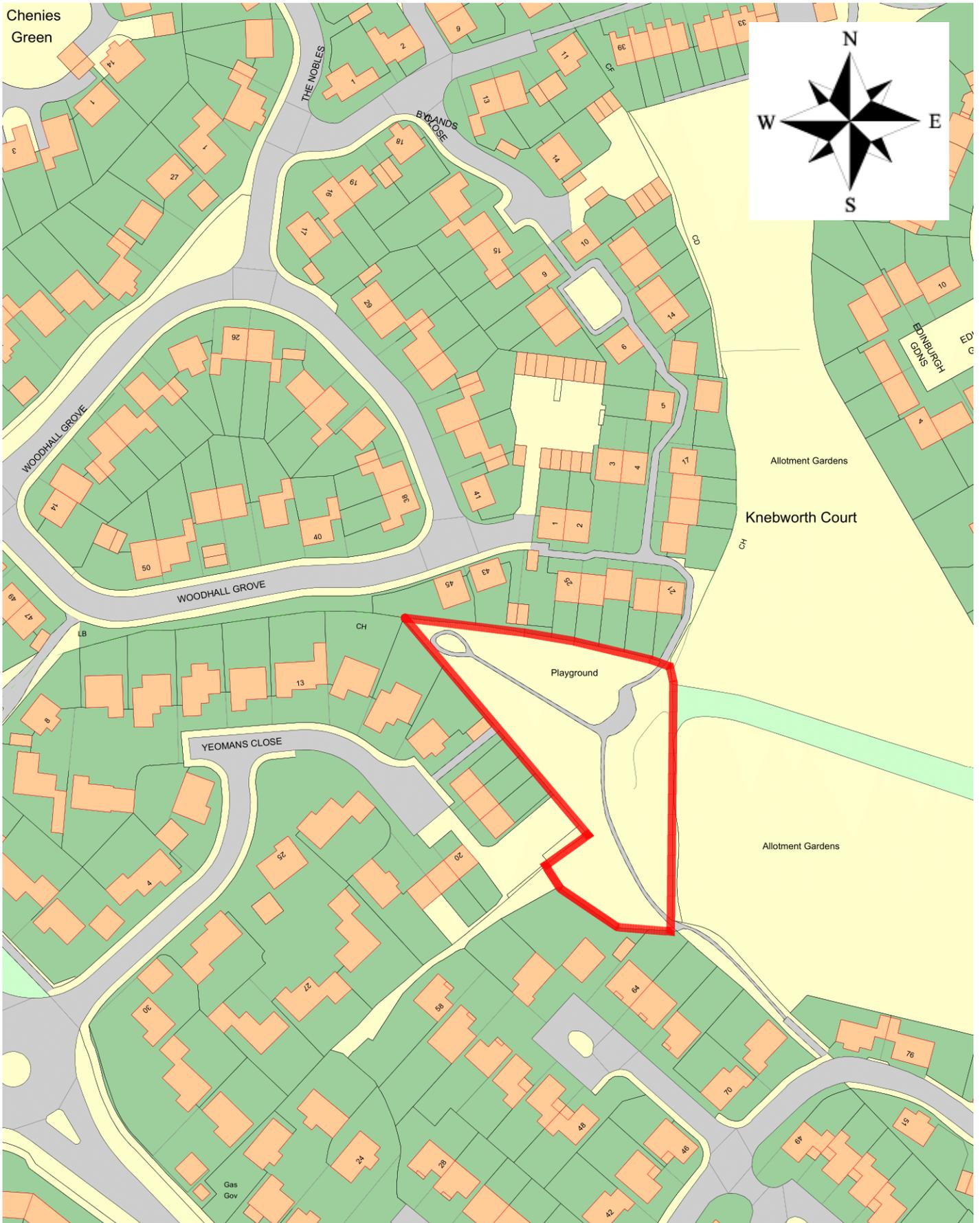
6.4.6 The Baron's Play Area (1:1250)



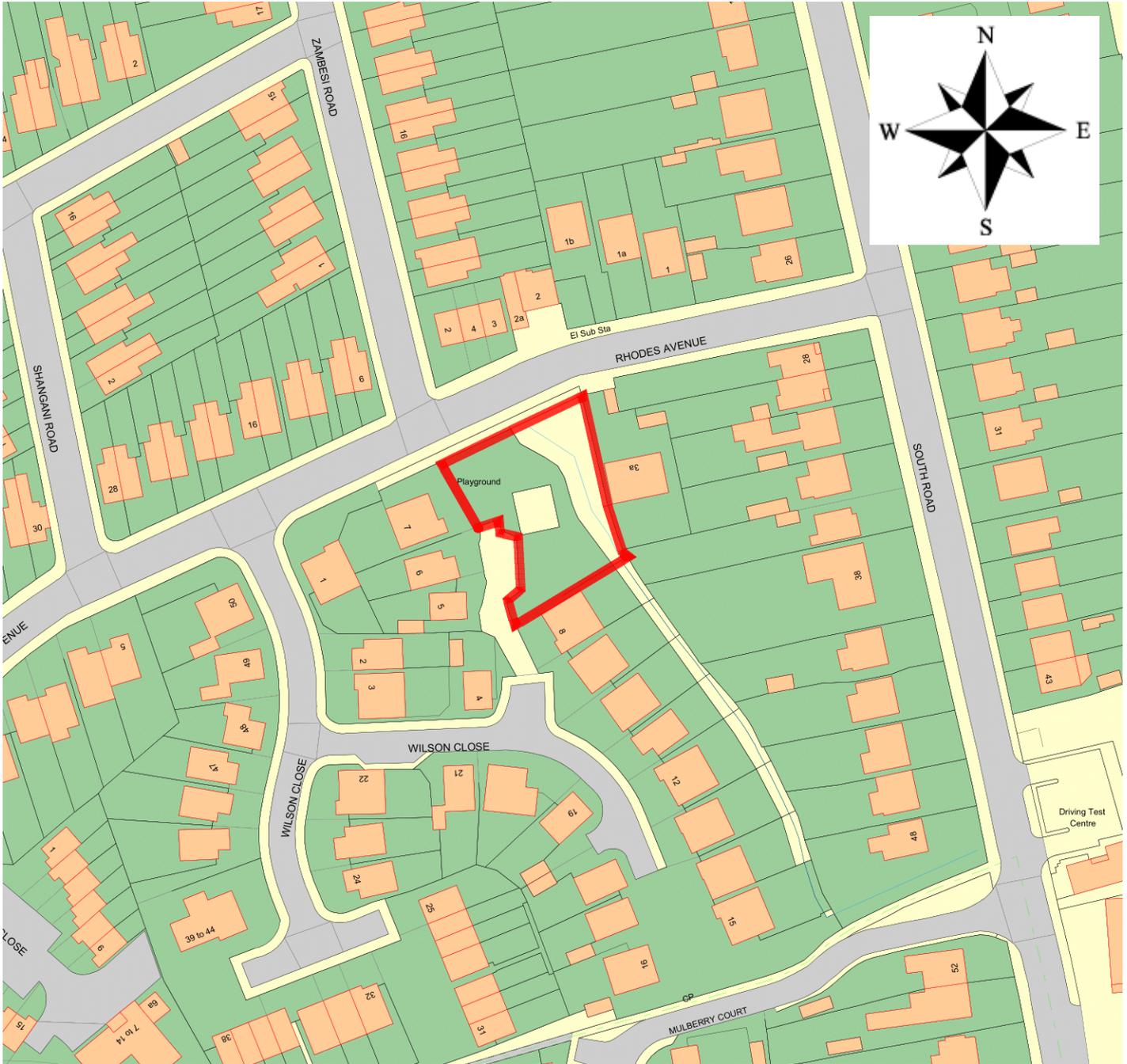
6.4.7 Dimsdale Crescent Play Area (1:1250)



6.4.8 Knebworth Court Play Area (1:1250)



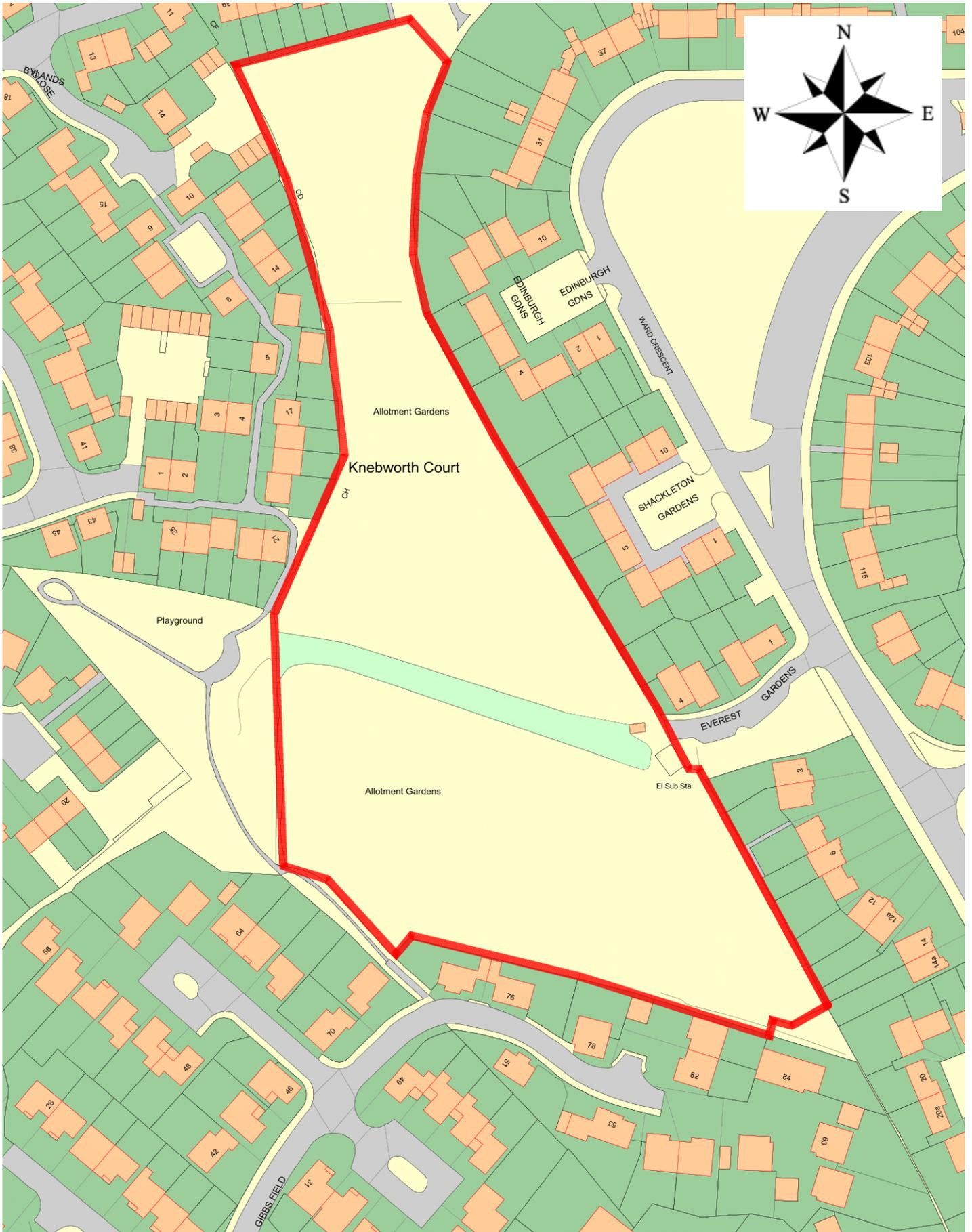
6.4.9 Wilson Close Play Area (Rhodes Avenue) (1:1250)



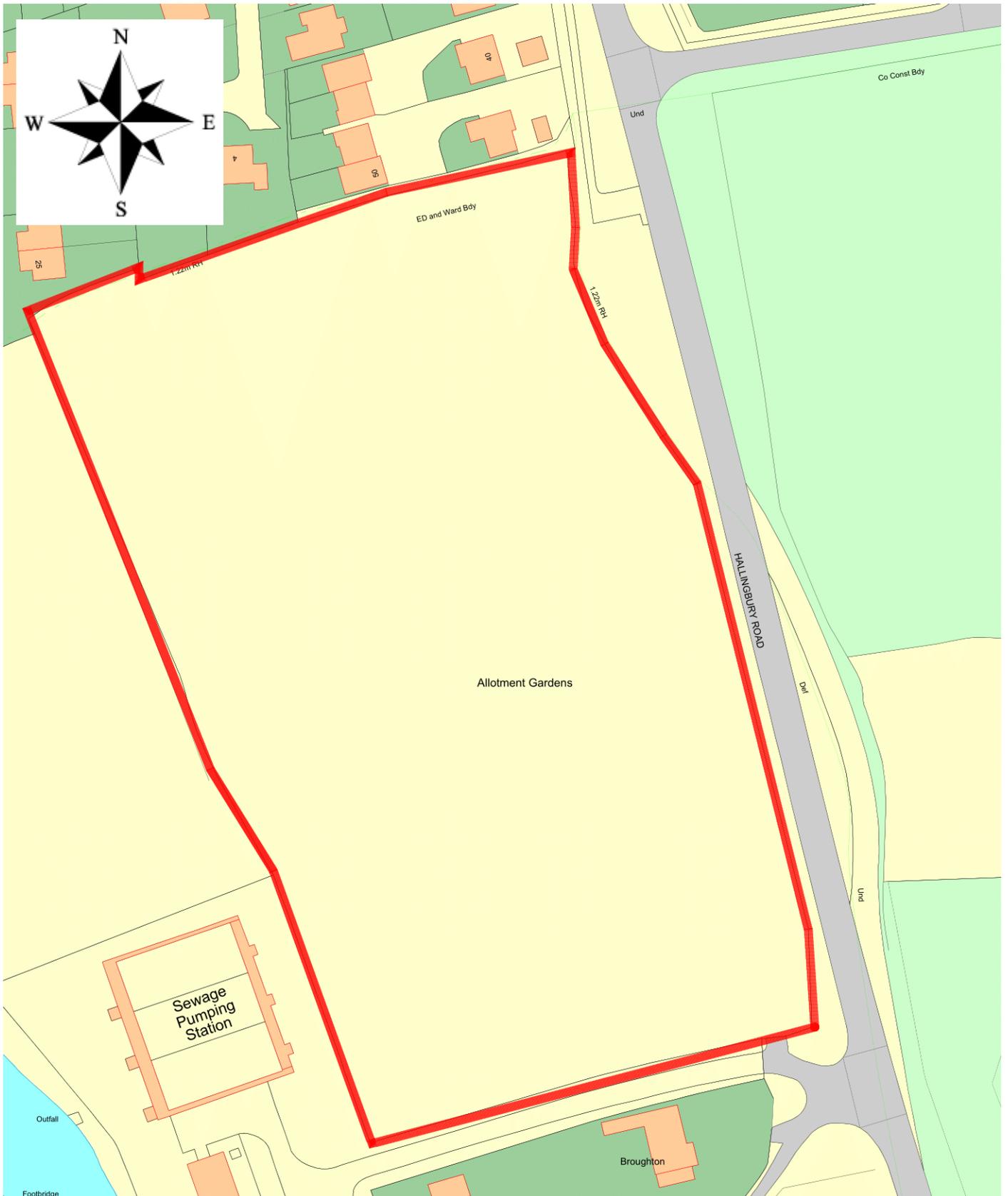
6.4.10 Nightingales' Play Area (1:1250)



6.4.11 Ward Crescent Allotments (1:1250)



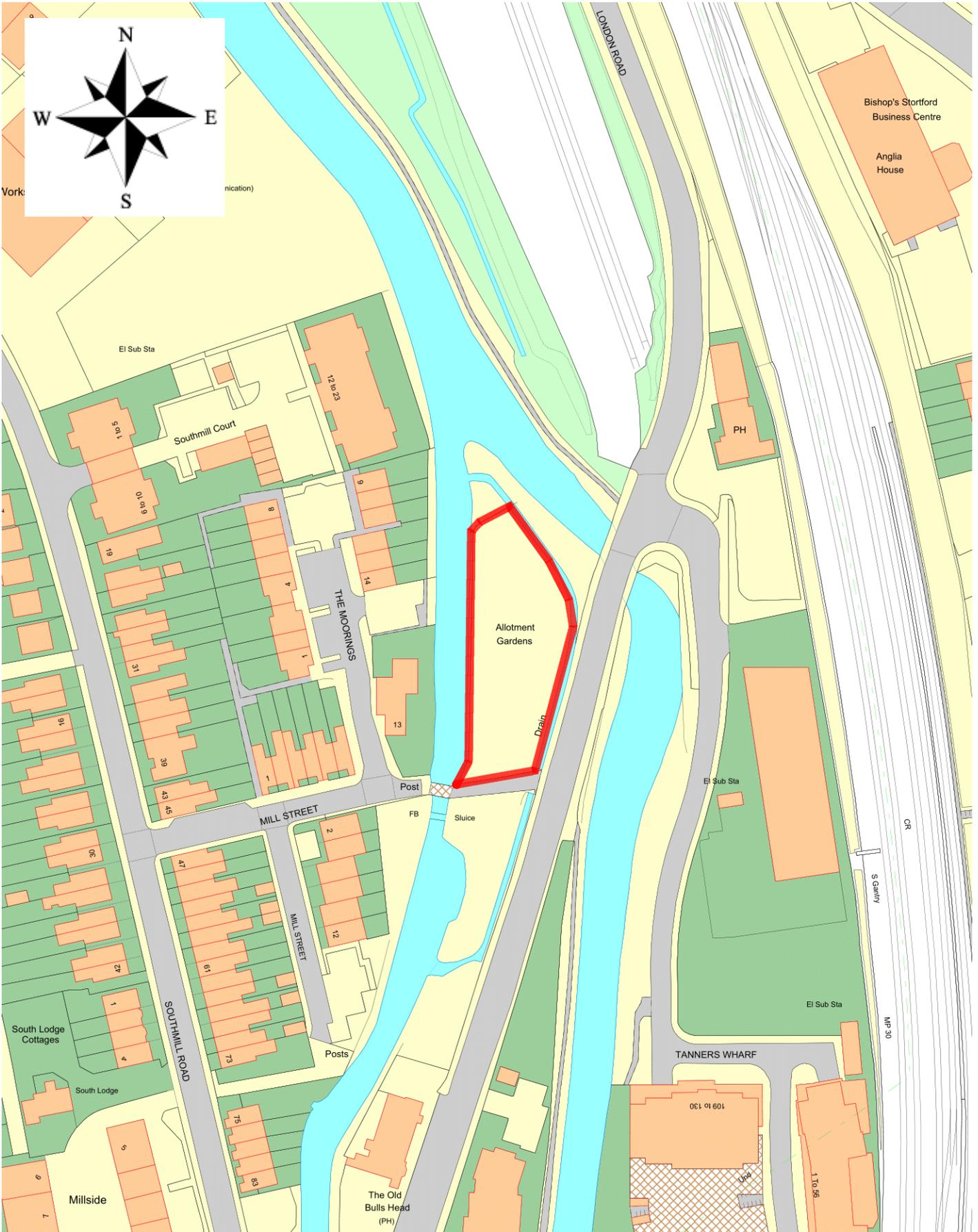
6.4.12 Hallingbury Road West Allotments (1:1250)



6.4.13 Haymeads Lane Allotments (1:1250)



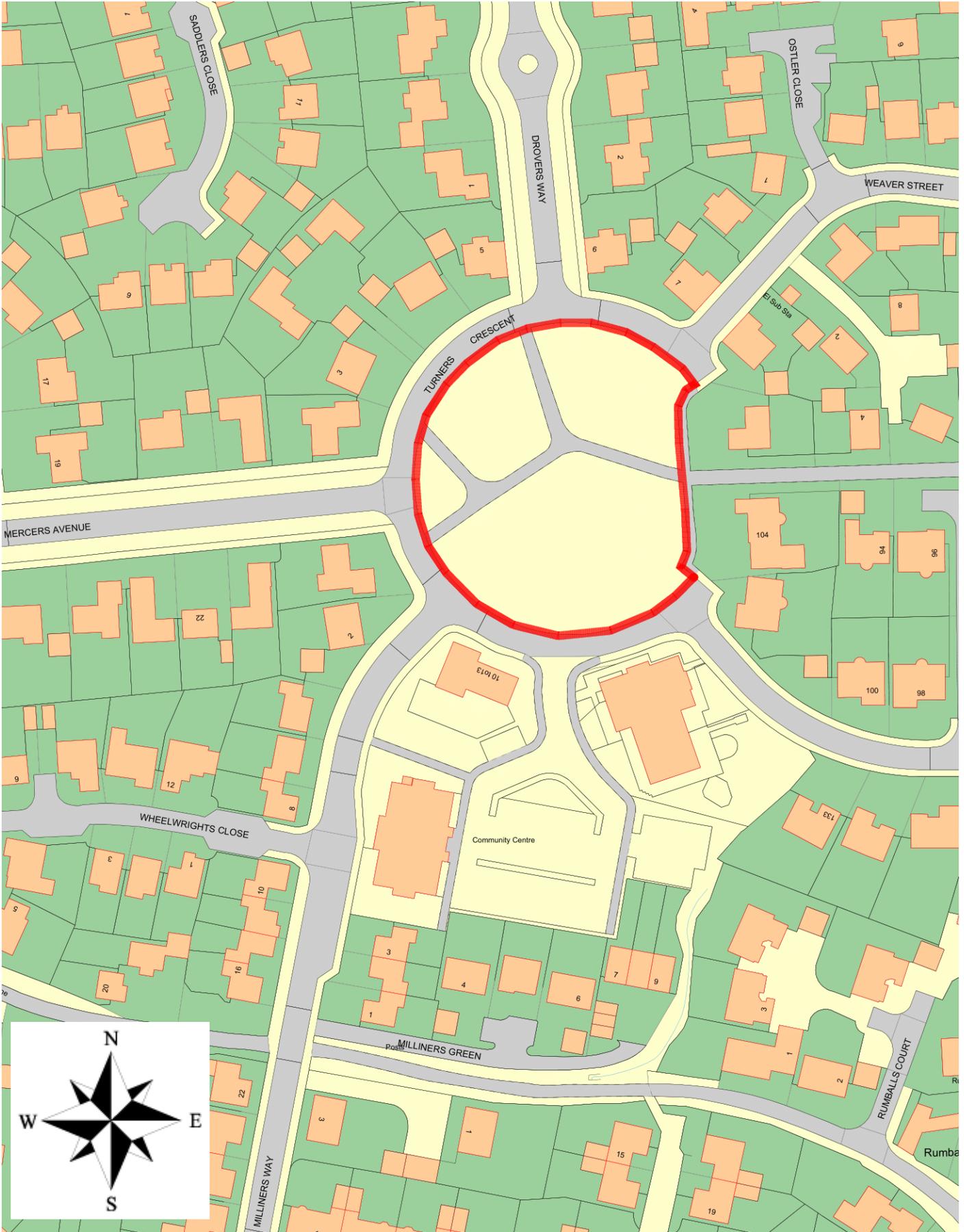
6.4.14 London Road Allotments (1:1250)



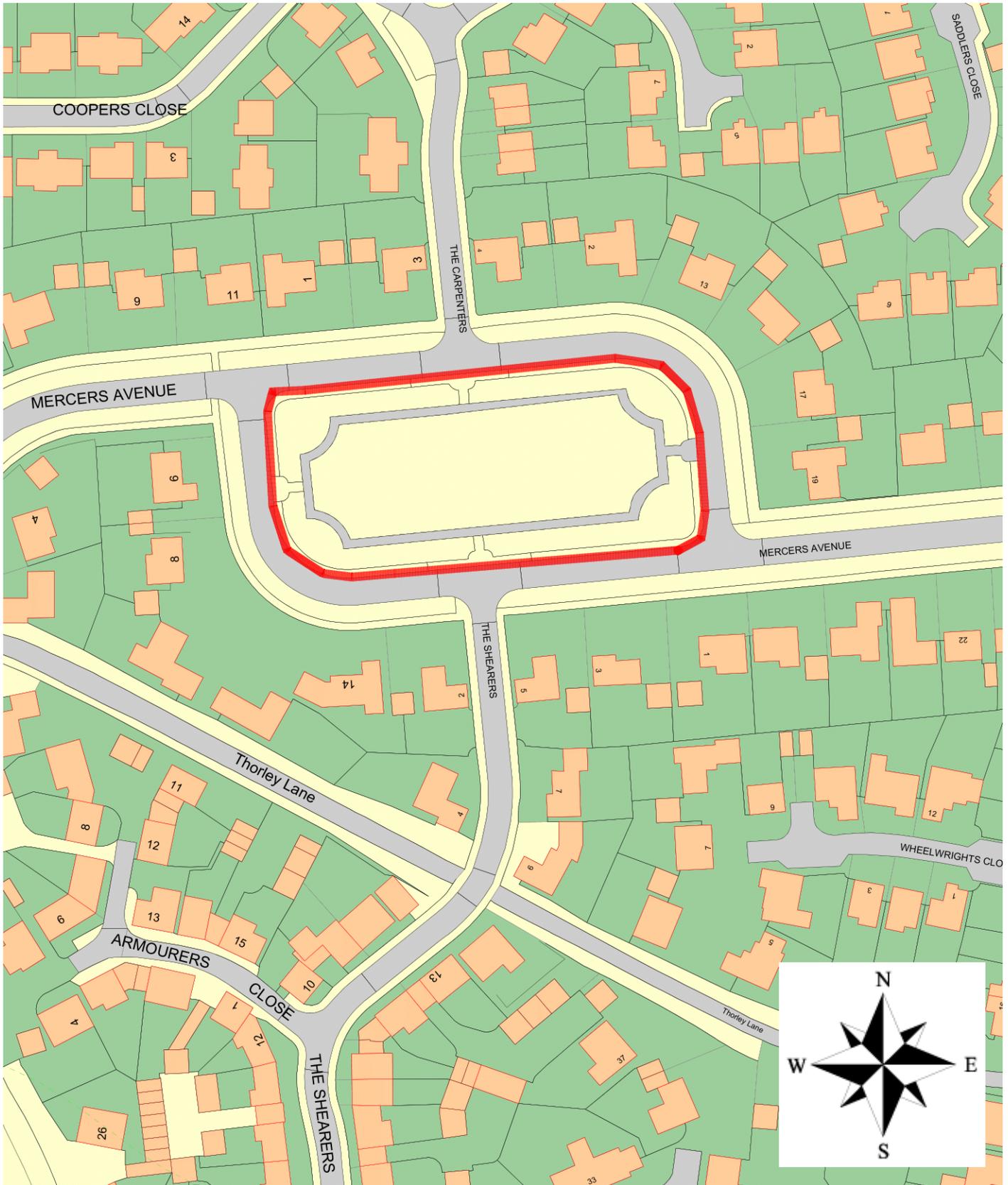
6.4.15 Thorley Street Allotments (1:1250)



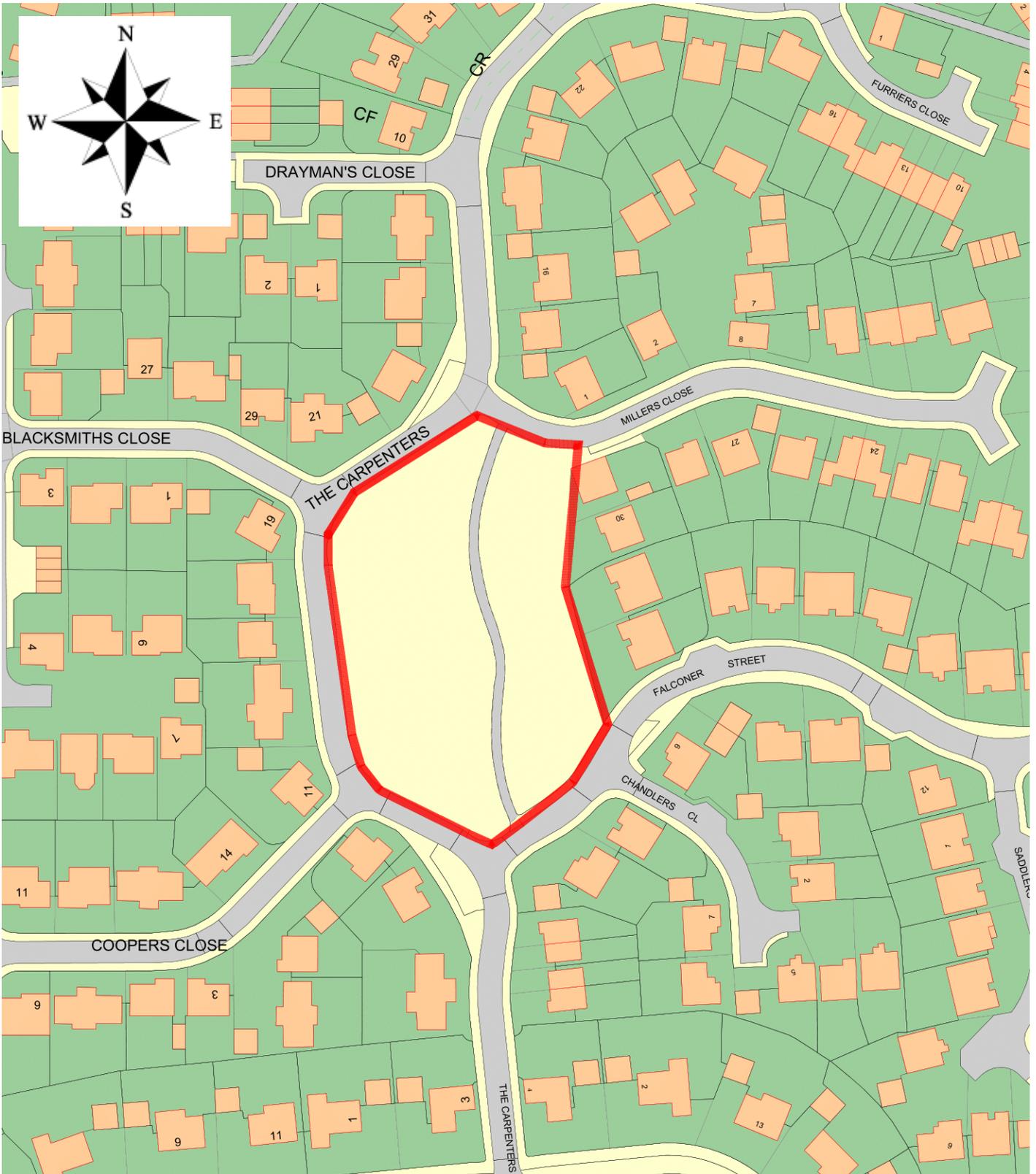
**6.4.16 Central Green at Turners' Crescent, St Michael's Mead, Thorley
(1:1250)**



6.4.17 Landscaped Garden at Mercers Avenue, St Michael's Mead, Thorley (1:1250)



6.4.18 Landscaped Green Space at The Carpenters, St Michael's Mead, Thorley (1:1250)



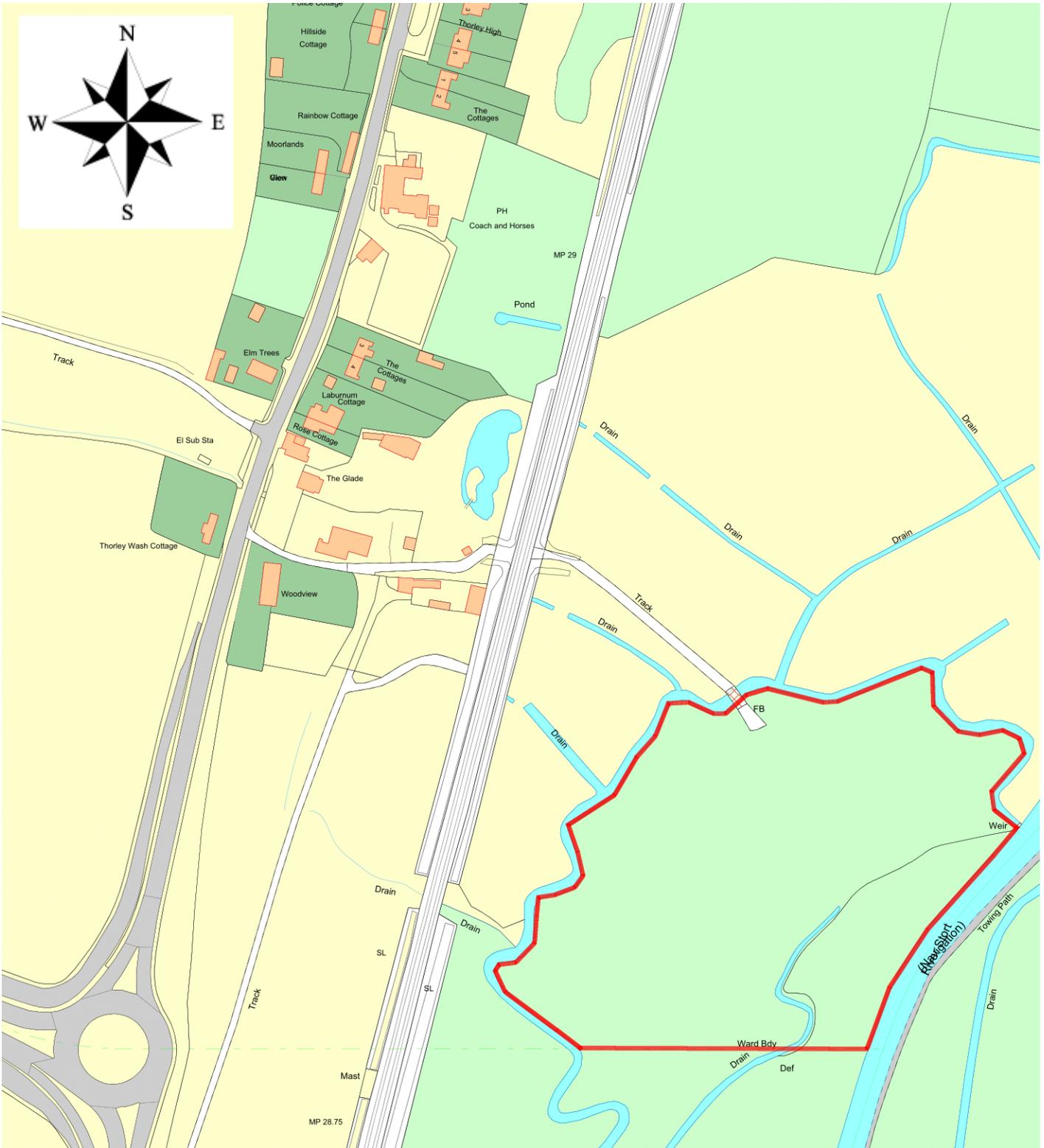
6.4.18.1

6.4.19 Landscaped Garden on Millner's Way, St Michael's Mead, Thorley (1:1250)

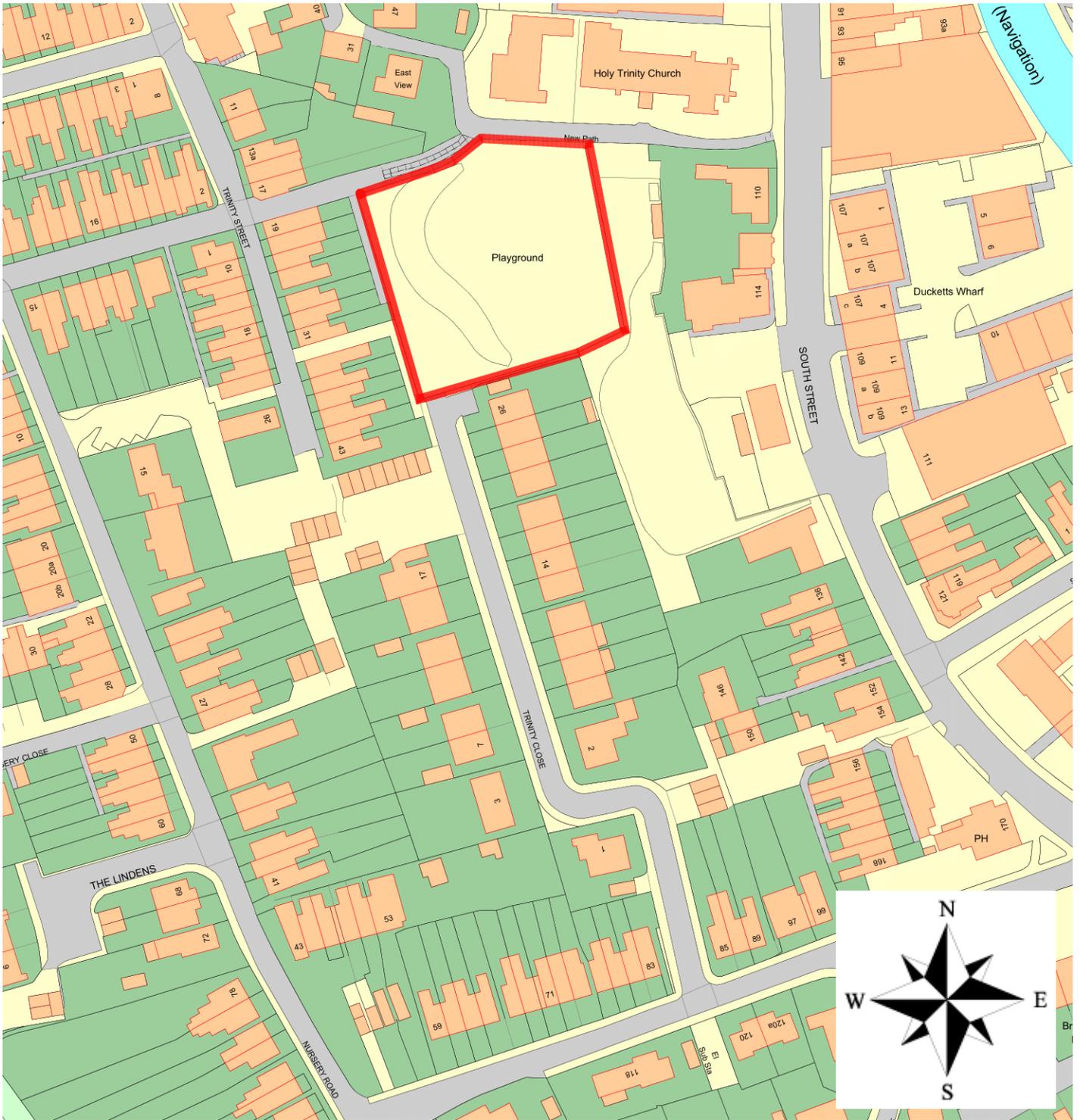


6.4.20 Thorley Wash Nature Reserve (1:2500)

6.4.20.1 Note: only that part of Thorley Wash Nature Reserve lying within the Neighbourhood Area is shown



6.4.21 Trinity Close Play Area (1:1250)



6.4.22 Parsonage Field (1:1250)



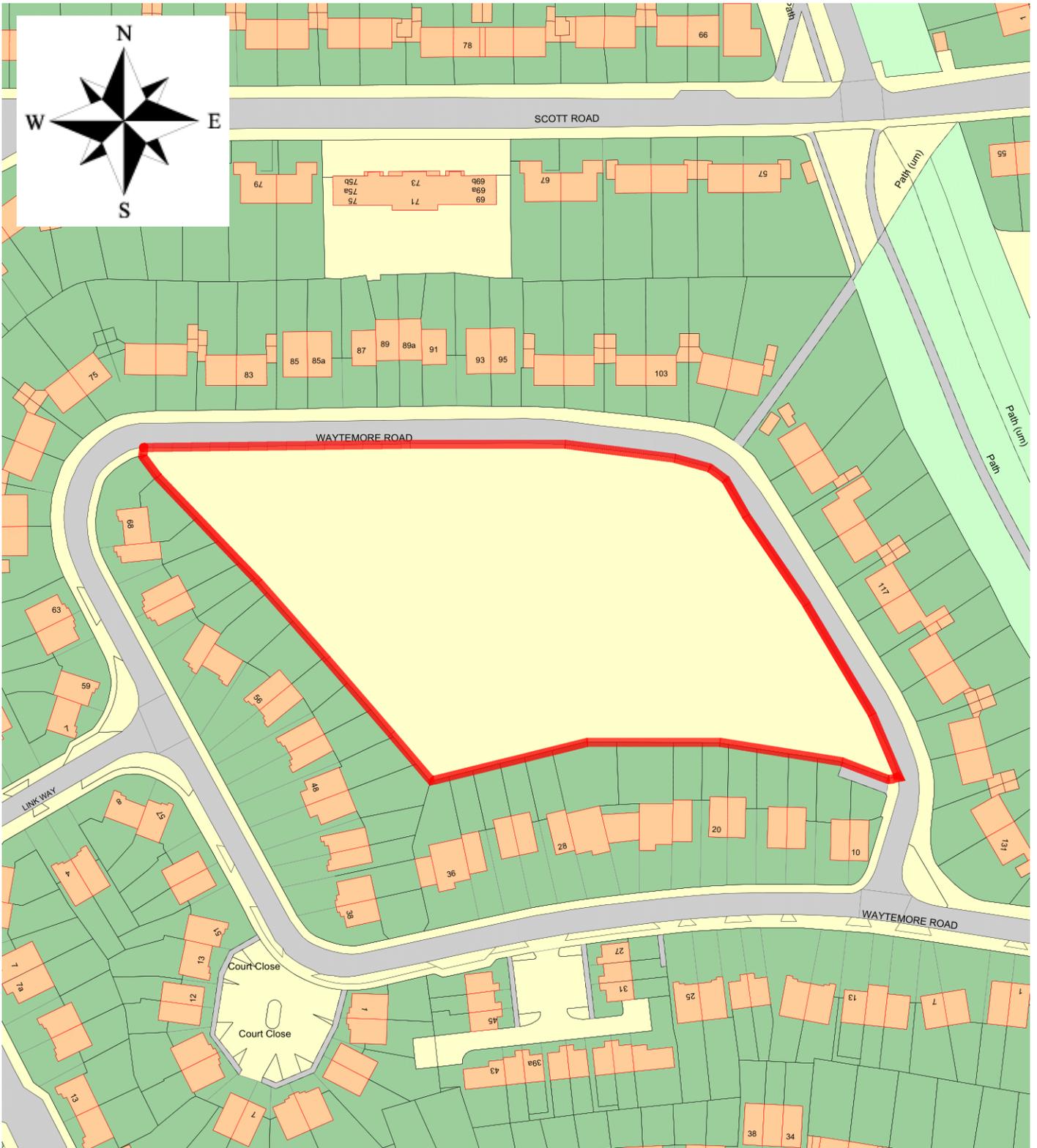
6.4.23 Thorley Cricket Ground (1:1250)



6.4.24 Ward Crescent Green and Play Area (1:1250)



6.4.25 Waytemore Road Green and Play Area (1:1250)

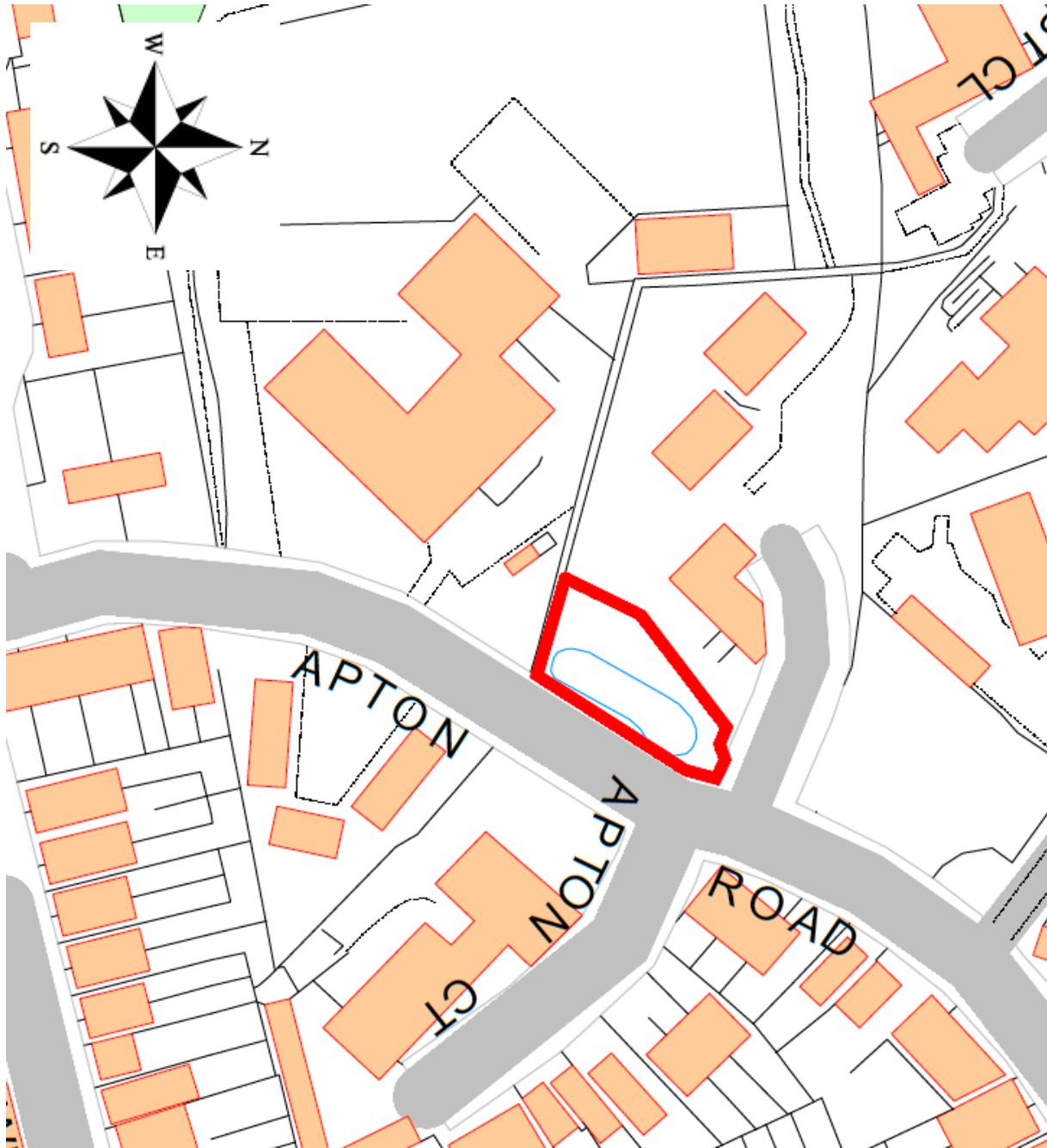


6.4.26 Fish Ponds, Marina, Wooded Areas and open Space between Bury Lane, Pig Lane and the River Stort (1:5000)

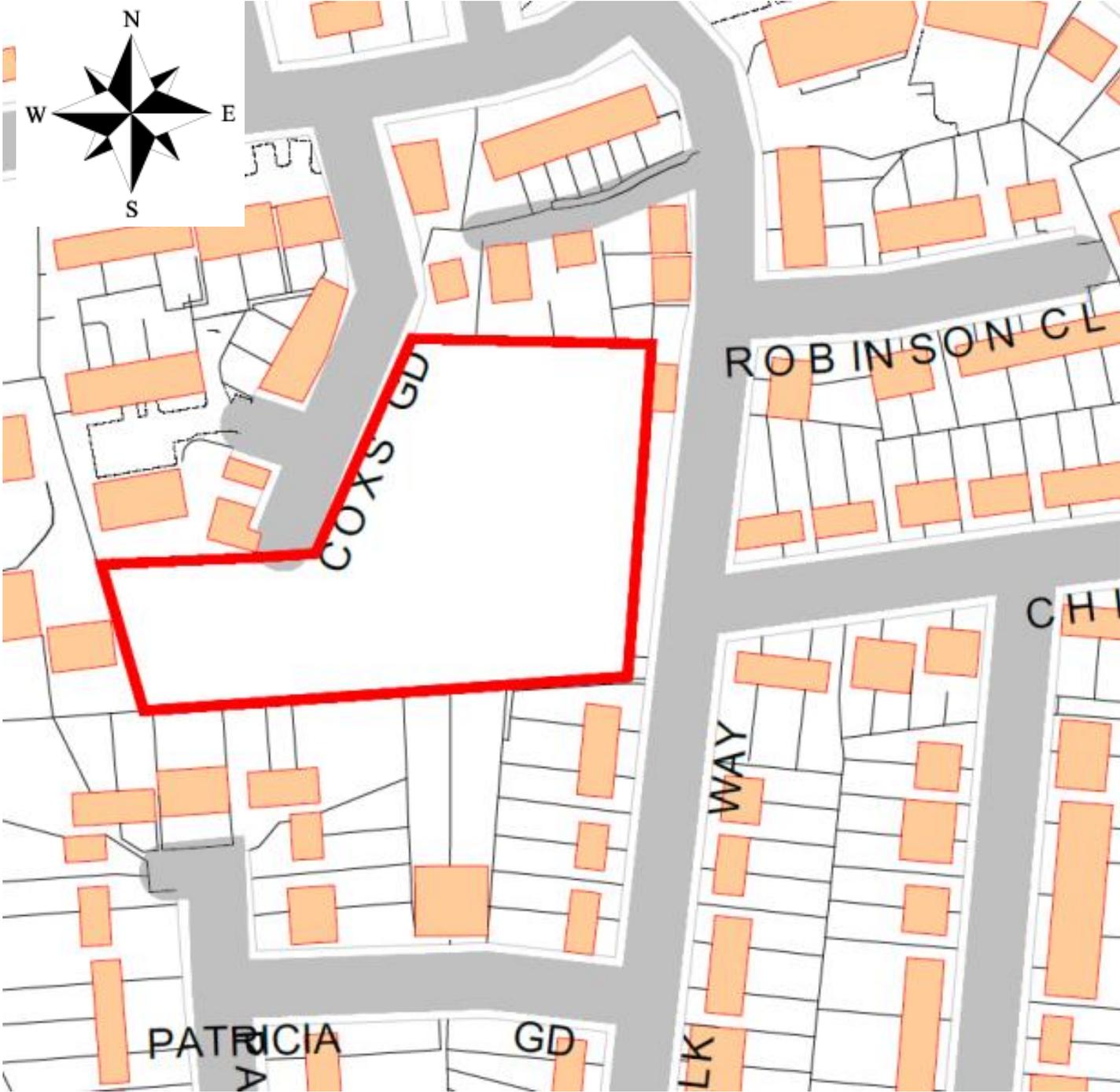


6.5 POLICY MAPS FOR POLICY GIP2(C)

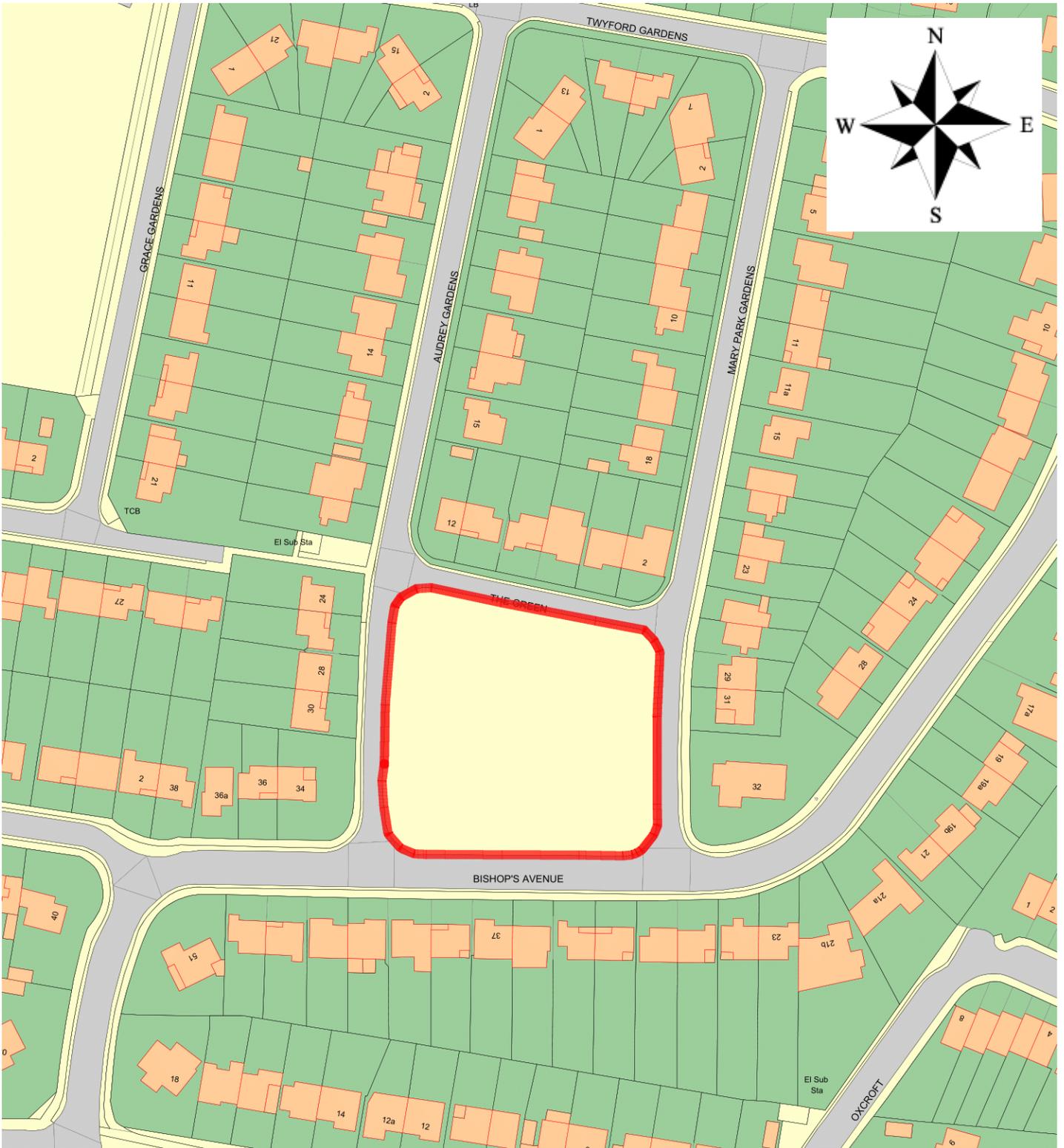
6.5.1 Apton Road Pond (1:1250)



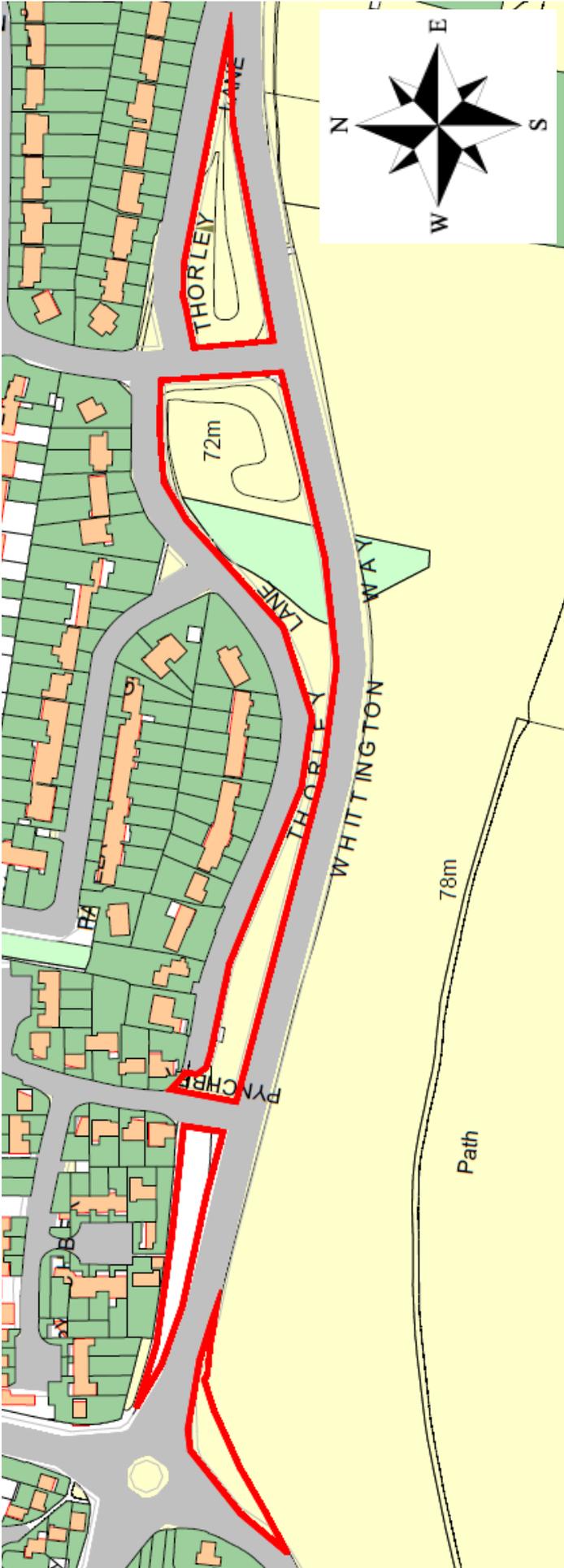
6.5.2 Cox's Garden on Havers Estate (1:1250)



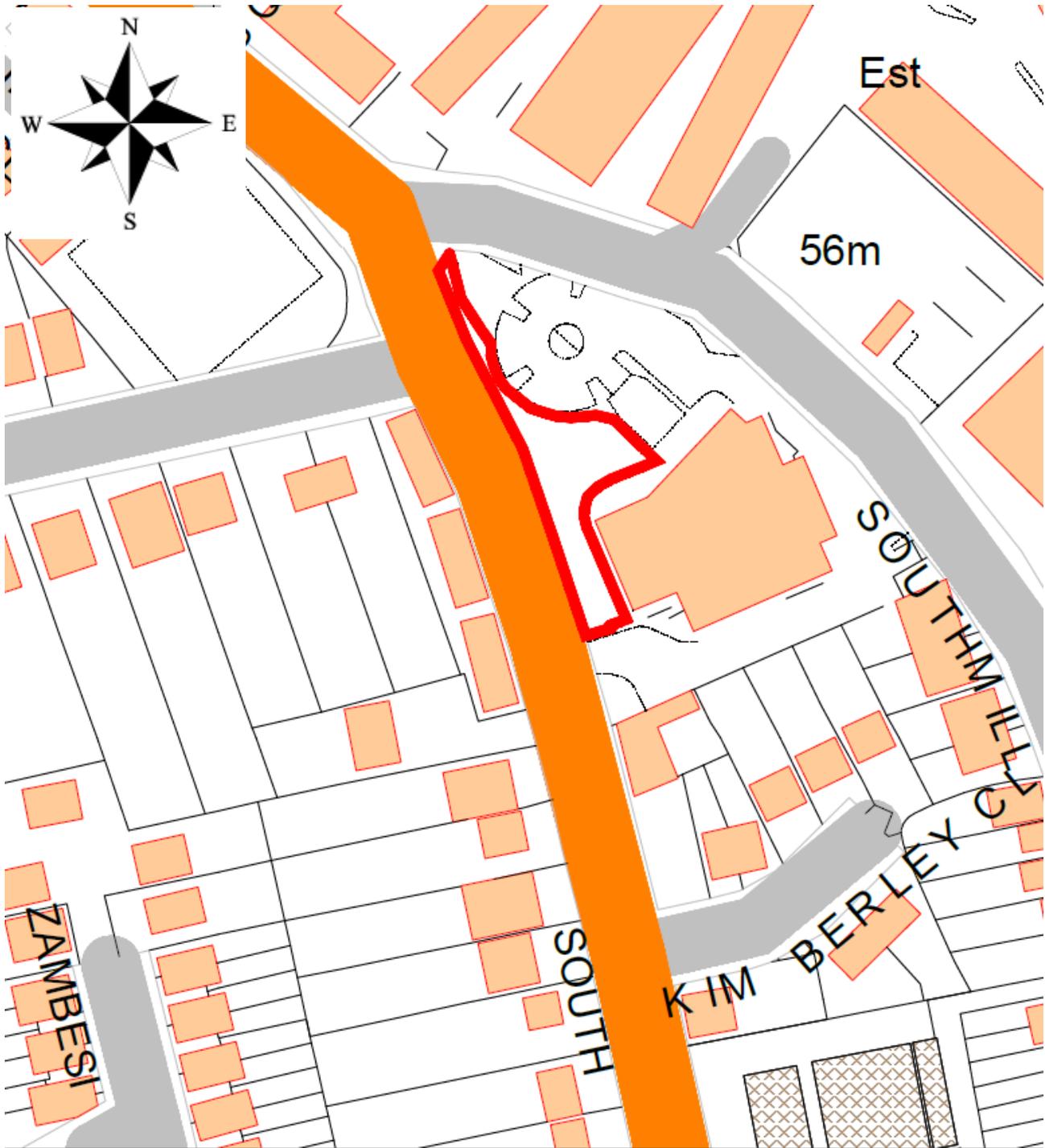
6.5.3 The Green: a square bounded by Audrey Gardens, Mary Park Gardens and Bishops Avenue (1:1250)



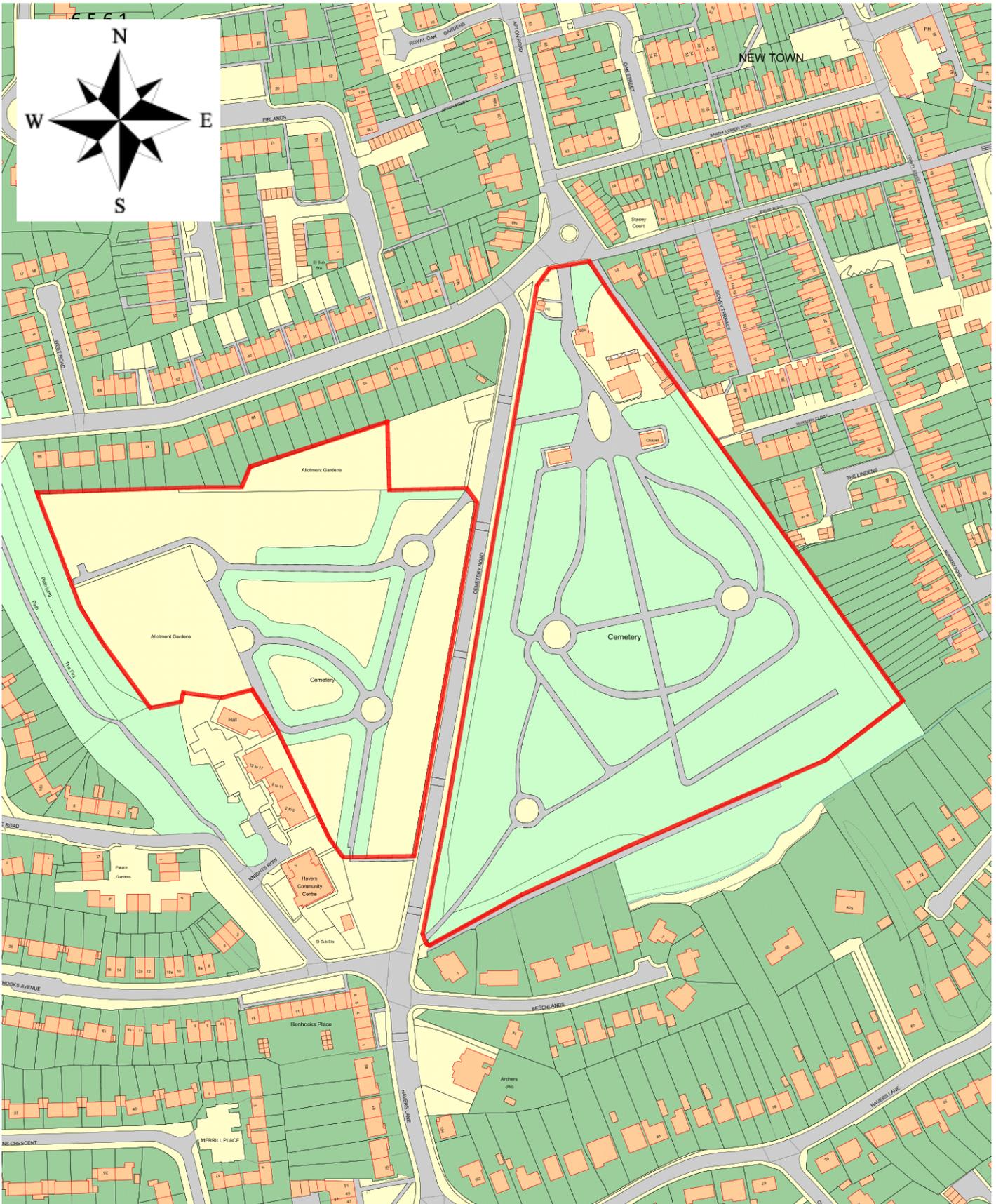
**6.5.4 Thorley Lane Verge
(1:2500)**



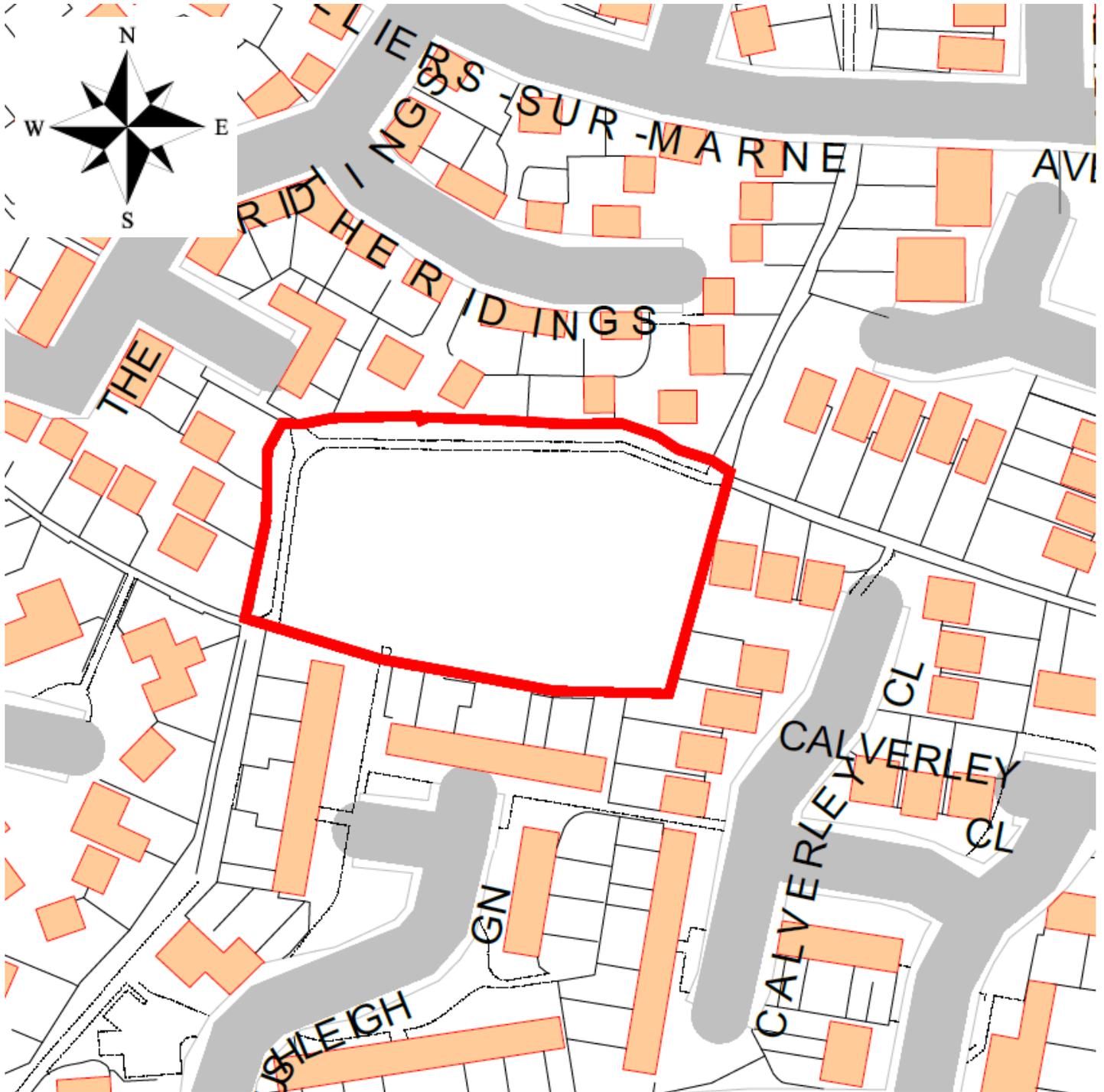
6.5.5 Nettleswell Gardens at Rhodes Centre (1:1250)



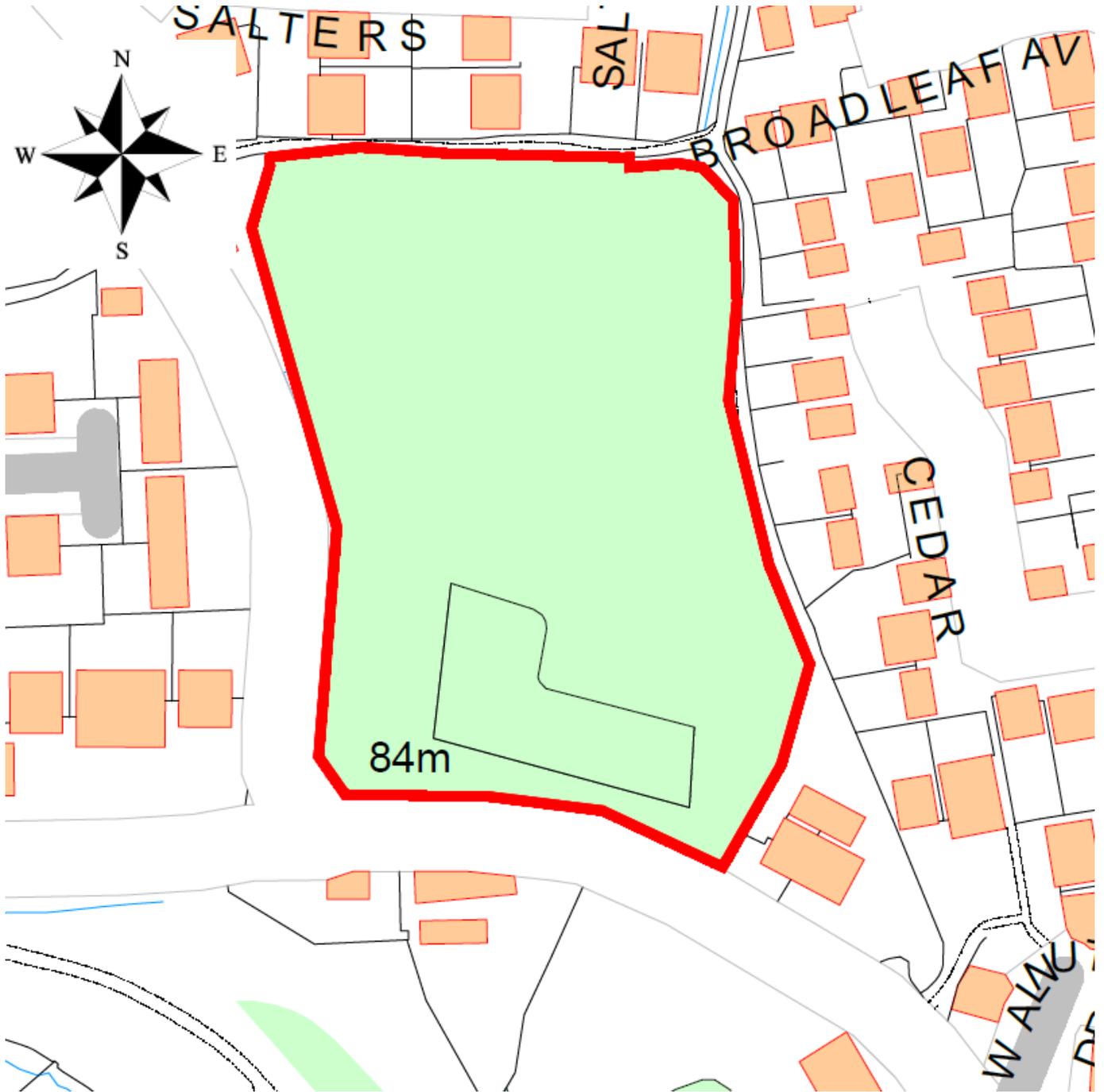
6.5.6 Old Cemetery and New Cemetery (1:2500)



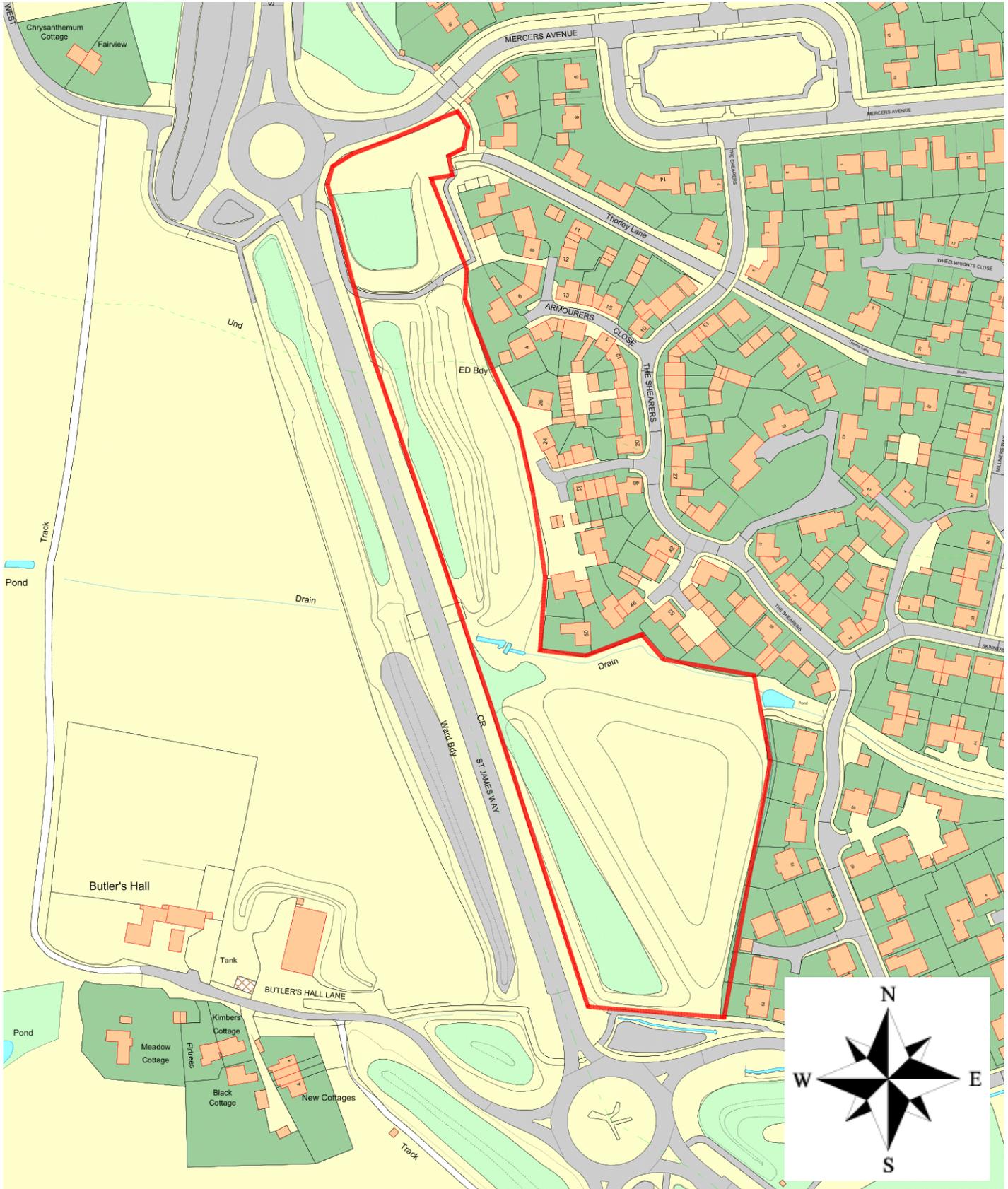
6.5.7 Area adjacent to Rushleigh Green and the Ridings (1:1250)



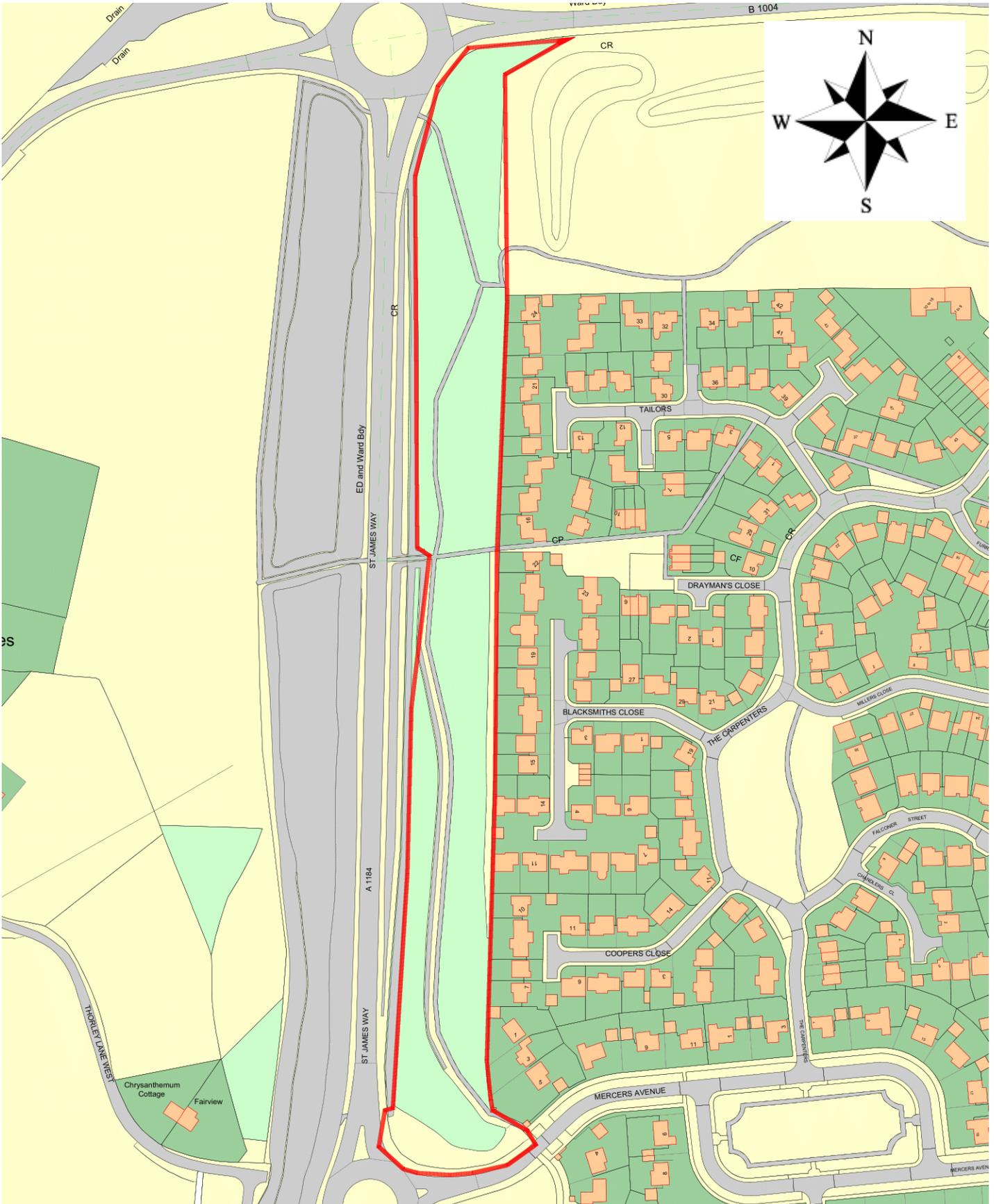
6.5.8 Established mature woodland between Thorley Lane East and Broadleaf Avenue (1:1250)



6.5.9 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 (1:2500)



6.5.10 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 (1:2500)



6.5.11 Area of Woodland at Entrance to St Michael's Mead on Moor Hall Lane (1:1250)



6.5.12 Green Space at end of Alder Close (1:1250)



6.5.13 Green Space near corner of Sainsbury's, Thorley between 66A Ashdale and 29 Irving Close (1:1250)



6.6 TABLE OF AREAS, CHARACTER AND SPECIAL VALUE (GREEN INFRASTRUCTURE)

Abbreviations:

EH DP 2018	=	East Herts District Plan 2018
EH OSA 2017	=	East Herts Open Spaces Assessment October 2017
EH SFRA 2016	=	East Herts Strategic Flood Risk Assessment 2016
BSNP1 2014	=	Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards 2014-2031
BSNP2 2016	=	Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley 2016-2032
LGS	=	Local Green Space
LAP	=	Local Area for Play (designed for children up to 6 years)
LEAP	=	Local Equipped Area for Play (caters for younger children beginning to play independently)
NEAP	=	Neighbourhood Equipped Area for Play (caters predominantly for more independent older children)

<p>Birchanger Wood (7.01 hectares)</p>	<p>Ancient wood believed to be remnant of 'wildwood' never cleared for agriculture, rich in wildlife with 126 species of trees, flowers and grasses identified. Now owned by charitable trust, Birchanger Wood Trust 2018, to conserve, protect and improve the wood. Managed in part by volunteers and used for community projects including education. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-Natural Green Space in EH OSA 2017: an important area for the north east area of the town. Designated as LGS in BSNP2 2016.</p>
<p>The Firs (1.37 hectares)</p>	<p>Historic avenue of lime and pink chestnut trees, grass and bushes managed in part by an informal Friends Group of volunteers. Wildlife corridor that extends the East Herts designated Stortford Park wedge southwards into residential areas and connects with the town cemetery open spaces. Well used by local community as pedestrian and cycle link between several schools to the north and the residential areas, community centre and neighbourhood centre to the south. Subject of The Firs Greenspace Action Plan 2017-2022. The southern half of The Firs corridor is designated as Open Space in EH DP 2018. The whole corridor is identified as Natural and Semi-Natural Green Space in EH OSA 2017. Designated as LGS in BSNP2 2016.</p>
<p>The Spinney (0.78 hectares)</p>	<p>Woodland strip and scrub forming a wildlife corridor and separating the residential areas of Thorley and Bishop's Avenue, with paths linking the two and a pedestrian and cycle routes to Thornbera Gardens and Thorley Park Road. Also used by dog walkers and an informal play area for children. Identified as Natural and Semi-Natural Green Space in EH OSA 2017. Designated as LGS in BSNP2 2016.</p>
<p>Southern Country Park (23.63 hectares)</p>	<p>Green Flag awarded country park including woodland, wildflower meadows, lake, picnic areas, play area and dog training area bounded to the north by residential areas and to the south by St James Way bypass. Footpaths and bridleways connect to the housing areas and to footpaths into the countryside. Well used for recreation and important for wildlife. Maintained in part by Friends of Southern Country Park volunteer team. Subject of the Southern Country Park Greenspace Action Plan 2018-2023. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-Natural Green Space in EH OSA 2017.</p>

	Designated as Open Space in EH DP 2018. Designated as LGS in BSNP2 2016.
Burley Road play area (0.28 hectares)	Open green space and recreation and play areas serving a residential area that is isolated to some extent by the busy B1383 London Road on the west side and commercial buildings and the railway on the east and north. Identified as a LEAP in in EH OSA 2017: the only children's play area within the catchment zone for housing in this area; and the local provision for teenagers. Designated as Open Space in EH DP 2018.
The Baron's play area (0.05 hectares)	Small local play area with trees surrounded by housing on 3 sides and The Harvest Moon pub on the other. On footpath route through the local housing to Thorley Community Centre. Also adjoins the East Herts designated Thorley Park green wedge. Identified as a LEAP in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Dimsdale Crescent play area (0.40 hectares)	Open green space and recreation and play areas serving a residential area on the eastern edge of the town. Identified as a LEAP in in EH OSA 2017: the only children's play area within the catchment zone for housing in this area; and the local provision for teenagers. Designated as Open Space in EH DP 2018.
Knebworth Court play area (0.24 hectares)	Open green space and recreation and play areas and small woodland providing wildlife habitat. Connected by paths to adjacent residential areas and on pedestrian route to Thorley neighbourhood centre. Identified as a LEAP in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Wilson Close play area (Rhodes Avenue) (0.09 hectares)	Small open green space and recreation and play areas with trees and hedges along the edge providing wildlife habitat. Connected by paths to adjacent residential areas and on pedestrian route to Thorley neighbourhood centre. Identified as a LAP in in EH OSA 2017 with no LEAP covering this area of housing. Designated as Open Space in EH DP 2018.
Nightingales' play area (0.04 hectares)	Small open green space and recreation and play areas with trees and low hedges providing wildlife habitat. On edge of residential development with Herts and Essex hospital car park on one side. Omitted from EH OSA 2017 but listed on East Herts website of Parks and Open Spaces in Bishop's Stortford. In a housing area that has no other LAP or LEAP provision.
Ward Crescent allotments (1.46 hectares)	Community allotments operated by the Town Council serving the residential areas that surround it. Also the location of the Bishop's Stortford Allotments and Gardens Association store and shop. Open space outlook for the houses that overlook it. With hedges and trees around the edges and across the centre providing wildlife habitat. Identified as Allotment Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Hallingbury Road West allotments (2.54 hectares)	Community allotments operated by the Town Council serving the south east side of the town. With hedges and trees around the edges providing wildlife habitat and directly connected to countryside to the east. In green belt as adopted in EH DP 2018. Identified as Allotment Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Haymeads Lane	Community allotments operated by the Town Council serving the east side of the

allotments (2.02 hectares)	town. With hedges and trees around the edges providing wildlife habitat and directly connected to open space of Bishop's Stortford Golf Club to the east. Identified as Allotment Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
London Road allotments (0.12 hectares)	Small area of community allotments operated by the Town Council serving the London Road area. With trees all around the edges providing wildlife habitat and connecting directly to the River Stort. In flood plain of the River Stort: within flood zone 2 according to EH SFRA 2016. Identified as Allotment Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Thorley Street allotments (0.44 hectares)	Small area of community allotments operated by the Thorley Parish Council serving Thorley Street and the south of the town. With some trees and hedges providing wildlife habitat and connecting to River Stort wildlife corridor across the railway. In green belt as adopted in EH DP 2018. Designated as Open Space in EH DP 2018.
Central green at Turners' Crescent, St Michael's Mead, Thorley (0.41 hectares)	Open space, central hub of St Michael's Mead residential area including play area, landscaped green and connecting paths providing opportunities for socialising and play. With children's nursery and community centre adjacent and on footpath/cycleway route connecting St Michael's Mead with Thorley neighbourhood centre and Manor Fields Primary School. Identified as Amenity Green Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Landscaped garden at Mercer's Avenue, St Michael's Mead, Thorley (0.43 hectares)	Open space, public garden within residential area providing opportunities for community socialising in a quiet space. Trees and hedges provide some wildlife habitat. Connecting paths to residential areas on all sides. Identified as Amenity Green Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Landscaped green space at The Carpenters, St Michael's Mead, Thorley (0.44 hectares)	Open space within residential area providing opportunities for community socialising. With connecting footpath through an avenue of trees that with low bushes provide some wildlife habitat. Identified as Amenity Green Space in in EH OSA 2017. Designated as Open Space in EH DP 2018.
Landscaped garden on Milliner's Way, St Michael's Mead, Thorley (0.20 hectares)	Public open space on two sides of access road within residential area with trees, planted beds and seating used for community socialising. Provides open outlook for 3 storey houses around it. Trees and low hedges provide some wildlife habitat. Connecting paths to residential areas on all sides. Designated as Open Space in EH DP 2018.
Thorley Wash nature reserve (part thereof within neighbourhood plan area) (2.66 hectares)	Part of wetland reserve managed by Herts and Middlesex Wildlife Trust that lies within BSNP2 2016. Part of the river corridor and floodplain of the River Stort: within flood zones 2 and 3 according to EH SFRA 2016. SSSI with public footpath access from A1184 just south of A1184/Thorley Street junction and beyond to the River Stort towpath. The towpath provides a direct link into the town centre and The Meads for an extended recreational route. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-natural Green Space in EH OSA 2017. Designated as Open Plan 2018.Space in East Herts District
Trinity Close play area (0.23 hectares)	Open green space and recreation and play areas serving a residential area on 3

	sides. Some trees/bushes on boundaries provide wildlife habitat. Identified as a LEAP in in EH OSA 2017: the only children's play area within the catchment zone for housing in this area. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Parsonage Field (1.64 hectares)	Open green space and recreation and play areas serving surrounding residential areas. Public footpath traverses the field. Some trees and bushes around boundaries provide wildlife habitat. Identified as a LEAP with teenage provision in EH OSA 2017. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Thorley Cricket Ground (1.53 hectares)	Open space, Thorley Cricket Club ground; also used for general recreation by local residents. Surrounded by housing on 3 sides with Southern Country Park on the other. Path across the ground connects residential areas with the park. Trees and hedges around the boundary provide corridors for wildlife. In green belt as adopted in EH DP 2018. Identified as Amenity Green Space in EH OSA 2017. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Ward Crescent play area 6.6.1.1 (0.36 hectares)	Small open green space and recreation and play areas with a few trees and some low planting, surrounded by housing. Identified as a LEAP in in EH OSA 2017: also with teenage provision. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Waytemore Road green and play area (0.83 hectares)	Open green space and recreation and play areas with a few trees and some low planting, surrounded by housing. Identified as a NEAP in in EH OSA 2017: also with teenage provision. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Fish ponds, marina, wooded areas and open space between Twyford Bury Lane, Pig Lane and the River Stort (13.69 hectares)	Open space, grassland, woodland, lakes and fishpond on south east side of the town with public footpath, the Hertfordshire Way, along one side. Used by local residents for walking in quiet surroundings. Extensive wildlife habitat. Part of the river corridor and mostly in floodplain of the River Stort: within flood zones 2 according to EH SFRA 2016. In green belt as adopted in EH DP 2018. Adjacent to areas identified as Natural and Semi-natural Green Space in EH OSA 2017.
Apton Road pond (0.07 hectares)	Small wildlife area with trees and undergrowth around a small pond in urban area to the west of the town centre, adjacent to St Michael's primary school. Designated as Other Green Space in BSNP2 2016.
Cox's Garden on Havers estate (0.58 hectares)	Open space; grassed area with trees, bushes and hedges on 3 boundaries. (Area of old tarmac in the south west corner is subject to planning application for preschool nursery: ref. 3/19/0898/CPO). Within residential area, provides open view to houses overlooking it. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
The Green: a square bounded by Audrey Gardens, Mary Park Gardens and Bishops Avenue	Open space; grassed area with a few trees within a residential area, providing an open outlook for the houses around it and opportunities for informal recreation. Identified as Amenity Green Space in EH OSA 2017: the only such for this residential area. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.

(0.33 hectares)	
Thorley Lane verge (1.18 hectares)	Grassed verge with hedges and many mature trees. Separates residential development to the north from the busy Whittington Way road and will be of increased importance as a wildlife corridor once the Bishop's Stortford South development currently under construction on the opposite side of the road is complete. Identified as Natural and Semi-natural Green Space in EH OSA 2017. Designated as Other Green Space in BSNP2 2016.
Nettlewell Gardens at South Mill Arts (previously Rhodes Arts Centre) (0.07 hectares)	Small garden area at South Mill Arts Centre (previously known as Rhodes Arts Centre) that enhances the setting of the centre and provides some wildlife habitat in this busy area. Designated as Other Green Space in BSNP2 2016.
Old Cemetery and New Cemetery (5.98 hectares)	The main cemetery sites in the town that have many mature trees and areas of wild flower planting, providing a quiet place for contemplation and a wildlife haven. Identified as Cemeteries in EH OSA 2017. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Area adjacent to Rushleigh Green and the Ridings (0.50 hectares)	Grassed area with a few trees in middle of residential area and footpaths linking to the housing areas around and Thorley neighbourhood centre. Identified as Amenity Green Space in EH OSA 2017. Designated as Open Space in EH DP 2018. Designated as Other Green Space in BSNP2 2016.
Established mature woodland between Thorley Lane East and Broadleaf Avenue (1.29 hectares)	Wild and mature woodland with residential areas all round. On Moor Hall Lane, a very quiet road used by local walkers and cyclists. The south west corner abuts the Southern Country Park and provides a continuation of the wildlife habitat provided by the park. The northern half is identified as Natural and Semi-natural Green Space in EH OSA 2017 (It is not clear why the southern half was omitted). Designated as Other Green Space in BSNP2 2016.
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 (2.93 hectares)	Landscaped open space with trees and bushes providing buffer between A120 and housing. Paths connect to the adjacent residential areas and a bridleway runs along the strip between Southern Country Park and St Michael's Mead Northern Parkland. There are also bridleway and footpath links from this strip to the wider network in the countryside to the west. Wildlife corridor and habitat. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-natural Green Space in EH OSA 2017.
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 (2.22 hectares)	Landscaped strip with trees and bushes providing buffer between A120 and housing. Paths connect to the adjacent residential areas and a bridleway runs along the strip between Southern Country Park and St Michael's Mead Northern Parkland. There are also footpath links from this strip to the wider network in the countryside to the west. Wildlife corridor and habitat. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-natural Green Space in EH OSA 2017.
Area of woodland at entrance to St Michael's Mead on Moor Hall Lane	Dense young woodland providing buffer between St James' Way/Moor Hall Lane roundabout and continuation of wildlife corridor between Southern Country

(0.29 hectares)	Park and boundary strip to St Michael's Mead residential area. In green belt as adopted in EH DP 2018. Identified as Natural and Semi-natural Green Space in EH OSA 2017. Designated as Open Space in EH DP 2018.
Green space at end of Alder Close (0.03 hectares)	Small open amenity space with trees on edge, crossed by footpath from Alder Close to join main footpath/cycleway route from St Michael's Mead to Manor Fields primary school and Thorley neighbourhood centre. Area for parents and children to wait when dropping off/collecting children from rear access to Manor Fields primary school.
Green space near corner of Sainsbury's, Thorley between 66A Ashdale and 29 Irving Close (0.01 hectares)	Small open amenity space with trees adjacent to footpaths running down the side of Thorley neighbourhood centre and connecting the centre to residential areas to the south of Thorley. Provides a break between the busy frontage to the neighbourhood centre and adjacent housing. An application to obtain planning permission for a retail kiosk on this site was refused by East Herts in March 2020 (ref. 3/20/0038/OUT) following objections from many local residents.