

BIS1: Special Countryside Area

(I) The land between ASR3 and the by-pass, as identified on the Proposals Map, is maintained as a Special Countryside Area where the provisions of Policy GBC1¹ will apply, until such time as a strategic need for development is established.

(II) The status of the land as a Special Countryside Area shall only be reassessed as a result of a review to this Plan; and only then in the event that strategic planning requirements dictate such a reassessment as being necessary.

BIS3: Areas of Special Restraint 1 and 2 - Bishop's Stortford Local Housing Need and Stansted Airport Related Housing

To safeguard sufficient housing land at Bishop's Stortford, in the event that monitoring shows that the town's apportionment of 756 dwellings, together with the 692 airport related dwellings, are unable to be accommodated on other Bishop's Stortford Phases 1 and 2 allocated and windfall sites, provision is made for new dwellings on land to the north west of Bishop's Stortford known as ASRs 1 and 2, as defined on the Proposals Map, to cater for:

(I) Local arising need. This criterion will not come into force until 2006, after which a reasonable judgement can be made as to the likelihood of this being necessary (See also Policy HSG2).

(II) Airport related dwellings. The maximum number of additional airport-related dwellings permissible under this Plan will be the 692 residual amount reserved as a contingency for this purpose. Any amount over and above 692 dwellings would require a strategic need being identified as part of a review of Regional Planning Guidance/Regional Spatial Strategy, which, in turn, would require a review to this Plan.

BIS8: Areas of Special Restraint 3, 4 and 5

Within the Bishop's Stortford Areas of Special Restraint 3, 4 and 5, as defined on the Proposals Map, development will not be permitted, other than would be allowed in the Green Belt, until such time as the land so identified is shown to

¹ GBC1 "Appropriate Development in the Green Belt", Local Plan 2007, page 30

be needed for, and proposed for development, as a result of a review of this Plan.

TR1: Traffic reduction in new development

Developments generating additional traffic will be required to incorporate measures, commensurate with the scale of additional traffic generated, to ensure that alternative transport options to the private motor vehicle are available to the users of the site. Such measures may include:

- a. The extension and improvement of pedestrian links;
- b. Cycle paths and facilities;
- c. Improvements to the passenger transport network which should include bus and/or rail facilities, either directly to the site or in close proximity to it (i.e. within 400m metres maximum walk distance), and may involve an extension to existing infrastructure (e.g. additional cycle paths and bus shelters) and/or enhancements to the existing bus network;
- d. The provision of moorings alongside navigable waterways (as appropriate);

To be achieved via the imposition of conditions and the use of planning obligations (or as subsequently revised) as appropriate to the individual characteristics of the site.