

Issue Number	Issues raised through consultation	Officer Response
General		
5.1	Infrastructure is not sufficient to support the proposed development. Issues cited over education, rail, cycling, retail, health, and other social and community facilities. Road congestion is the greatest area of concern, with healthcare a close second.	<p>No amendment to Plan in response to this issue</p> <p>The Delivery Study by Peter Brett Associates has provided further evidence in relation to infrastructure requirements. Further work has been undertaken with infrastructure and service providers and this has been drawn together into an Infrastructure Delivery Plan which will be a 'live document' updated over time. All developments will be required to provide infrastructure to support the needs arising from the development, existing deficits are acknowledged and in some instances it may be possible to address these through new development.</p>
5.2	Opportunities should be taken to improve cycle networks through the town and connecting to wider Sustrans routes. The town needs to be more bike-friendly.	<p>No amendment to Plan in response to this issue</p> <p>Where improvements can be made to the cycling network through development this will be required. This is normally achieved through on-site provision of routes or connections, or through planning obligations towards off-site improvements which are implemented as part of wider transport improvement programmes managed by Hertfordshire County Council.</p>
5.3	Development should be located outside the Green Belt, not on the edges of Bishop's Stortford. Loss of Green Belt on the edges of the town will lead to coalescence and loss of countryside. Development should be focussed on brownfield sites.	<p>No amendment to Plan in response to this issue</p> <p>Locating development beyond the Green Belt has been explored fully but would result in unsustainable patterns of development and/or development which would not be deliverable in the short or medium term. Development on the edges of the town to the north and east will not cause coalescence with any settlements. To the south, development will be located adjacent to the properties on the west side of Thorley Street, originally a hamlet within the dispersed village of Thorley. Given the relationship between the urban edge and countryside, it is acknowledged that development on the edges of settlements will encroach into the countryside, however, all the proposed sites are within clearly defined physical boundaries formed by the primary road network, and will not compromise the wider open countryside beyond the bypass road for the town. Designated areas (SSSIs, local Wildlife Sites etc.) will be protected and where possible, enhanced. One of the guiding principles set out in the Development Strategy Chapter is to look to brownfield or previously developed sites primarily. However, there are insufficient brownfield sites to meet the District's objectively assessed needs and the Plan would therefore be contrary to the NPPF if only these sites were brought forward. All the available and deliverable brownfield sites have been addressed in formulation of the plan.</p>
5.4	Bishop's Stortford will receive the majority of the planned growth. Growth should be distributed more evenly amongst other settlements. Why despite a projected need of over 3,200 homes Hertford will	<p>No amendment to Plan in response to this issue</p> <p>The demographic projections indicate how the housing would be apportioned in the absence of any planning constraints. Careful assessment of all the options has demonstrated that constraints restrict the ability of</p>

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	receive only 1,000, and why Ware is only earmarked for 330 houses, with only 1,800 at the Broad Location? Villages should take more development. Unfair that Hertford has received less development than Bishop's Stortford over the years. The current plan perpetuates that trend.	<p>some settlements to grow – indeed this also applies to Bishop's Stortford.</p> <p>A policy decision has been made to restrict development in the villages, given their important role in the overall rural character of the District. Local Plans are required by the NPPF to direct development to the most sustainable locations. Development in Hertford is constrained by the capacity of the A414 and other physical and environmental constraints but will accommodate 950 homes on allocated sites. Development of up to 1,500 homes is planned to the north and east of Ware (1,000 within the Plan period). Bishop's Stortford North was previously identified in the 1999 Local Plan Review, was re-appraised in the 2007 Plan and was brought forward through a Council decision to bring forward land for housing in the absence of an adequate supply at the time. In addition to the 2,529 at Bishop's Stortford North plus the associated 250 homes at the Hadham Road Reserve Secondary School Site, the District Plan allocates 1,450 homes for the town.</p>
5.5	Following this level of growth, the town will have reached its limit.	<p>No amendment to Plan in response to this issue</p> <p>The bypass and the M11 act as obvious physical constraints inhibiting further outward growth around the town. Intensification can occur through windfall developments. Issues of future capacity and growth would be considered through future planning policy work.</p>
5.6	Proposed housing number is not robust and is not based on evidence. Do not accept the demographic projections as a true reflection of need in the area. Question the basis of the methodology.	<p>No amendment to Plan in response to this issue</p> <p>The methodology for setting housing targets is prescribed by national policy, guidance, and practice. A Strategic Housing Market Assessment (SHMA) has been prepared to supplement the figures in the demographic projections using a methodology that is widely accepted and has been approved by the Planning Inspectorate.</p>
5.7	A south-east bypass should be completed to alleviate traffic through the town.	<p>No amendment to Plan in response to this issue</p> <p>A bypass would divert some traffic movements from the town, but may actually draw in a greater volume of traffic from the strategic road network on to the bypass. The cost of a bypass in this area would be considerable given the environmental constraints of the railway line, the river Stort and its floodplain and designated wildlife assets including the Thorley Wash SSSI. Furthermore, it would be complicated because of the intervening land is in multiple landownerships. On 22 April 2015 the issue was discussed at a meeting with representatives of Uttlesford Council, which is Local Planning Authority for much of the route of any such road (meeting note available at www.eastherts.gov.uk/dtc). Both Councils agreed that it is not realistic to expect this to be delivered within the Plan period. It is understood that while the south-eastern bypass is included in the long list of the County Council's 2050 Transport Vision which sets out a list of highway and transport related projects identified by the County Council for further consideration, there is no evidence that this infrastructure would be delivered within the Plan period.</p>

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5.8	The town imports demands for services from neighbouring settlements and districts, particularly for health care and education. Services cannot cope with existing demands.	<p>No amendment to Plan in response to this issue</p> <p>Agreed, the town has a valuable role to play not just for the rural settlements around the town in East Herts, but also for Uttlesford settlements and others within Essex county. This is a role that would be expected for a town of its size, regardless of any administrative boundaries. These matters will be addressed through ongoing Duty to Co-operate discussions with Uttlesford District Council and Essex County Council.</p>
5.9	Housing is not for local people.	<p>No amendment to Plan in response to this issue</p> <p>Market housing provision operates on a free market basis – failure to provide sufficient homes will increase competition for homes, restricting supply and availability for those who are able to provide for their own housing needs. Affordable (subsidised) housing is provided to people on waiting lists maintained by East Herts Council and in accordance with agreed and accepted criteria.</p>
5.10	Development in the town contradicts the District Plan objectives.	<p>No amendment to Plan in response to this issue</p> <p>The Plan objectives seek to direct development to the most sustainable locations. Edge of town locations in close proximity to services and infrastructure are more deliverable than locations remote from such facilities.</p>
5.11	The south east is congested and national government should create plans to encourage the growth in regions which are more able to accept development.	<p>No amendment to Plan in response to this issue</p> <p>Local Plans are examined against the National Planning Policy Framework (NPPF). If the Government changes the NPPF then Local Plans will reflect such changes. At present there is no indication that the government intends to change the NPPF along these lines.</p>
5.12	Proposals in the town should consider the impacts on neighbouring settlements such as Stansted Mountfitchet and Birchanger.	<p>No amendment to Plan in response to this issue</p> <p>These settlements rely on services provided within Bishop's Stortford, particularly for education and healthcare. This has been taken into account through discussions with service providers.</p>
5.13	Criticise emphasis on the five-year housing land supply.	<p>No amendment to Plan in response to this issue</p> <p>This is a requirement of the National Planning Policy Framework. To ignore this requirement would be liable to render the Plan unsound and expose the District to challenges through the planning appeals system.</p>
5.14	Housing should be built using sustainable design features.	<p>No amendment to Plan in response to this issue</p> <p>This forms part of the Design and Landscape, Climate Change and Water chapters of the District Plan.</p>
5.15	Hertfordshire County Council states that options for highway improvements need to be investigated and outline mitigation measures developed. The identified options will need to be modelled and if effective, costed with funding sources and timelines identified.	<p>No amendment to Plan in response to this issue</p> <p>Agreed. Based on the submission by the County Council as Transport and Highways Authority, and using a jointly agreed methodology, the District Council has undertaken additional work to identify, test, and cost mitigation measures. The findings of this work are set out in the Delivery Study Transport Report.</p>

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5.16	<p>Hertfordshire County Council commented on the Hockerill junction, stating that past studies have shown that there are no appropriate solutions to the congestion issues at the Hockerill Junction. The limit on capacity is likely to constrain future demand and make the route less attractive for through traffic. This will encourage use of the A1184/A120 ring road, which is more appropriate for these movements.</p> <p>However, the proposed development allocations will, as a minimum require improvements to the A120/A1250/A1184 roundabout and A120/B1383 roundabout. Traffic volumes are predicted to be nearing the link road capacity particularly on the approach to Birchanger and M11 junctions in Essex.</p>	<p>No amendment to Plan in response to this issue</p> <p>These points have been addressed through the Delivery Study Transport Report. More recent modelling has since taken place which will indicate where mitigation should be provided. This will be used to inform the Infrastructure Delivery Plan and detailed negotiations on development proposals.</p>
5.17	Control immigration and reduce the amount of housing.	<p>No amendment to Plan in response to this issue</p> <p>This is a matter for national policy making and is beyond the scope of planning policy.</p>
5.18	English Heritage recommends a wider town characterisation study and specific design policies in order to retain the town's distinctiveness.	<p>No amendment to Plan in response to this issue</p> <p>The Council has prepared a Conversation Area Character Statement for Bishop's Stortford. The Council has also commissioned a Town Centre Planning Framework study which looks at issues of design and character and will be used to inform planning decisions in due course.</p>
5.19	Essex County Council states that it is working closely with Hertfordshire County Council to ensure that there are enough school places across Bishop's Stortford for children attending from across the Bishop's Stortford/Stansted area to meet increased demand.	<p>No amendment to Plan in response to this issue</p> <p>This process is supported. East Herts Council will continue to work with both County Councils in relation to this issue.</p>
5.20	Essex County Council considers that the proposed growth at Bishop's Stortford North will exceed the capacity of the existing M11 Junction 8. Further consideration will need to be given to additional capacity enhancements.	<p>No amendment to Plan in response to this issue</p> <p>Since the Preferred Options consultation, further work has been undertaken to understand the capacity of junction 8, and a programme of works has been planned to make improvements to the junction. However, it is also understood that these improvements will not meet the full mitigation of the growth within the M11 and A120 corridors, which impact on the junction (including planned growth within Uttlesford District and at Stansted Airport). East Herts Council is therefore working closely with Essex County Council and Highways England to ensure that longer term improvements to the junction remain a priority. The relevant authorities</p>

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		are in the process of completing a Memorandum of Understanding to this effect.
5.21	Trustees of Mrs N Streeter object to the omission of two sites, one of 3.4 ha east of the B1383 London Road/Thorley Street, and the other of 0.74ha 120 metres to the south.	<p>No amendment to Plan in response to this issue</p> <p>These sites have been assessed through the Strategic Land Availability Assessment (SLAA). Site 01/158 lies to the east of London Road/Thorley Street at the junction of Whittington Way. This site is considered in the SLAA to be deliverable subject to a change to the Green Belt. Site 41/007 is not considered suitable for development in the SLAA. It is not proposed to amend the Green Belt boundary to the east of Thorley Street/London Road. Properties on the eastern side of Thorley Street are well spread out, with large plots, allowing views through to the countryside beyond. This contributes to the more rural character of this side of Thorley Street. While, the railway line could be viewed as an alternative Green Belt boundary, the railway line lies on low ground rather than on an embankment and is screened by mature scrubland. The railway line blends in to the Stort valley environment and visually does not perform a strong boundary.</p>
5.22	The Bishop's Stortford Civic Federation objects to the proposed level of development, citing the closure or relocation of a number of services and facilities in the town, including the closure of the Herts and Essex Hospital, the job centre, and the District Council offices.	<p>No amendment to Plan in response to this issue</p> <p>All providers of public services are being challenged to ensure that they are being provided in the most efficient and effective manner and in a way that best meets needs. This has led to rationalisation of service provision in many towns. However the town retains a wide range of services and facilities compared with other towns in the District and beyond. The Herts and Essex Hospital retains key functions. The strategic development sites planned for the town will be required to make provision for new community facilities to serve the needs arising from the development, which will be beneficial to the town as a whole. The District Council has not closed its office in Bishop's Stortford; residents are still able to access key services either on a drop in or appointment basis.</p>
5.23	The Bishop's Stortford Civic Federation also object to the level of growth on the grounds of insufficient built infrastructure such as roads, citing a lack of adequate east-west road connections, a mediaeval street network and lack of local road enhancements.	<p>No amendment to Plan in response to this issue</p> <p>Part of the Town Centre Planning Framework for the town is considering the ways in which traffic circulation can be improved to alleviate some of the associated congestion arising from modern travel expectations constrained by a mediaeval street setting. HCC is considering a number of strategic sustainable transport options as part of its emerging 2050 Transport Vision. The Environment, Planning and Transport Cabinet Panel on 8th March 2016 considered a report 'Transport Vision – Post Stakeholder Engagement Report and Project Update' which included a long-list of schemes to be evaluated prior to public consultation later in the year. One of these schemes involved further improvements to the A120 in addition to the Little Hadham bypass. Future improvements to the road networks in the town will need to focus on encouraging a shift away from the use of private vehicles on to alternative means of transport, including through improvements to pedestrian and cycle networks.</p>

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5.24	The Bishop's Stortford Civic Federation state that increases in population have not been supported by an increase in jobs. The town is a commuter town with disconnected suburbs with poorly connected bus routes.	<p>No amendment to Plan in response to this issue</p> <p>Improved efficiencies in many industries have meant that even while businesses grow this does not always translate into new jobs. This is beyond the role of planning policy. The emerging District Plan seeks to create new employment opportunities through new employment land allocations. The town benefits from being within the London-Stansted-Cambridge Corridor, where there is a lot of positivity around the creation of new business and job opportunities. Given the town's location and connections to major employment areas such as Stansted Airport, Cambridge, Harlow and London, there will always be a high level of commuting out of the town, though interestingly, there is also a high level of commuting in to Bishop's Stortford as well.</p>
5.25	The role of the town as a commuter town to serve London and Cambridge should be acknowledged.	<p>No amendment to Plan in response to this issue</p> <p>This role is acknowledged. The town benefits from being within the London-Stansted-Cambridge Corridor, where there is a lot of positivity around the creation of new business and job opportunities. Given these connections, there will always be a high level of commuting out of the town, though interestingly, there is also a high level of commuting in to Bishop's Stortford as well.</p>
5.26	Concerns about the validity of the consultation exercise.	<p>No amendment to Plan in response to this issue</p> <p>The Preferred Options consultation exercise was carried out in accordance with the comprehensive Consultation Strategy agreed by Members and also with the national regulations. All reasonable measures were taken at the time to address gaps in delivery of the promotional leaflet, and this was endorsed by the Council's external auditor.</p>
5.27	Concern that no consideration has been given to the cumulative impact of development in Hertfordshire and West Essex. Including the growth of Stansted Airport	<p>No amendment to Plan in response to this issue</p> <p>East Herts is part of a group known as the Co-operative Group for Sustainable Development which also comprises Epping Forest District Council, Harlow Council and Uttlesford District Council. The group reports to a Board of Executive Members from each authority. This group is part of a wider group of authorities within the M11 corridor. Cumulative impacts have been addressed through a series of joint evidence base studies, including in particular the Strategic Housing Market Assessment (SHMA), transport modelling and Sustainability Appraisal, incorporating a Habitats Regulations Assessment. The authorities are in the process of completing a number of Memoranda of Understanding setting out how the authorities will continue to work with each other and key agencies such as Highways England and Natural England among others to plan for the wider housing market area.</p>
Introduction		
5.28	Paragraph 5.1.1 The Bishop's Stortford Liberal Democrats request that the second half of the last sentence be deleted as they dispute the validity of the	<p>No amendment to Plan in response to this issue</p> <p>The SHMA provides a robust basis of evidence on the housing needs of the district, which uses a</p>

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	housing need.	methodology widely accepted by the Planning Inspectorate.
5.29	Paragraph 5.1.3 The Plan should meet the needs of the elderly and include a mix of dwellings across the town including through the provision of retirement living options.	No amendment to Plan in response to this issue Housing type and mix is addressed through the Housing topic chapter of the emerging District Plan.
5.30	Paragraph 5.1.3 Bidwells suggest that reference to the Goods Yard is included in the introduction.	No amendment to Plan in response to this issue There is already reference to development within the town on previously developed sites.
5.31	The Bishop's Stortford Liberal Democrats request the removal of all references in paragraph 5.1.3 and throughout the Plan, to the development of land to the south of the town.	No amendment to Plan in response to this issue This site has been identified as an essential location for development to meet the needs identified in the SHMA, and also to provide a unique opportunity for Bishop's Stortford High School to expand and provide new facilities to serve both its pupils and the wider public through shared facilities.
5.32	Concerns about school capacity.	No amendment to Plan in response to this issue School capacity will be provided through additional primary and secondary schools at Bishop's Stortford North and South, and through the expansion of existing schools where necessary.
5.33	Paragraph 5.1.4 Countryside Properties requests that the words 'where an educational need is justified by the local education authority' to be added to the end of this paragraph.	No amendment to Plan in response to this issue Whilst the principle is agreed, it is superfluous in terms of policy wording because this is a requirement embedded in national policy and will be enforced through the planning application process.
5.34	A Cross-County rail link should be provided	No amendment to Plan in response to this issue HCC is considering a number of strategic sustainable transport options as part of its emerging 2050 Transport Vision. The Environment, Planning and Transport Cabinet Panel on 8th March 2016 considered a report 'Transport Vision – Post Stakeholder Engagement Report and Project Update' which included a long-list of schemes to be evaluated prior to public consultation later in the year. One of these schemes involved a 'Concept level scheme to link Luton, Stevenage and Stansted Airport by rail, connecting with the East-West rail scheme at Bedford' as a long-term scheme. Public consultation by HCC on the 2050 Transport Vision for Hertfordshire is expected imminently, and at that point it will become clear whether this scheme is still being promoted. If it is included, it is expected that delivery would be beyond the plan period.
5.35	Need a Sawbridgeworth bypass to avoid congestion on the A1184.	No amendment to Plan in response to this issue This issue is considered through the Sawbridgeworth Issues Report. Following the Preferred Options consultation, Essex County Council has undertaken transport modelling, known as VISUM, which covers the

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		wider West Essex/East Herts area. The modelling assesses the impact of new housing on the strategic road network, including the A1184 through Sawbridgeworth. While this work is still ongoing, the modelling undertaken to date shows that the road network can cater for the proposed level of development, and that the impact of new development would not be 'severe'. For the purposes of Plan-making in Hertfordshire, this is considered to be when traffic causes highway safety concerns. The modelling demonstrates that the provision of a new Junction 7a on the M11 would ease existing pressure on the A1184.
5.36	Rail networks are over capacity and too expensive. Single track is not sufficient.	No amendment to Plan in response to this issue This is part of a national programme looking at rail opportunities, the most relevant being the potential four-tracking of the West-Anglia Rail Line from London to Stansted Airport.
5.37	The Canal and River Trust advocates resurfacing and widening of canal towpaths to assist with sustainable transport aspirations. They support the provision of additional public transport options.	No amendment to Plan in response to this issue Support noted. Opportunities to resurface and widen the canal towpath will arise primarily through development which directly abuts the river but the Council will look for the potential of other opportunities and/or supporting funding.
5.38	Adding a bypass at Little Hadham will push queues to Standon. The bypass will not alleviate issues in Bishop's Stortford. The A120 should also bypass Standon and Puckeridge, connecting directly to the A10.	No amendment to Plan in response to this issue Hertfordshire County Council (HCC) is progressing plans for a road bypass of Little Hadham. This is part of the existing policy for this A120 corridor between the A10 and the M11, agreed in 2006. The bypass is primarily intended to relieve environmental conditions at Little Hadham and to provide flood relief. The scheme is not itself designed to address traffic issues in Bishop's Stortford, but junction design will ensure that impacts are minimised where possible. Consideration of potential improvements at Standon also formed part of the policy agreed in 2006, and HCC is currently investigating key constraints and opportunities in delivering these. As part of that process, in February 2016 HCC sought the views of local residents and stakeholders to inform the assessment of options. The outcome of this assessment will feed into the long term Transport Vision that HCC is developing for Hertfordshire. Public consultation by HCC on the 2050 Transport Vision for Hertfordshire is expected imminently.
5.39	Roads cannot cope. More people will need more services which will increase movement around town centre adding to congestion, all roads in and out of the town are grid-locked at peak times.	No amendment to Plan in response to this issue Evidence gained from transport modelling and testing of mitigation measures suggests that whilst development will have a detrimental impact on congestion, this does not constitute a 'severe' impact according to the requirements of Paragraph 32 of the National Planning Policy Framework. Further details are set out in the Delivery Study Transport Report. For the purposes of Plan-making in Hertfordshire, this is considered to be when traffic causes highway safety concerns.
5.40	Unrealistic to expect people to take public transport to the town centre. Topography of the town and steep	No amendment to Plan in response to this issue It is acknowledged that it is unrealistic to expect traffic congestion to be solved by public transport or

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	hills needs to be taken into account when encouraging more walking and cycling.	increased levels of walking and cycling in isolation. However, the Council has a responsibility to identify potential solutions to transport issues which can enable development to proceed. There are opportunities for new and extensions to bus services in Bishop's Stortford which can mitigate to some degree against demands created by new development. Topography may deter some people from walking and cycling but there is still potential for increased take-up for some trips. Promotion of alternative transport options are components of an overall approach to transport and movement.
5.41	Bus networks are poor.	<p>No amendment to Plan in response to this issue</p> <p>The opportunities for new bus links in Bishop's Stortford are amongst the best in the District. Development opportunities present unique opportunities to create new and extend existing bus networks.</p>
5.42	Extend the bypass to the south-east to link up with the M11.	<p>No amendment to Plan in response to this issue</p> <p>A bypass would divert some traffic movements from the town, but may actually draw in a greater volume of traffic from the strategic road network on to the bypass. The cost of a bypass in this area would be considerable given the environmental constraints of the railway line, the river Stort and its floodplain and designated wildlife assets including the Thorley Wash SSSI. Furthermore, it would be complicated because of the intervening land is in multiple landownerships. On 22 April 2015 the issue was discussed at a meeting with representatives of Uttlesford Council, which is Local Planning Authority for much of the route of any such road (meeting note available at www.eastherts.gov.uk/dtc). Both Councils agreed that it is not realistic to expect this to be delivered within the Plan period. It is understood that while the south-eastern bypass is included in the long list of the County Council's 2050 Transport Vision which sets out a list of highway and transport related projects identified by the County Council for further consideration, there is no evidence that this infrastructure would be delivered within the Plan period.</p>
5.43	The phasing of large developments should be monitored in terms of their impacts on road networks and stopped if they are deemed to be unacceptable.	<p>No amendment to Plan in response to this issue</p> <p>Such monitoring is a requirement of the recent planning permission granted for Bishop's Stortford North. It cannot be used to stop development, only to ensure that new mitigation measures are sought if monitoring shows issues are arising from development that were not foreseen. It is possible that this monitoring and review of mitigation type of condition will be used more frequently in future.</p>
5.44	Concern over the capacity of sewerage networks.	<p>No amendment to Plan in response to this issue</p> <p>Utility providers such as waste water services have a statutory duty to ensure adequate infrastructure is in place. The Council is working with Thames Water to understand the impacts of development and to assist in the planning of upgrade programmes. Thames Water have provided up-to-date information to inform the Council's Infrastructure Delivery Plan and is already engaged by site promoters to test emerging proposals. There are no fundamental concerns with sites in Bishop's Stortford in terms of waste water networks.</p>

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		Developers of new sites will be expected to pay for their connections and an upgrade to the relevant points in the network, but it is unreasonable to expect the developers to upgrade networks well beyond their site.
5.45	All infrastructure needs investment to support planned growth and to address existing deficiencies. Issues cited in healthcare in particular and recreational facilities.	<p>No amendment to Plan in response to this issue</p> <p>There are programmes in place looking at the provision of primary healthcare across the town. The Council is continuing to look at the best way of providing high quality sports and recreation facilities across the town catering for many sports in addition to football. Where developments directly increase demands on infrastructure, they will be expected to mitigate these impacts through either on-site provision, or where more effective, through contributions to existing facilities which may be off-site.</p>
5.46	Retail success depends upon good levels of parking and bus services.	<p>No amendment to Plan in response to this issue</p> <p>Parking is a space hungry use and competes with other uses in the town. Its importance to the retail and economic life of the town is acknowledged. Whilst transport strategies are likely to focus more on encouraging a shift towards the use of non-car based travel options, rather than the provision of more parking, the potential for more provision will be considered where appropriate. Bus services in the town have the potential to provide for alternative modes of travel between the centre and residential areas and there are many opportunities through development to enhance existing and provide new services.</p>
5.47	The Bishop's Stortford Liberal Democrats request all reference to the development of the Causeway and Old River Lane be deleted.	<p>No amendment to Plan in response to this issue</p> <p>The principle of redevelopment within this underused part of the town centre is long established and represents a unique opportunity to regenerate this part of the town. The Bishop's Stortford Town Centre Planning Framework will help inform strategies involving the town centre.</p>
5.48	Bidwells support the inclusion of the Goods Yard in this paragraph.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.49	Inconsistency between other settlement chapters which use words to the effect of preserving the quality and character of the town's historic core, whereas this wording should also apply to Bishop's Stortford.	<p>Proposed amendment to Plan</p> <p>Agreed. Insert "Bishop's Stortford will preserve its market town character and the quality of the town's historic core will be respected in development proposals"</p>
5.50	To avoid impacting existing towns a new town should be planned.	<p>No amendment to Plan in response to this issue</p> <p>A new town takes many years to plan, requires huge swathes of land with willing landowners and vast amount of forward investment. In the meantime, the Government requires authorities to ensure there is a rolling five year supply of available, suitable and deliverable land for development in order to meet immediate housing needs and to address the undersupply arising from the economic downturn of the last few years. Therefore whilst it is agreed that a new town would reduce impacts on existing settlements it is unrealistic as</p>

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		a means to address the Government's current requirements.
Development in Bishop's Stortford		
5.51	Disagree with the inclusion of development on the Areas of Special Restraint for development.	<p>No amendment to Plan in response to this issue</p> <p>A significant part of the land at Bishop's Stortford North has been identified in the Council's Local Plan (the East Herts Local Plan, Second Review, April 2007) as safeguarded land available for future development. These sites are identified as Areas of Special Restraint 1-5 (ASRs 1-5) and a Special Countryside Area (SCA). The Council resolved in 2008 that as a result of a deficiency in the 5 year supply of housing land required by Government policy, development proposals should be brought forward for all the ASR and SCA sites. The designation of the land in this way reflects its identification in earlier planning policy documents, including in versions of the East of England Plan and the Hertfordshire Structure Plan. The potential for development to take place at the site has been identified in some way for a considerable number of years.</p>
5.52	Need a new section on the River Stort and its environment. Incremental development has jeopardised the river.	<p>Proposed amendment to Plan</p> <p>Noted. A new policy area on leisure and recreation will cover this area. This area of policy is also covered in the Natural Environment topic chapter.</p>
5.53	3 bedroom properties are needed most.	<p>No amendment to Plan in response to this issue</p> <p>The Strategic Housing Market Assessment and Housing Needs Survey will be used to set policy and determine applications to ensure that the most up-to-date position is used when determining the type and mix of dwellings provided through development.</p>
5.54	Prime farming land around towns should be protected for food production.	<p>No amendment to Plan in response to this issue</p> <p>The supporting work undertaken during the Plan-making process has considered this. Being a largely rural district, much of the land that is not already developed is used for agricultural purposes. One consideration is to seek to ensure that residential development is directed to areas of lesser quality agricultural land, retaining the best in production. It is important to acknowledge that agricultural land grades are a broad classification and there will be pockets of varying land quality across a grade.</p>
5.55	Objection to the omission of land parcel and release from the Green Belt, site off Boundary Road, Hallingbury Road. (land between railway and allotments)	<p>No amendment to Plan in response to this issue</p> <p>This site has been assessed through the SLAA (01/030) which considered the land as being undeliverable and undevelopable with and without a policy change. The site lies outside the East Herts administrative boundary. The 2007 Local Plan Inspector found that this site would amount to a protruding developed wedge, poorly related to the form and pattern of the settlement. The 2015 Green Belt Review refers to the significant role this parcel has in Green Belt terms.</p>

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5.56	Objection to omission of land parcel west of Dolphin Way and rear of Kingsbridge Road.;	<p>No amendment to Plan in response to this issue</p> <p>This site has been assessed through the SLAA (01/007) which considered the land as being undeliverable and undevelopable with and without a policy change. The majority of the site is within Flood Zone 3 and lies within the green wedge which is important in defining the setting of the town. Incremental loss of small parcels within the green wedges will undermine their overall role.</p>
5.57	Objection to omission of land parcel on land east of Thorley Lane (0.73ha – up to 25 dwellings); Small sites are more deliverable.	<p>No amendment to Plan in response to this issue</p> <p>As noted in Issue 21 above, this site has been assessed through the SLAA. Site 41/007 is not considered suitable for development in the SLAA. It is not proposed to amend the Green Belt boundary to the east of Thorley Street/London Road.</p>
5.58	Diagram incorrect – the planning applications provide for 850 dwellings in the western neighbourhood, not 700 as shown. Figures 5.1 and 5.8 and the proposals map should include the option for any secondary school within Bishop's Stortford to provide its playing fields on the north of the A120.	<p>Proposed amendment to Plan</p> <p>Noted. Amend Key Diagram and Inset Maps to reflect latest position on the planning approval. While the secondary school playing fields are located beyond the A120 in the current permission, if this permission lapses, the Council's preference is to accommodate the entire school grounds within the developable area of the site (i.e. within the A120).</p>
5.59	The Environment Agency comments that a number of site allocations including BISH2 (The Mill Site), BISH3 (The Goods Yard) and BISH4 (Old River Lane) are located within Flood Zones 2 and 3. If, after undertaking the flood risk sequential Test these sites are the only possibilities for development the Council will need to undertake a Level 2 Strategic Flood Risk Assessment (SFRA). If this was not included as part of the evidence base the Environment Agency would find these allocations unsound.	<p>No amendment to Plan in response to this issue</p> <p>A Level 2 SFRA has been undertaken for the Goods Yard, the Old River Lane and Bishop's Stortford South sites. As the Plan is not allocating development at the Mill Site within the Plan period a Level 2 SFRA is not required. However, these issues would be considered if the site came forward through a planning application. East of Manor Links and the Hadham Road do not require a SFRA.</p>
5.60	More care homes are needed.	<p>No amendment to Plan in response to this issue</p> <p>The Strategic Housing Market Assessment and Housing Needs Survey will be used to set policy and determine applications to ensure that the most up-to-date position is used when determining the type and mix of dwellings provided through development. The demand for care homes and different types of accommodation for specialist residential needs is acknowledged and Policy HOU6 set out the policy approach to this type of development, while the provision of accessible and adaptable homes is contained in Policy HOU7.</p>

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5.61	Object to the omission of Thorley Place from the plan.	<p>No amendment to Plan in response to this issue</p> <p>The District Plan allocates sites for strategic scale development. Smaller parcels of land such as Thorley Place are being considered through the SLAA.</p>
5.62	Clarity sought on what 'a proportion of the district's windfall allowance' is.	<p>No amendment to Plan in response to this issue</p> <p>Windfall is calculated on a trend-based assessment District-wide. We cannot therefore provide a figure for Bishop's Stortford. However, it is reasonable to expect development on smaller sites to come forward throughout the Plan period in the town.</p>
5.63	Acknowledge and welcome new homes into the town provided they are supported by appropriate infrastructure, such as road improvements and layouts and provided they are in keeping with the town's character.	<p>No amendment to Plan in response to this issue</p> <p>Noted.</p>
5.64	Expanding towns results in dormitory suburbs which are highly car dependant and physically separated from the historic centre.	<p>No amendment to Plan in response to this issue</p> <p>Developments are required to incorporate sustainable transport measures which can enable transport choices and facilitate non-car modes of transport. Towns have and always will change and through a better appreciation of layout and design, new developments will be expected to make good connections to the existing built-up area, and through the integration of community facilities, will provide infrastructure that will benefit both the new and existing communities.</p>
5.65	The Bishop's Stortford Civic Federation request the removal of references to the East of Manor Links and Bishop's Stortford South sites from the policy.	<p>No amendment to Plan in response to this issue</p> <p>Comprehensive work underpins the proposed development strategy. These two sites are required to meet not only the identified housing need for the District, but also to facilitate the development of other benefits such as the provision of community facilities including schools, and also to provide local job opportunities.</p>
5.66	Support for the inclusion of windfall in the policy.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.67	Support for the inclusion of Bishop's Stortford North in the policy.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.68	The artificial adoption of a rigid methodology based on a 500 house threshold to establish Areas of Search has led to the unjustified elimination of reasonable alternatives capable of delivering less than 500 dwellings. This does not comply with the SEA Directive	<p>No amendment to Plan in response to this issue</p> <p>The District Plan primarily seeks to deal with strategic-scale development, and does not seek to allocate all areas of land which could accommodate development. The Areas of Search approach considered a wide range of options, including theoretical smaller quantum of development where this was considered</p>

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	and also fails to address the shortfall in the five-year housing land supply. An example of a site which has been unreasonably knocked out is Call for Sites 01/017, within a Green Finger north of the Great Hadham Road. This site has a developable area of 2.49ha and could accommodate 53-63 dwellings. All reasonable sites should be judged against the criteria in paragraph 152 of the NPPF.	appropriate. This is all detailed in the Supporting Document. In addition, the Strategic Housing Land Availability Assessment (SLAA) has assessed these alternative smaller sites. The SLAA assessment concluded that this site was not considered deliverable or developable with or without a change in policy as it is within a designated area of open space and a Local Green Space, plus the green wedge is important in defining the setting of the town. Incremental loss of small parcels within the green wedges will undermine their overall role. The SEA Directive requires authorities to consider the likely potential impacts of a Plan and to ensure that reasonable alternatives to the development strategy have been considered. It does not require authorities to allocate all sites that may contribute to the supply of housing. The District Plan has been subjected to a Sustainability Appraisal which will be published alongside the District Plan.
5.69	The minimum development at Bishop's Stortford North will be 2,500 dwellings, since secondary school playing fields will be provided to the north of the A120, not within the main site.	<p>Proposed amendment to Plan</p> <p>Noted. The Plan will be updated to reflect the number granted through the planning permissions. This will also ensure there is a policy basis within the Plan if the current planning permissions lapse.</p>
5.70	Flightpaths from and to Stansted Airport were defined because of the location and shape of the town and the undeveloped nature of the land below.	<p>No amendment to Plan in response to this issue</p> <p>The development of the town and the airport has evolved together over time, with the orientation of the runway being dictated by prevailing winds affecting this part of the country. Policy has always sought to avoid development within the areas of land most affected by noise and within the flightpath safety zone. This policy approach remains.</p>
5.71	Large sites take many years to progress, so flexibility should be built into the Plan by allocating a number of smaller sites.	<p>No amendment to Plan in response to this issue</p> <p>This is the approach taken within the Plan. Not all large sites are complex or require long lead-in times and so can still be phased for early delivery. The Plan allocates sites of a variety of size and makes provision through its Development Management policies for the consideration of other sources of housing delivery such as through windfall development.</p>
5.72	Hockerill junction is already congested and air quality is a problem. Not a safe pedestrian crossing because of insufficient time between the lights.	<p>No amendment to Plan in response to this issue</p> <p>This junction is an identified Air Quality Management Area and is being considered as part of the Bishop's Stortford Planning Framework. Improvements to the road network in other parts of the town, such as the introduction of a bus route through the Goods Yard site and the potential reassessment of the one way system, as part of a wider strategy, have the potential to alleviate some congestion at this junction. The Council acknowledges the impact that vehicular use of the junction has in terms of a barrier to pedestrian movement and will continue to assess how further development affects that.</p>
5.73	Character of the town is being eroded by development.	<p>No amendment to Plan in response to this issue</p> <p>The historic core of the town will remain subject to Conservation Area protections. It is to be expected that</p>

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		the character of towns will change as development occurs over time, and this process should be carefully managed.
The Mill Site		
5.74	Hertfordshire County Council state that certainty over the potential number of properties to be delivered on this site would assist them in ensuring the provision of education facilities are planned for.	<p>No amendment to Plan in response to this issue</p> <p>It is not possible to determine the number of properties that could be delivered on this site at present as it not being made available for development at this current time and delivery may occur on different parts of the site independently. The Council has continued to liaise with HCC with regard to up-to-date details of planned dwelling numbers and their anticipated phasing of delivery. Therefore there is considered to be sufficient information at this stage to understand the requirement for school places as development progresses. As and when development opportunities become planning applications, more detail on the number, type and mix of dwellings at any site will be known and more detailed calculations can be undertaken to determine pupil yield and peak requirements for school places.</p>
5.75	Hertfordshire County Council support Part I (n) of this policy.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.76	Hertfordshire County Council state that the impact of development at the Mill Site is not expected to lead to any major issues on the road network, beyond local access issues which can be resolved through an application.	<p>No amendment to Plan in response to this issue</p> <p>Noted.</p>
5.77	The Canal and River Trust states that the financial viability and desirability of the site for use as moorings should be considered and established prior to any requirement to provide moorings being included. Suggest that the policy be reworded to state the desirability of such a feature, subject to further investigation. The facility should be referred to as a 'mooring basin' or 'moorings' as the proposed basin is not located on a canal. The policy should state the desirability for such a feature but not deem it essential.	<p>Proposed amendment to Plan</p> <p>Agreed. Delete c) and d) from Part 1 of the policy. Include the following in the supporting text preceding the policy: "Consideration should be given to the potential for moorings as part of the development of the site." This concurs with the initial advice received in relation to the emerging Bishop's Stortford Planning Framework, which suggests that a canal basin would take up a large proportion of the site and prevent the site being used effectively for commercial uses.</p>
5.78	The potential of using the waterway as part of a decentralised heating and cooling system should be	<p>No amendment to Plan in response to this issue</p> <p>The policy will retain the requirement to assess the feasibility of providing a decentralised heating system.</p>

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	considered.	Alternatively, the river may be a source of electricity through hydro-power technology.
5.79	The site would provide an opportunity to deliver housing in a sustainable location, possibly even a car-free development. Suggest removing the word 'limited' residential apartments from Part I(a).	<p>Proposed amendment to Plan</p> <p>The potential for a car-free development is acknowledged. The Council will consider issues that such an arrangement may result in, including the potential for new residents themselves, in due course, to opt for car ownership. Alternative wording could be applied that refer to 'a mixture of uses, including residential apartments on the upper floor of commercial employment uses' rather than use of the word 'limited'. This concurs with advice received through the Planning Framework.</p>
5.80	Support for high quality design and public realm, including the improvement of pedestrian options. Should include requirement for bridge widening or the construction of a parallel foot bridge.	<p>Proposed amendment to Plan</p> <p>Part I (h) already refers to a new bridge to facilitate the pedestrian circuit. This will be expanded further to refer to bridge widening where it is required as part of the wider objectives for this part of the town presented in the Bishop's Stortford Planning Framework.</p>
5.81	English Heritage (now Historic England) welcomes the reference at (g) to the "retention and renovation of the most significant historic buildings, including improving the setting of the Registry Office and adjacent listed building". The policy should include a requirement to protect, conserve and enhance the designated and non-designated heritage assets at the site and their settings. The site's location within the Bishop's Stortford Conservation Area should be referred to. These requirements should be included in the proposed conceptual master plan.	<p>Proposed amendment to Plan</p> <p>While it is not necessary to repeat the Heritage Asset policies here, the Mill Site policy should indeed refer to the listed Registry Office building in more detail, in particular in relation to its setting. The policy and supporting text will therefore be amended to reflect this and encourage the improvement of the building's setting.</p>
5.82	<p>Silver Spoon (owner of the Allinson Flour Mill) states that whilst the site is operational and not available for development it is acknowledged that the site has development potential. Concerned that the 2011 Development Brief is aspirational and no consideration has been given to the viability of the development options.</p> <p>The requirement to provide marketing evidence in the Economic Development policies is contradictory to the objectives of site specific allocations. The following</p>	<p>Proposed amendment to Plan</p> <p>It is noted that the site is not currently presented as being available. However, given the potential for the site to contribute to wider aspirations for the town, including through the creation of new pedestrian routes, commercial and leisure uses, it is considered necessary to maintain a Policy to guide development should the site become available within the Plan period. The policy will be re-written to be less prescriptive (see also Issue 84 below).</p> <p>The 2011 Development Brief will be superseded by the emerging Town Centre Planning Framework and therefore the more appropriate way forward is through the creation of a collaboratively produced Masterplan, which considers this site in relation to the wider town.</p>

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	<p>amendments to the economic development policies are proposed:</p> <p>“c) the proposal does not prejudice the continued viability of existing Employment Areas and existing operational employment sites and neighbouring uses, and</p> <p>d) the proposal is in line with a site specific development allocation within the Plan.”</p>	<p>The Economic Development Chapter policies have been amended to clarify the policy position between sites that are allocated for future residential development which are currently designated as Employment Areas.</p>
5.83	<p>Silver Spoon provides the following suggested amendments to the draft policy requirements:</p> <p>part a) amend as follows: “residential-led mixed use development, including economic development’ as defined in the NPPF”. ‘Commercial employment uses’ is too onerous a requirement and should be amended to “uses defined as economic development”. The opportunity to maximise the sites’ residential potential should not be lost through limiting such uses to upper floors.</p> <p>Part b) should be deleted as too restrictive and does not take into account viability and the market.</p> <p>Part c) should be deleted as engagement with the Canal and River Trust has indicated that they are not committed to the provision of moorings and there is no funding. This is therefore an unsubstantiated policy requirement.</p> <p>Part d) should be deleted as the form and layout of uses and buildings should be informed as part of the design process at the time when the redevelopment scheme is brought forward. This requirement is therefore onerous and prejudices the redevelopment potential and options for the Mill Site.</p> <p>Part e) no objection</p> <p>Part f) request that ‘subject to viability considerations’ is added to this criterion.</p>	<p>Proposed amendment to Plan</p> <p>(a)(b)(d) and (f) could be combined and alternative wording could be applied that refers to ‘a mixture of uses, including residential apartments above commercial, retail and leisure uses with active frontages which contribute to a public realm along the river frontage in particular’. ‘Economic development’ is too broad a term as it encompasses all B uses. The term ‘commercial uses’ can be applied much more flexibly and implies a more active use generating footfall.</p> <p>The creation of a pleasant walking environment along the river is not an unreasonable request given the location of the site and the valuable role it could have in contributing to a wider strategy for the town linking this site and the Goods yard and rail station to the town centre.</p> <p>(c) The provision of houseboat moorings is now required in the Housing and Planning Act 2016 so this will need further investigation with the Canal and River Trust and British Waterways. Moorings create a valuable opportunity to not only provide alternative means of accommodation but also to ensure activity and self-policing of the river network and as a means of income to support maintenance through the purchase of licences.</p> <p>(f) It is a given that all proposals are subject to an assessment of viability at the time of an application, so there is no need to add this to the policy. This could be tied better in to bullets (h) and (m) which will need to specify an appropriate means of crossing the river to better connect the site to the town centre.</p> <p>(g) Disagree. Having regard to the setting is not as strong as improving the setting. If the site is to be redeveloped then opportunities to improve the setting of the Listed Buildings should be taken.</p> <p>(h) This will need to take into account emerging recommendations in the Town Centre Planning Framework.</p> <p>(i) Agreed. Rather than a source of heating and cooling, perhaps the river could be used for a hydro-power scheme as a means of generating electricity. See also Issue 91 below.</p> <p>(j) The site may not be suitable for pocket parks, but high quality public realm is vital for this site.</p>

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	<p>Part g) should be amended as follows: 'retention and renovation of the listed buildings within the site, and comprehensive redevelopment of the site to have regard to the setting of the adjoining Listed Registry Office'.</p> <p>Part h) unclear what is meant by 'new bridge'. Amend and combine with Part m) as follows: 'safeguarding of a strip of land within the Mill Site to facilitate, and/or contributions towards offsite highway works in connection with Station Road Bridge, in accordance with Policy BISH9 criterion b, subject to viability considerations'.</p> <p>Part i) add 'where practically feasible, and subject to viability'</p> <p>Part j) delete as site not large enough</p> <p>Part k) no objection – part of masterplanning process</p> <p>Part l) delete as necessary utilities will be provided as a matter of course.</p> <p>Part n) add 'as appropriate, subject to viability and relevance to the scheme being proposed'</p> <p>Part o) imprecise – amend to 'other relevant policy provisions of the District Plan'</p>	<p>(k) noted.</p> <p>(l) will be expanded to be consistent with other policies.</p> <p>(n) Viability reference removed but the site will be expected to delivery necessary on-site and appropriate off-site infrastructure.</p> <p>(o) New reference to the Neighbourhood Plan will be added.</p>
5.84	<p>Silver Spoon requests that Part II be amended as follows: "the site will be developed in accordance with a conceptual masterplan to be prepared based on the development principles set out in this Policy, and to be submitted with a planning application."</p>	<p>Proposed amendment to Plan</p> <p>It is important to ensure that there is a collaborative approach taken to the development of the Masterplan, rather than a masterplan just be presented as part of the application documents. While no specific amendment is proposed in response to this issue, Part II of the Policy should be amended accordingly.</p>
5.85	<p>Silver Spoon requests that Part III be deleted as the proposed development could take a number of different forms and design solutions.</p>	<p>Proposed amendment to Plan</p> <p>Reference to building design avoiding a canyon effect is an important element of this policy. Reference to heights will be removed but the impact of building design will be integrated in a wider criteria on the riverside environment.</p>
5.86	<p>Silver Spoon comment that the development of the Mill Site should not be linked to a comprehensive development including the Good Yard as the Goods</p>	<p>Proposed amendment to Plan</p> <p>It is acknowledged that the timing of delivery of the two sites are different. However, the importance of the</p>

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	Yard is deliverable now and should be brought forward at the earliest possible opportunity. The present owners of the Mill Site do not wish to move.	Mill Site and Goods Yard in terms of their potential value to the town in making best use of the river as an asset and as a means of connecting the sites to the town centre and station should be a guiding principle connecting the development of both sites. The policies for both sites will be amended.
The Goods Yard		
5.87	HCC state that the impact of development at the Goods Yard Site is not expected to lead to any major issues on the road network, beyond local access issues which can be resolved through an application.	No amendment to Plan in response to this issue Noted. However, Policy BISH3 is for a development of 200 homes. The planning application will need to undertake testing on the proposed number of homes to confirm this is indeed the case.
5.88	The site should be brought forward for development to make an unattractive area better. Development should be high quality design	Proposed amendment to Plan The policy on the Goods Yard will be amended to place more emphasis on high quality design. The Council commissioned a design review of the Goods Yard application, which provides a useful basis for guiding the development of proposals on this site, and its output will be incorporated into the policy where appropriate. Further guidance has also been provided through the Town Centre Planning Framework, which will also be incorporated where appropriate.
5.89	Hertfordshire County Council support Part I (l) of this policy.	No amendment to Plan in response to this issue Noted.
5.90	Support for development on this site provided it has multi-storey parking and a link road through the town.	Proposed amendment to Plan Support noted. The policy will be updated to refer to the provision of appropriate levels of parking on the site and the provision of a sustainable route through the site for buses.
5.91	The Canal and River Trust support ambitions to improve the waterway through the town and welcome the need to integrate the river into the development proposal. The river should be considered as a source of decentralised heating and cooling.	No amendment to Plan in response to this issue Support noted. The policy will retain the requirement to assess the feasibility of providing a decentralised heating system. Alternatively, the river may be a source of electricity through hydro-power technology.
5.92	Support for active ground floor uses, public spaces, direct routes connecting the town centre and the station and restricting building heights beside the river. Also support for restricting parking and minimising town centre congestion.	No amendment to Plan in response to this issue Support noted.
5.93	Minimising on-site parking will exacerbate overspill on-street parking and will prevent people from parking	No amendment to Plan in response to this issue There are clearly different opinions on the appropriate level of parking to be provided on-site. The policy

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	near businesses in the town centre. There needs to be sufficient on-site parking for all occupiers, users of the train station, businesses in the town centre and for disabled users and trades people. Bishop's Stortford Town Council comments that the requirement should be to minimise the need for onsite parking not to minimise onsite parking itself. The site is already used as a car park.	position will remain that development proposals should be judged against the parking standards that will be included in the plan, taking account of the sustainable location of the site. Hertfordshire County Council has stated (November 2014) that it would prefer to see <i>"a lower level of car parking provision complemented by comprehensive measures and improvements aimed at supporting increased travel by sustainable transport modes i.e. improved bus services and associated infrastructure and improved cycle and pedestrian routes and facilities."</i>
5.94	As a brownfield site this area should come forward as a priority over green field sites.	No amendment to Plan in response to this issue Agreed. This is the approach advocated throughout the Plan. However, it is important to note that the authority has to maintain a five year supply of land for residential development, and this will require a mixture of greenfield and brownfield sites to be delivered simultaneously, particularly in locations where brownfield sites have constraints that require resolution prior to development.
5.95	Herts and Middlesex Wildlife Trust comments that opportunities to enhance the River Stort are maximised in accordance with the Stort Catchment Management Plan. HMWT welcomes BISH3 (j).	Proposed amendment to Plan Noted. Developers will be expected to consult with the relevant authorities to ensure such opportunities are acted upon. Reference to the Stort Catchment Management Plan will be included in the supporting text and/or policy where appropriate.
5.96	Hertfordshire County Council comments that the masterplan should maximise the benefits of sustainable transport links, and that transport modelling with and without the potential Link Road and other mitigation measures should be undertaken	No amendment to Plan in response to this issue Further work on this has been undertaken by the site promoters (Network Rail and Solum Regeneration) working with the County Council. The requirement to fully understand the traffic and transport implications of the site will remain in the policy.
5.97	Part e) add 'and views towards St. Michael's Church'	Proposed amendment to Plan Agreed. From the railway station the top of the spire of St Michael's church is just visible above the intervening buildings. The policy will be amended to reference this important landmark. This concurs with initial advice provided through the emerging Bishop's Stortford Town Centre Planning Framework.
5.98	Policy should reference enhancing a transport hub in accordance with BISH9, and improving the quality of pedestrian and cycle links to the transport hub. This would be in line with the Bishop's Stortford Silverleys and Meads Neighbourhood Plan.	Proposed amendment to Plan Agreed. The station is an integral part of this site and so all opportunities to enhance this area as a transport hub for the town should be taken. The policy already requires direct routes to the station, but will be amended to emphasise the importance of routes and connections through the site and to the station and an improved transport hub.

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5.99	Solum Regeneration (development partner to Network Rail) comments that more flexibility is needed in the policy to ensure that deliverability of the site is not frustrated by undue planning policy constraints. The number of dwellings should be increased from 200 to 450. Various other amendments are proposed, including reference to dwelling size, building heights and open spaces.	<p>Proposed amendment to Plan</p> <p>The emerging Neighbourhood Plan for Bishop's Stortford South, Central Wards and part of Thorley states that development on the site should be up to 400 dwellings. PBA undertook an assessment which indicated that a residential-led, mixed use development of 450 homes, which was put forward by the site promoters, was viable for the site given other infrastructure requirements. Further assessments, including the emerging Bishop's Stortford Town Centre Planning Framework and advice from Tibbalds indicate that the site should plan for a wider mix of uses and house type, design and layout that what is currently proposed through the planning application for the site which proposes 682 residential units, all of which would be apartments. The role of the site for providing space for offices and retail uses is also noted in the advice. Officers therefore consider that it is appropriate to include a policy within the Plan to provide a framework for moving forward with the site should the current proposals change. The policy will make reference to the provision of other uses and therefore anticipates that the number of homes that could therefore be delivered on the site will reduce accordingly. The policy will therefore allocate this site for 400 homes.</p>
5.100	Reference to the 2011 Planning Brief should be removed as it will be out of date.	<p>Proposed amendment to Plan</p> <p>Some principles within the Brief will remain relevant however, more up to date assessments, including the Bishop's Stortford Town Centre Planning Framework and advice from Tibbalds should be incorporated into the emerging masterplan for the site.</p>
5.101	The Hertfordshire Local Enterprise Partnership (LEP) comments that the site is considered suitable for high density development due to its close proximity to the town centre and train station and therefore the indicative housing figure should be increased.	<p>Proposed amendment to Plan</p> <p>The emerging Neighbourhood Plan for Bishop's Stortford South, Central Wards and part of Thorley states that development on the site should be up to 400 dwellings.</p> <p>PBA undertook an assessment which indicated that a residential-led, mixed use development of 450 homes, which was put forward by the site promoters, was viable for the site given other infrastructure requirements. Further assessments, including the Bishop's Stortford Town Centre Planning Framework and advice from Tibbalds indicate that a wider mix of uses, design and layout should be included to ensure the site delivers an appropriate gateway into the town. Therefore it is appropriate to allocate the site for 400 homes along with other B1 and retail uses (see Issue 99 above).</p>
5.102	Thames Water has concerns specifically that the sewerage network in the area is unlikely to be able to support the demand anticipated from the development. It will be necessary to investigate possible impacts of the development. It should be noted that in the event of an upgrade to Thames Water assets being required, up to three years' lead in time will be necessary. Thames	<p>No amendment to Plan in response to this issue</p> <p>The site promoters have addressed these issues through the work undertaken to prepare the current planning application.</p> <p>This wording may be necessary for many sites and is therefore more appropriate to include in Policy DPS4 Infrastructure Requirements.</p>

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	Water asks that the following paragraph is included in the Development Plan: "Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure."	The developers will be expected to address these issues through planning applications.
The Causeway/Old River Lane		
5.103	No evidence that the Hendersons proposal will help reduce outflow from town centre or attract visitors.	<p>No amendment to Plan in response to this issue</p> <p>The Council has undertaken several studies with regard to the retail capacity of the town centres in recent years. The Town Centre Planning Framework for Bishop's Stortford, once completed will provide a more complete picture of all the issues which need to be addressed to enable the town centre to function well and maintain customer footfall in the future. Evidence indicates that our retail centres must grow and change their offer in order to ensure a status quo position. A variety of uses within the town centre that generate more footfall will help enliven the town centre and reduce the number of people travelling out of the town for retail and leisure uses.</p>
5.104	Functions such as the County Court and other major civic services should be relocated to Bishop's Stortford.	<p>No amendment to Plan in response to this issue</p> <p>All providers of public services are being challenged to ensure that they are being provided in the most efficient and effective manner and in a way that best meets needs. This has led to rationalisation of service provision in many towns. However the town retains a wide range of services and facilities compared with other towns in the District and beyond.</p>
5.105	Smaller shop units are needed rather than department stores. Too many non-retail uses in the town centre.	<p>No amendment to Plan in response to this issue</p> <p>A variety of uses within the town centre that generate more footfall will help enliven the town centre and reduce the number of people travelling out of the town for retail and leisure uses. There is a role for larger franchises which act as key attractors which benefit smaller stores which provide variety and interest.</p>
5.106	The lack of town centre parking is causing the decline of the town centre. Additional parking is needed.	<p>No amendment to Plan in response to this issue</p> <p>Parking is a space hungry use and competes with other uses in the town. Its importance to the retail and economic life of the town is acknowledged. Whilst transport strategies are likely to focus more on encouraging a shift towards the use of non-car based travel options, rather than the provision of more</p>

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		parking, the potential for more provision will be considered where appropriate. Bus services in the town have the potential to provide for alternative modes of travel between the centre and residential areas and there are many opportunities through development to enhance existing and provide new services.
5.107	Development will harm the floodplain of the River Stort. Underground parking should not be considered in an area of flood risk.	No amendment to Plan in response to this issue Mitigation measures would be required to ensure that development does not increase risk of flooding to existing and new buildings. The policy does not require underground parking.
5.108	The town needs more leisure facilities to reduce people driving to neighbouring towns.	No amendment to Plan in response to this issue Noted. The Council is currently preparing a leisure strategy and these issues are being considered through the Bishop's Stortford Town Centre Planning Framework. Even with the provision of new facilities, it is anticipated that there will remain a proportion of people travelling outside the town for leisure purposes, particularly when combined with other activities such as retail or employment, or for specialist sporting activities for example. It should also be noted that given the town's location, existing leisure facilities also attract visitors from outside the town.
5.109	Bishop's Stortford Liberal Democrats suggest deletion of this policy as the development is hugely controversial.	No amendment to Plan in response to this issue A policy framework is required for this site, which is a major brownfield development opportunity to support and ensure the long-term vitality of the town centre. It will also provide opportunities for the delivery of homes in a central and sustainable location which will in turn assist in retaining the vitality and viability of the town centre.
5.110	Pedestrianisation would help to revitalise the town centre.	Proposed amendment to Plan It is likely that the Town Centre Planning Framework for Bishop's Stortford will advocate partial pedestrianisation in some town centre locations as part of a package of measures to make the town centre more user-friendly. It should be noted that pedestrianisation has both positives and negatives. The policy will be amended to introduce more criteria on design, which will include the provision of safe and accessible routes for pedestrians and cyclists.
5.111	Hertfordshire County Council support Part I (g) of this policy.	No amendment to Plan in response to this issue Noted.
5.112	Hertfordshire County Council state that certainty over the potential number of properties to be delivered on this site would assist them in ensuring the provision of education facilities are planned for.	Proposed amendment to Plan The need for certainty is acknowledged but, at this stage, proposals for the site are not sufficiently advanced to be able to provide that. Never the less, it is considered that the site is unlikely to deliver such significant

Issue Number	Issues raised through consultation	Officer Response
		additional housing numbers that school planning cannot be undertaken.
5.113	Site is excessive and contains inappropriate uses.	<p>Proposed amendment to Plan</p> <p>The policy does not currently specify uses, but will be amended to refer to specific uses as appropriate.</p>
5.114	English Heritage (now Historic England) requests that the setting of the site within the Conservation Area should be referred to. English Heritage previously expressed concerns about the scale, extent and justification with special regard to potential adverse impacts on a number of heritage assets, including the scheduled monument (Waytemore Castle). The Plan should consider other sites for retail and leisure purposes where they would have less of an impact on the heritage assets of the town.	<p>Proposed amendment to Plan</p> <p>Agreed. The policy will be amended to make specific reference to heritage assets. Development that protects and enhances the setting of heritage assets, including Conservation Areas can be a positive addition.</p> <p>The following words could be inserted under (d) "a design and layout which respects the significance and relationship of the site with designated and undesignated heritage assets <u>as part of the Conservation Area</u>".</p>
5.115	Waitrose comments that the allocation as identified in Figure 5.4 should be extended to include the existing building and potential store extension area.	<p>No amendment to Plan in response to this issue</p> <p>The proposed allocation at Old River Lane is for mixed-use redevelopment of the Council building and car park. The existing Waitrose store is an important retail facility and inclusion within an area designated for redevelopment could undermine that role. The inclusion of the Waitrose store within the Primary Shopping Area reinforces its key role and exclusion from the site would not impede plans to extend the store if this was deemed appropriate in other policy terms.</p>
Reserve Secondary School Site, Hadham Road		
5.116	The site should only be used for education or for school playing fields, not housing. The Bishop's Stortford Civic Federation states that this site should be retained for education and not released for housing. The combined secondary requirement for Bishop's Stortford and Sawbridgeworth is 10FE, and the proposal for a 5FE school at BSN is therefore insufficient. Alternatively leave Bishop's Stortford South undeveloped, which would reduce demand by 1-2FE.	<p>No amendment to Plan in response to this issue</p> <p>The secondary school provided through the Bishop's Stortford North development will be six forms of entry. The County Council's latest advice indicates that this is anticipated to meet the peak yield from the development as well as the demand from the existing community in the medium term. The site already has planning permission for redevelopment for 163 homes predicated on the delivery of a secondary school at Bishop's Stortford North, and is therefore linked to the delivery of the larger site. It is considered appropriate to retain this policy within the Plan to reserve the site for educational uses in case the Bishop's Stortford North application does not proceed or does not deliver the secondary school. The County Council is working with all schools in the town to ensure sufficient places are provided. This could be met through the relocation and expansion of Bishop's Stortford Boys School to land to the south of Whittington Way and through the expansion of the Herts and Essex High School.</p>

Issue Number	Issues raised through consultation	Officer Response
5.117	Development should only happen if vehicle speeds are reduced and mitigation is in place to deal with resulting increase in traffic.	<p>No amendment to Plan in response to this issue</p> <p>Controlling traffic speed on the highway network falls under the role of Hertfordshire County Council. Strict regulations on planning obligations mean that only impacts arising from the development can be mitigated through such means. However, where appropriate, planning obligations can be sought to contribute to improvements to the highway network, which may include improvements to access points for example, which would have the beneficial effect of slowing vehicle speeds.</p>
5.118	BISH5 needs to be redrafted to reflect the emerging proposals of the site in relation to the Bishop's Stortford North development.	<p>Proposed amendment to Plan</p> <p>The site already has planning permission for redevelopment for 163 homes predicated on the delivery of a secondary school at Bishop's Stortford North, and is therefore linked to the delivery of the larger site. It is considered appropriate to retain this policy within the Plan to reserve the site for educational uses in case the Bishop's Stortford North application does not proceed or does not deliver the secondary school. The policy will refer to the 163 homes granted permission and will contain a new site location map.</p>
5.119	Sport England object to the site allocation as no reference is made in the policy as to how the loss of the former playing field on the western part of the site would be mitigated if the site is released for potential development. Objection would be addressed if either part of the site were designated or Policies BISH7-9 for a new secondary school require the playing fields to be designed to accommodate both school and community use.	<p>Proposed amendment to Plan</p> <p>The County Council have signed a Section 106 Agreement on application B on this site, which is for 163 homes. This option retains the open spaces in the west of the site and the area of woodland in the southern part of the site. These will be identified as open space on the Policies Map. The Section 106 Agreement also makes provision for contributions to the provision of off-site open space improvements. In addition, applications for any new or extended secondary school provision across the town will be expected to ensure that an adequate provision of open space is provided which should be designed to accommodate community use. Therefore the objections of Sport England have been addressed.</p>
5.120	Concerns that health facilities should be provided or else waiting lists will grow.	<p>No amendment to Plan in response to this issue</p> <p>The Council is working closely with healthcare providers to ensure that there is a sufficient provision of healthcare facilities across the town. Where a strategic allocation is expected to provide a facility as part of the development, this will be detailed within the Infrastructure Delivery Plan.</p>
5.121	<p>Herts and Middlesex Wildlife Trust support part c) and e) and comment that the southern portion of the site should be retained and enhanced where possible, as part of a green infrastructure plan.</p> <p>The woodland prevents Maze Green from coalescing into Bishop's Park.</p>	<p>Proposed amendment to Plan</p> <p>The County Council have signed a Section 106 Agreement on application B on this site, which is for 163 homes. This option retains the open spaces in the west of the site and the area of woodland in the southern part of the site. These will be identified as open space on the Policies Map. The Section 106 Agreement also makes provision for contributions to the provision of off-site open space improvements.</p>

Issue Number	Issues raised through consultation	Officer Response
5.122	The site should be used for a sixth form college to reduce the need for students to travel to Hertford Regional College or Cambridge and to provide further education opportunities for adults.	<p>No amendment to Plan in response to this issue</p> <p>HCC advise that within Hertfordshire there is an expectation that secondary schools will provide for sixth form and further education opportunities.</p>
5.123	Hertfordshire County Council comments that the impact of a school on traffic in this location would be localised and would only affect the morning peak hour. If the site was used for 250 homes, and the school was located on the land north of Bishop's Stortford, then impacts would again be localised, and the wider impacts similar. Any improvements to the highway network and sustainable transport required to deliver the development should be identified as part of the planning application process and delivered through a Section 278 or Section 106 agreement. Work is currently being undertaken by Children, Schools and Families to ascertain the traffic impact of a six form entry secondary school on this site.	<p>Proposed amendment to Plan</p> <p>The site now has planning permission for redevelopment for 163 homes predicated on the delivery of a secondary school at Bishop's Stortford North, and is therefore linked to the delivery of the larger site. It is considered appropriate to retain this policy within the Plan to reserve the site for educational uses in case the Bishop's Stortford North application does not proceed or does not deliver the secondary school. The policy will refer to the 163 homes granted permission and will contain a new site location map.</p>
5.124	Thames Water comments that it does not envisage waste water concerns in relation to this site.	<p>No amendment to Plan in response to this issue</p> <p>Noted.</p>
5.125	Hertfordshire County Council states that an outline planning permission for residential development of the Reserve Secondary School site is to be submitted to East Herts Council in summer 2014. This will enable the land swap to take place which facilitates the provision of 6FE secondary school within the Bishop's Stortford North development. The release of this site is therefore likely to be before 2021 as stated in the policy.	<p>No amendment to Plan in response to this issue</p> <p>The site now has planning permission for redevelopment for 163 homes predicated on the delivery of a secondary school at Bishop's Stortford North, and is therefore linked to the delivery of the larger site. It is considered appropriate to retain this policy within the Plan to reserve the site for educational uses in case the Bishop's Stortford North application does not proceed or does not deliver the secondary school. The policy will refer to the 163 homes granted permission and will contain a new site location map. Whilst originally anticipated that delivery may take place prior to 2021, the timescale of development is now such that it is not currently anticipated that this site will come forward within the first five years of the Plan period.</p>
5.126	Unrealistic to restrict delivery of housing at Hadham Road to post-2021 because receipts from the land swap/residential sales will be needed to part-fund the	<p>No amendment to Plan in response to this issue</p> <p>Whilst originally anticipated that delivery may take place prior to 2021, the timescale of development is now such that it is not currently anticipated that this site will come forward within the first five years of the Plan</p>

Issue Number	Issues raised through consultation	Officer Response
	provision of a school.	period.
5.127	Bishop's Stortford Town Council comments that in accordance with the Bishop's Stortford and Silverleys Neighbourhood Plan the reserve site should be released only if sufficient additional secondary school capacity is provided elsewhere in the town and a new secondary school is constructed on the northern urban extension.	<p>No amendment to Plan in response to this issue</p> <p>The site already has planning permission for redevelopment for 163 homes predicated on the delivery of a secondary school at Bishop's Stortford North, and is therefore linked to the delivery of the larger site. It is considered appropriate to retain this policy within the Plan to reserve the site for educational uses in case the Bishop's Stortford North application does not proceed or does not deliver the secondary school. The County Council is working with all schools in the town to ensure sufficient places are provided. This could be met through the relocation and expansion of Bishop's Stortford Boys School to land to the south of Whittington Way and through the expansion of the Herts and Essex High School.</p>
East of Manor Links		
5.128	Hertfordshire County Council support Part I (j) of this policy.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.129	Objection to additional development off Manor Links, citing loss of Green Belt, loss of green space, loss of tranquillity in Manor Links and surrounding roads, additional vehicle movements (particularly at peak time) and unsafe access to Dunmow Road.	<p>Proposed amendment to Plan</p> <p>The Settlement Appraisal for the town sets out the decision to reduce this site allocation from 150 homes to 50 and addresses the issues identified here.</p>
5.130	Concerns about primary access to Dunmow Road being through Manor Links, and the safety of access to/from BISH6 onto Dunmow Road, which is busy and where traffic regularly exceeds the 30mph limit. Concerns about safety of school children being dropped off and crossing the road to Birchwood School. Poor visibility at existing roundabout – requires redesigning. New roundabout should be designed to serve both Woodside Industrial Estate and the new development. All vehicle traffic should be access from Dunmow Road rather than through Manor Links. Plans should be amended to this effect.	<p>Proposed amendment to Plan</p> <p>Traffic assessments have indicated that there would be no adverse impacts arising from an additional 50 homes accessed from Manor Links. Improvements may be required to Dunmow Road regardless of this development, which may have the beneficial effect of slowing down vehicles towards which the development will be expected to contribute. As part of master planning of developments the Council would seek to encourage development layouts or off-site improvements that increase the attractiveness of walking and cycling to schools and therefore reduce the impact of vehicular trips.</p> <p>The Preferred Options proposal for 150 homes would have required an access from Dunmow Road. For a number of reasons the site is now reduced in size and will deliver 50 homes. Land is no longer being made available that would have facilitated this northern access. Therefore the site will need to be accessed through two access points off Manor Links. It is anticipated that the larger site will come forward through a review of the District Plan, at which point, it will become necessary to provide an access from Dunmow Road.</p>

Issue Number	Issues raised through consultation	Officer Response
5.131	Site is too far from the town centre for walking and cycling. More than encouragement is necessary. Footpaths too narrow, will put pedestrian lives at risk. Not practical to get people to use buses. No cycle paths in the area.	<p>No amendment to Plan in response to this issue</p> <p>Of the available options this site is one of the best related to the town and passenger transport. The centre of the site is approximately 1.5km from the town centre, which can take between 15 and 25 minutes to walk. There are also a number of bus routes which run along Dunmow Road and Parsonage Lane. Planning obligations could be sought towards the improvement of sustainable transport modes in the vicinity of the site, which could include footpath widening and crossing points where necessary.</p>
5.132	Concerns about affordable housing leading to unacceptable behaviour towards the local residents when trying to navigate access through Manor Links.	<p>No amendment to Plan in response to this issue</p> <p>It is unclear why provision for affordable housing should lead to unacceptable behaviour towards local residents. This is not substantiated.</p>
5.133	Not enough local services to support new resident's needs. Issues cited include health care and education in particular.	<p>No amendment to Plan in response to this issue</p> <p>These issues have been taken into account. There is an ongoing programme looking at the provision of healthcare services across the town. There are a number of planned extensions to existing schools and new schools being planned to accommodate pupils arising from the existing population and new developments.</p>
5.134	There are protected species present on the site.	<p>No amendment to Plan in response to this issue</p> <p>These issues will be addressed through detailed site investigation and a programme of mitigation if required.</p>
5.135	Density and quantum is too high. Will not fit the character of the area.	<p>No amendment to Plan in response to this issue</p> <p>There is a variety of building styles, density and design within the locality. Matters of design will be resolved as the Plan progresses and an application for the site is submitted. The developer has presented an alternative proposal for only 50 homes on a smaller area of land. It is the Officers' view that this smaller quantum is appropriate for the site.</p>
5.136	Emergency services will not be able to access the road. Road is too narrow to service the road particularly through construction phase.	<p>No amendment to Plan in response to this issue</p> <p>Emergency services are able to access Manor Links currently. There is no reason why this situation would change. It is a normal requirement that construction vehicles are stored on-site and not on the adjacent roads. A temporary access from Dunmow Road to the north of the site to serve the construction phase has been assessed, but was not considered suitable by the County Council. Manor Links and the two access roads are considered suitable in terms of access by large vehicles such as refuse freighters and emergency service vehicles.</p>
5.137	Will increase vehicles travelling to town, exacerbating the congestion at Hockerill.	<p>No amendment to Plan in response to this issue</p> <p>Of the available options this site is one of the best related to the town and passenger transport. The centre of</p>

Issue Number	Issues raised through consultation	Officer Response
		the site is approximately 1.5km from the town centre, which can take between 15 and 25 minutes to walk. There are also a number of bus routes which run along Dunmow Road and Parsonage Lane. Planning obligations could be sought towards the improvement of sustainable transport modes in the vicinity of the site. Transport modelling undertaken for the site indicates that the additional vehicle trips generated by this site would have a minimal impact on the level of congestion and length of waiting time at the Hockerill Lights.
5.138	Norris Close is a private road and was never meant for access by non-residents. Concern that given the poor footpaths along Dunmow Road, Norris Close and Brooke Gardens could be used as a cut-through to the town centre. If the development goes ahead then gates would have to be installed at the expense of the developer or Council.	<p>No amendment to Plan in response to this issue</p> <p>It is understood that the cut-through is currently used by residents of Manor Links, indicating a local desire to walk to the town centre. It is unclear what if any level of disturbance this causes currently or is anticipated. In the absence of any evidence these concerns are considered to be unfounded.</p>
5.139	Weston Homes commented that the area between Shortcroft and the Club House, including the latter's current car park and landscaping, should be included within the development site, albeit with an additional provision in the policy that apart from the access road and any realignment of the Golf Club car park and access road, the area in question should not be developed, in particular for housing.	<p>Proposed amendment to Plan</p> <p>Since the consultation when this comment was made, the situation with regards to land availability and the preference of the landowner has changed. The Preferred Options proposal for 150 homes would have required an access from Dunmow Road. For a number of reasons the site is now reduced in size and will deliver 50 homes. Land is no longer being made available that would have facilitated this northern access. Therefore the site will need to be accessed through two access points off Manor Links. The Plan will be amended to allocate the land now available.</p>
5.140	Weston Homes comments that this is too ambiguous in its reference to primary and secondary access. County highway policy allows around 100 dwellings to be accessed from a non-through residential road network, and therefore e) should specify that up to 50 dwellings within the BISH6 site can be accessed from Manor Links, with the remainder requiring an additional access via Dunmow Road.	<p>Proposed amendment to Plan</p> <p>It is the officers' view that a development of only 50 homes will be delivered on this site, meaning that all the properties could be accessed from Manor Links without requiring access from Dunmow Road. The Plan will be amended to allocate the smaller area of land now available.</p>
5.141	Weston Homes comments that the eastern boundary of the development site could reasonably encroach slightly further into the golf club land in order to create a more logical and thus defensible new long term	<p>Proposed amendment to Plan</p> <p>The proposed amendments are sensible. However, the latest information presented to the Council from Weston Homes proposes only 50 homes with a different outer edge treatment. A new Green Belt boundary would have to be 'designed-in' to the scheme and be supported by a new site allocation boundary on the Policies Map. The alternative is to remove the golf course from the Green Belt, and redefining the boundary</p>

Issue Number	Issues raised through consultation	Officer Response
	Green Belt boundary (plan attached).	using clear features on the ground such as the tree belt to the south of the golf course and the M11.
5.142	More detail should be required on the proposal, including information on building height, access, density and type of affordable housing.	<p>Proposed amendment to Plan</p> <p>To be too prescriptive on such matters would not be appropriate as many of these issues are best determined through the detailed masterplanning stage and it is not considered necessary to replicate other parts of the Plan in this policy. However, the policy will be amended to set out some of the ambitions for the site with more clarity.</p>
5.143	Housing will reduce the value of existing homes.	<p>No amendment to Plan in response to this issue</p> <p>There is no evidence to suggest that, in the context of East Herts and the proposals advanced in the draft Plan, that development will have an adverse impact on existing property values.</p>
5.144	Construction will be highly disruptive, particularly for utilities which will need upgrading.	<p>No amendment to Plan in response to this issue</p> <p>There is always a temporary period of disruption through the construction of any development. The reduction of this site to 50 homes will minimise the construction phase considerably. Utility companies always endeavour to ensure that disruption to services for existing properties is kept to a minimum.</p>
5.145	The Bishop's Stortford Civic Federation objects to this site as noise from Stansted airport should rule out this area as unsuitable for residential development.	<p>No amendment to Plan in response to this issue</p> <p>Recent changes to flightpath navigation systems have greatly reduced the area of land overflowed during take-off and landing. This is evidenced in the Stansted Airport Noise Exposure Contours report and regular Civil Aviation Authority reports. The land proposed lies outside the area of concern as defined by noise contour maps. The area is also outside flight safety zones.</p>
5.146	The site access goes through a designated wildlife site and should therefore be rejected.	<p>No amendment to Plan in response to this issue</p> <p>The former wildlife site here has been recently surveyed by the Herts and Middlesex Wildlife Trust and subsequently delisted in the 2014 Ratification Report as the area meeting the criteria is too small to qualify for classification.</p>
5.147	Herts and Middlesex Wildlife Trust support point h) and i) of the draft policy. Tree planting and landscaping (provision 'd') should use native species appropriate to the ecology of the site. Although no longer recognised as a Wildlife Site, some features may exist with ecological value and if lost should be mitigated/compensated to ensure no net loss to	<p>Proposed amendment to Plan</p> <p>Noted, however this is a general requirement rather than specific to this site, and is already addressed in the Natural Environment Chapter of the District Plan. The policy will be amended to make more emphasis on protecting the ecology of the site through mitigation measures and to ensure there is a net gain to biodiversity.</p>

Issue Number	Issues raised through consultation	Officer Response
	biodiversity.	
5.148	Hertfordshire County Council comments that impact of a development of 150 residential dwellings on land east of Manor Links has been assessed in the Harlow and Stansted Gateway Transportation Model and no particular transport issues have been identified, beyond local access issues that would be dealt with as part of a planning application.	<p>No amendment to Plan in response to this issue</p> <p>Noted. While a smaller quantum is now being presented to the Council it is important that the full potential impacts of the larger site were assessed in highway terms. This quantum of development has also been assessed through the VISUM model being undertaken by Essex County Council, which raises the issue of the need for major improvements to junction 8 of the M11. The impacts of this site are too small to be noticeable on the model. If the remainder of the site is re-proposed in the future, a more up-to-date assessment of the impact of development will be required to take account of other changes in the town.</p>
5.149	Thames Water has concerns specifically that the sewerage network in the area is unlikely to be able to support the demand anticipated from the development. It will be necessary to investigate possible impacts of the development. It should be noted that in the event of an upgrade to Thames Water assets being required, up to three years' lead in time will be necessary. Thames Water asks that the following paragraph is included in the Development Plan: "Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure."	<p>No amendment to Plan in response to this issue</p> <p>Correspondence between Thames Water and Weston Homes dated December 2014 confirms that there are reasonable engineering solutions. As a smaller quantum of development is now being proposed the required mitigation measures will be less, however these measures should be future-proofed to accommodate the larger site if this was to come forward at a later date.</p> <p>The suggested amendments from Thames Water are more general in nature and are applicable to all forms of development, not just the strategic allocations presented in the emerging District Plan. It is therefore proposed that this is included in Policy DPS4 Infrastructure requirements.</p>
5.150	Tree planting – there are already some mature trees/hedgerows on this site – Tree Preservation Orders (TPOs) should be put in place before the developers begin work.	<p>No amendment to Plan in response to this issue</p> <p>A tree survey will be undertaken prior to determination of any planning applications in order to ensure that TPOs are designated where appropriate.</p>
South of Bishop's Stortford		

Issue Number	Issues raised through consultation	Officer Response
5.151	General objection to the inclusion of this site as an allocation. Issues cited include Green Belt, added congestion, impact on character of town and previous dismissal by a Planning Inspector of the school relocation proposals. The application for the combination of two secondary schools south of Whittington Way was previously rejected on Green Belt grounds. Therefore development should not occur here for residential purposes for the same reasons. Object that the plan runs counter to the Council's arguments (as supported by the Planning inspector and Secretary of State) on Green Belt south of Whittington Way.	<p>No amendment to Plan in response to this issue</p> <p>The appeal related to the policy context provided in the 2007 Local Plan. Plan-making requirements relate to the next 15 years. The NPPF requires local planning authorities to meet their objectively assessed need for homes and to identify a rolling five-year supply of suitable, available and deliverable land for development. Decisions on removing land from the Green Belt now have to be taken in this new context. Whilst these were not considered to outweigh the harm to the Green Belt in the previous policy context, there are some positives from bringing this land forward for development which include facilitating the relocation and expansion of the Bishop's Stortford High School including the provision of new sports facilities with community access.</p>
5.152	Lack of infrastructure to support development to the south of the town. Will cause further congestion through the town as vehicles would all use town centre road network. Other issues cited include social and community infrastructure such as health care facilities.	<p>No amendment to Plan in response to this issue</p> <p>The development will be required to meet infrastructure needs arising from the site, through the provision of facilities on-site and the contribution towards the enhancement of facilities off-site.</p> <p>The site was assessed through the Strategic Sites Delivery Study, which indicated that the site offers the potential to contribute to more sustainable travel within the town, is in an accessible location and should prioritise walking, cycling and public transport connections in the development of a masterplan.</p>
5.153	Hertfordshire County Council welcomes and supports the flexibility in this policy, which is required to ensure that there is capacity to provide sufficient secondary school places within the town towards the end of the plan period and beyond. Accordingly the County Council wish to be involved in the Supplementary Planning Document (SPD).	<p>No amendment to Plan in response to this issue</p> <p>Support noted. It is considered that it is appropriate to undertake a form of collaborative masterplanning for the site which would form the basis of an SPD.</p>
5.154	Hertfordshire County Council support Part I (h) and Part I (n) of this policy.	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>
5.155	Countryside Properties supports the inclusion of this site in the District Plan and commit to a collaborative masterplan approach to address detailed urban design and masterplanning matters in a Supplementary Planning Document (SPD).	<p>No amendment to Plan in response to this issue</p> <p>Support noted. It is considered that it is appropriate to undertake a form of collaborative masterplanning for the site which would form the basis of an SPD.</p>

Issue Number	Issues raised through consultation	Officer Response
5.156	<p>Countryside Properties supports the allocation and states that there should be scope to provide between 750 and 1,000 homes as well as a new public space alongside the existing route of the Hertfordshire Way, and a 4-5 ha business park. A promotional brochure is submitted [Note: this has been added to the Council's website at www.eastherts.gov.uk/developinfo]</p> <p>Countryside Properties however requests that the words "depending on whether or not the need for a new secondary school has been demonstrated by the local education authority" after "a potential new secondary school" in bullet h) be deleted.</p>	<p>No amendment to Plan in response to this issue</p> <p>The latest information presented by the County Council indicates that the proposed schools to be provided as part of the Bishop's Stortford North site will meet the peak yield arising from that development and accommodate some of the existing education needs arising from the town. A development of 750 homes would generate 1.5 forms of entry, therefore a 2FE primary school should be provided through the development. In addition to this, the County Council has advised that a further two forms of entry are needed to serve the town. At secondary level the County Council has advised that a new secondary school is required. Both single sex schools (The Bishop's Stortford High School and Herts & Essex High School) are on very constrained sites and are unable to accommodate expansion. The Herts & Essex high School has plans to expand through the use of their off-site playing field at Beldams Lane. This will facilitate expansion on their current site by two forms of entry. In order for the Bishop's Stortford High School to expand it must relocate.</p> <p>In order to address immediate needs and to ensure options are available to serve future needs, land should be allocated for a 2FE primary school which could expand to 3FE. Land will also be allocated adjacent to the existing Thorley Hill Primary School site (which is currently co-located on the Bishop's Stortford High School) to facilitate expansion from 1FE to 2FE. Land will also be allocated for a new secondary school of at least 6FE with the potential to expand up to 8FE to accommodate future needs. How a secondary school is ultimately delivered (through land swap, academy purchase or relocation of an existing school) will be formalised through the masterplanning work, which will involve the County Council, the site promoter and relevant schools where necessary.</p>
5.157	<p>The site is an Area of Outstanding Natural Beauty, maintains air quality and semi-rural feel. Development will destroy rural approach to the town from the south. Object to the loss of the open land and sensitive landscape. Thorley is the southern approach to the town and plays a key role in preserving the pleasant visual aspect and distinctive setting for the market town of Bishop's Stortford which this site will jeopardise.</p>	<p>No amendment to Plan in response to this issue</p> <p>The area is not designated as an Area of Outstanding Natural Beauty. It is acknowledged that development in this area will result in a change in the character of the land. Careful masterplanning can minimise the visual impact of development and enhance the setting of development within the landscape context, thus ensuring a pleasant gateway to the town from the south.</p>
5.158	<p>Unrealistic to expect people to use public transport.</p>	<p>No amendment to Plan in response to this issue</p> <p>The site was assessed through the Strategic Sites Delivery Study, which indicated that the site offers the potential to contribute to more sustainable travel within the town, is in an accessible location and should priorities walking, cycling and public transport connections in the development of a masterplan. If these facilities are available from the start of occupation it will encourage the use of non-car based transport</p>

Issue Number	Issues raised through consultation	Officer Response
		choices.
5.159	Will add to congestion on A1184 and London Road as well as on the junction, all the way through to Harlow.	<p>No amendment to Plan in response to this issue</p> <p>Paragraph 32 of the NPPF sets a high bar and does not allow Local Planning Authorities to refuse or prevent development unless the impacts are 'severe'. For the purposes of Plan-making in Hertfordshire, this is considered to be when traffic causes highway safety concerns. Essex County Council has undertaken transport modelling of the M11 corridor as part of the wider housing market area evidence work and in particular to support the proposal for a new junction to serve the north of Harlow (Junction 7a). This modelling indicates that there will be a reduction of vehicles using the A120 and A1184 once Junction 7a is complete. There is no proposed access from the site on to London Road. Access is proposed from St James Way, Obrey Way and Whittington Way. Therefore there will no vehicles turning on to London Road apart from via the traffic light controlled Whittington Way junction.</p>
5.160	Site is in flight path of Stansted Airport. Permission for the previous schools relocation proposals was refused on aircraft noise and traffic congestion grounds. New homes should not be built under the flight path in area of high noise pollution.	<p>No amendment to Plan in response to this issue</p> <p>The appeal decision did not refer to aircraft noise or traffic congestion as significant factors. Aircraft noise was addressed in the reports of the Secretary of State and the Planning Inspector on the Secondary Schools appeal in September 2012. These concluded that <i>"the proposed relocation of the Bishop's Stortford High School (BSHS) and Hertfordshire and Essex High School (HEHS) to the Whittington Way site would not result in an unacceptable noise environment either within the proposed school buildings or at outside teaching spaces"</i>. The available noise contours show that no part of the site lies within either the 57 or 60 decibel areas, the latter being commonly associated with areas in which noise is 'noticeable and disruptive', and in which residential development should be avoided. Whilst noise may be intrusive, as indeed it is for many existing communities, it is not considered disruptive. The southern part of the site nearest these contours is proposed for a Business Park, in which noise concerns are less significant than for educational or residential uses.</p>
5.161	Sport England objects to the omission of reference to the need to provide for sporting facilities. If a new secondary school is provided on the site this would provide the most realistic opportunity for providing indoor sports facility provision. Criterion h) should be amended to include indoor and outdoor sports provision in the list of social infrastructure to be provided.	<p>Proposed amendment to Plan</p> <p>Agreed. The policy will be amended to refer to the provision of indoor and outdoor sports facilities, which is likely to be delivered as part of a community use agreement of facilities on the secondary school.</p>

Issue Number	Issues raised through consultation	Officer Response
5.162	<p>Bishop's Stortford Civic Federation objects to development in this location in terms of harm to the Green Belt. Reference is made to the Whittington Way schools appeal decision and the Inspector's conclusions on the current Local Plan (adopted 2007), both of which dismissed the notion of a school in the Green Belt location south of Whittington Way.</p> <p>East Herts Council refused permission for the schools proposals, citing harm to the Green Belt. Development would undermine all of the principles of Green Belt.</p> <p>In combination with proposals in the plan for development in Sawbridgeworth and Gilston and Uttlesford's proposals to the north, this would create a ribbon of development from Harlow to Elsenham, contrary to Green Belt protections.</p>	<p>No amendment to Plan in response to this issue</p> <p>The previous school application and subsequent appeal related to the 2007 Local Plan. The decision-making context relevant when the application was undertaken was different to the Plan-making context being proposed now. At the time of the application, the land to the south of Whittington Way was in the Green Belt with no plans to amend the Green Belt boundary. The Development Strategy chapter sets out the current planning context which requires the release of land from the Green Belt to facilitate meeting the District's objectively assessed needs in the most sustainable pattern of development. Land to the south of Whittington Way will be allocated for a residential-led mixed use development to facilitate not only new homes, but the relocation and expansion of a secondary school, the provision of a primary school, employment land and other community facilities.</p> <p>Development of Bishop's Stortford South would leave a substantial gap between Sawbridgeworth and the south of the town and will not result in the coalescence of settlements in this corridor.</p>
5.163	<p>The Bishop's Stortford Civic Federation objects to the impact on the Hertfordshire Way, as referred to by the Inspector in his appeal decision on the schools application.</p>	<p>Proposed amendment to Plan</p> <p>This has been looked at as part of the overall balance of considerations. It is the view of Officers that suitable design measures can be employed on the site to ensure that the setting of the Hertfordshire Way is protected. The Inspector's appeal decision related to a specific application in the context of the 2007 Local Plan. The policy will be amended however, to make specific reference to the requirement to protect and enhance the Hertfordshire Way.</p>
5.164	<p>Bishop's Stortford Civic Federation objects that the timing of the proposed development – simultaneously with Bishop's Stortford North and the Henderson town centre development – would cause disruption across the town.</p>	<p>No amendment to Plan in response to this issue</p> <p>The majority of the proposed development sites are accessible to the strategic road network reducing the need for construction traffic to enter the town itself. The Plan sets out the proposed phasing and delivery of development. However, other matters can delay development which are beyond the control of the local planning authority.</p>
5.165	<p>Support for the development provided it provides a range of homes, including affordable housing, mitigation on the local highway network, provides quality green infrastructure, architecture and landscaping.</p>	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>

Issue Number	Issues raised through consultation	Officer Response
5.166	Thorley Parish Council objects to this site because of the impacts on Pig Lane, a narrow winding lane subject to flooding, used as a rat run between the A1184 and Hallingbury Road. Rat running from the site would also affect Beldams Lane, Haymeads Lane and Little Hallingbury. Close Pig Lane at the railway bridge to prevent rat-running. Should consider the creation of a new junction on the M11 joining London Road (south-eastern bypass), joining the A1184/B1383 junction.	<p>No amendment to Plan in response to this issue</p> <p>There is no evidence to suggest that development on this site will increase vehicle movements along Pig Lane where the unsuitability of these roads for through- traffic is acknowledged. Access along Pig Lane is already constrained at the London Road end by traffic light control at a narrow bridge over the railway line. A bypass around the south-east of the town would divert some traffic movements from the town centre, but may actually draw in a greater volume of traffic from the strategic road network on to the bypass. The cost of a bypass in this area would be considerable given the environmental constraints of the railway line, the river Stort and its floodplain and designated wildlife assets. It is understood that while the south-eastern bypass is included in the long list of the 2050 Vision there is no evidence that this infrastructure would be delivered within the Plan period.</p>
5.167	Thorley Parish Council objects that the site is an area of Grade 2 agricultural land.	<p>No amendment to Plan in response to this issue</p> <p>The Council has taken account of Agricultural Land Classifications through its assessments and has sought to use areas of poorer quality land in preference to that of a higher quality. In this instance it is considered that the need for housing, new schools, and economic development outweigh any harm that results from the loss of agricultural land.</p>
5.168	Thorley Parish Council comments that the site lies within Thorley Parish, not within Bishop's Stortford. It is requested that this site be deleted from the District Plan.	<p>No amendment to Plan in response to this issue</p> <p>It is acknowledged that the site lies within Thorley Parish. There are several instances across the District, where development on the edge of a town lies partially or wholly within a Parish. This in itself is not a reason to discount a development option.</p>
5.169	Thorley Parish Council is concerned about flood risk. There is an underground stream that runs from the west to the east of the site (i.e. Obrey way to Thorley Street). It follows the path of "the Valleys", coming out at Thorley Wash Cottage and then goes under the road to "The Glade". The back side of Thorley Wash Cottage is in the flood plain. Building on the flood plain will increase the flood risk to existing properties, even allowing for the use of flood resilient techniques.	<p>No amendment to Plan in response to this issue</p> <p>Matters of flooding have been considered as part of the Environmental Impact Scoping Opinion Request made by the site promoter. The Council's response indicated that there are suitable measures that can be integrated into the overall design of the site to manage surface water, including the use of swales and filtration beds. As the site is within the drainage catchment of the Thorley Washes Wildlife Site and Thorley Flood Pound Site of Special scientific Interest (SSSI), measures to manage surface water drainage need to ensure that there is no adverse impact on water quality. A Strategic Flood Risk Assessment has been undertaken for the site, which identifies areas a small area of land at risk of surface water flooding. However, the SFRA indicates that the flood risk can be mitigated through design principles.</p>
5.170	Thorley Parish Council requests that an air quality survey is carried out to see if the air pollution levels are currently above World Air Pollution accepted levels.	<p>No amendment to Plan in response to this issue</p> <p>An air quality monitoring station (diffusion tube) was located on London Road until recently but this was moved to the Sawbridgeworth Air Quality Management Area because the reading indicated low levels of pollution. The emerging Environmental Quality policies require major developments to undertake an air</p>

Issue Number	Issues raised through consultation	Officer Response
		quality impact assessment and to ensure such matters are addressed. On-site features such as street trees and enhancements to green infrastructure assets will also help to mitigate impacts to air quality.
5.171	Thorley Parish Council requests that a land survey is undertaken due to an area of sand behind houses in Thorley Street.	<p>No amendment to Plan in response to this issue</p> <p>The area south of Bishop's Stortford lies within the Hertfordshire Sand and Gravel Belt and as such will be expected to consult with Hertfordshire County Council as to the potential presence of mineral reserves within the site and whether the prior extraction of any mineral is required or is indeed viable. Initial discussion with the Minerals and Waste Team suggest that the site is too small to warrant extraction of minerals. The County Council consultation response (see Issue 177) stated this site is located outside the sand and gravel belt and not located within a mineral resources block. There may be an opportunity to extract resources for use on site during development. Further clarification will therefore be needed.</p>
5.172	<p>Contradiction between the 'guiding principles' and the actual plan:</p> <p>e.g. Guiding principle 3: to promote 'self-containment', conflicts with this site, which is far from the town and other transport systems.</p>	<p>No amendment to Plan in response to this issue</p> <p>The area has good potential to contribute to self-containment objectives given that the site will provide a wide variety of uses on the site, thus reducing the need to travel for some day-to-day needs. The site is also considered to be well located in terms of connecting to existing bus networks and creating new services to link the site to the town centre. The guiding principles relate not just to individual sites or settlements, but also relate to wider geographies such as housing or economic market areas.</p>
5.173	<p>Bishop's Stortford High School supports the proposed designation of part of this site for education. At present some local children are ferried outside the town and indeed the County due to lack of capacity. The Boys' school suffers from dilapidated buildings, and the school was originally built for 3 Forms of Entry (FE) but has 5.3FE students currently. Considers that the deficit of places is nearer to 12FE across the town.</p> <p>20 ha should be provided to enable sufficient space for secondary education to 2031 and beyond plus for the town and incorporate a primary school and the Blues Nursery, currently located on the High School Site.</p>	<p>Proposed amendment to Plan</p> <p>It is the view of Officers that a secondary school for up to eight forms of entry should be provided as part of the development, in addition to a primary school of at least two forms of entry at primary level with the ability to expand to three forms of entry to accommodate future needs. The policy will therefore be amended to reflect this requirement.</p> <p>It is anticipated that this provision will facilitate the relocation and expansion of The Bishop's Stortford High School from their current site off London Road. It is also anticipated that The Blues Nursery could also be relocated, although additional Early Years provision may be required in addition to the existing nursery. Discussions are currently ongoing with the County Council School Planning Team, the site promoter and the School to agree an appropriate relocation strategy.</p>
5.174	Thorley is a Category 3 village and therefore should not have 750 to 1,000 homes allocated to it.	<p>No amendment to Plan in response to this issue</p> <p>The village of Thorley remains as a group 3 village. The proposed development is not within the village of Thorley, although it is acknowledged that the site lies within Thorley Parish. There are several instances across the District, where development on the edge of a town lies partially or wholly within a Parish. This in</p>

Issue Number	Issues raised through consultation	Officer Response
		itself is not a reason to discount a development option.
5.175	Question the accuracy of the conclusions of the Green Belt Review 2013 in relation to the site.	<p>No amendment to Plan in response to this issue</p> <p>An independent review of the Green Belt has recently been undertaken by Peter Brett Associates. Undertaken in 2015, this Review therefore supersedes the 2013 Review.</p>
5.176	The Herts and Middlesex Wildlife Trust and Natural England comment that any potential impacts on Thorley Flood Pound SSSI will need to be investigated and any adverse impacts will need to be appropriately mitigated and managed. This may include impacts associated with increased recreational pressure and dog walking. Contributions may be appropriate towards enhancement and ongoing management of Thorley wash to mitigate or compensate for any adverse impacts. Green infrastructure should be planned into the development. HMWT support points c) and i) in particular.	<p>No amendment to Plan in response to this issue</p> <p>The relationship between the site and designated wildlife assets has been considered as part of the Environmental Impact Scoping Opinion Request made by the site promoter. The Council's response indicated that there are suitable measures that can be integrated into the overall design of the site to manage surface water, including the use of swales and filtration beds. As the site is within the drainage catchment of the Thorley Washes Wildlife Site and Thorley Flood Pound Site of Special scientific Interest (SSSI), measures to manage surface water drainage need to ensure that there is no adverse impact on water quality. These features can have serve multiple purposes, including being part of an area of open space.</p> <p>The issue of recreational pressure is more difficult to manage as such sites draw visitors from a reasonably broad catchment and therefore it is unlikely that negative impacts can be attributed to any one particular development. However, the proposed site will be expected to provide open spaces within the site, thus reducing the demands on the designated wildlife assets for day-to-day recreational purposes such as for dog walking or short walks.</p>
5.177	Hertfordshire County Council comments that this site is located outside the sand and gravel belt and not located within a mineral resources block. There may be an opportunity to extract resources for use on site during development.	<p>No amendment to Plan in response to this issue</p> <p>Noted. The area south of Bishop's Stortford lies within the Hertfordshire Sand and Gravel Belt and as such the site promoter will be expected to consult with Hertfordshire County Council as to the potential presence of mineral reserves within the site and whether the prior extraction of any mineral is required or is indeed viable. Initial discussions with the Minerals and Waste Team that have occurred since the consultation suggest that the site is too small to warrant extraction of minerals. Further clarification will therefore be needed.</p>
5.178	Hertfordshire County Council comments that a 1,000 home option was tested in the HSGTM, which indicated that the development would lead to significant increases in congestion, therefore options for highways improvements need to be investigated and outline mitigation measures developed for the London Road, between Pig Lane and Thorley Hill, London Road/Stansted Road (north south corridor), South Street/Newton Road/Station Road junction/Parsonage	<p>Proposed amendment to Plan</p> <p>Deliverability Assessment considered these issues and indicates that congestion is not a legitimate reason to discount development, unless this congestion causes 'severe' impacts. For the purposes of Plan-making in Hertfordshire, this is considered to be when traffic causes highway safety concerns. Alternative means of transport such as bus and cycle routes should be prioritised and a number of other measures taken to encourage trips to be made to the town centre by other than private vehicles.</p> <p>Information from the County Council suggests that there are no means of improving the Hockerill junction apart from 'switching-off' right-hand turns, which has been considered in the past. Previous modelling</p>

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	Lane junction and Hockerill Junction. Due to constraints, a strategy to reduce the impact on Hockerill junction may be required, and consideration of the impacts on bus services will be needed.	indicated that this intervention would have other negative effects on the network if undertaken in isolation. However, this option can be reconsidered in the context of wider transport strategies now being assessed as part of the Bishop's Stortford Town Centre Planning Framework. These will be strategic interventions towards which all developments across the town will be expected to contribute, and as such will be include in the Infrastructure Delivery Plan. East Herts will continue to work the County Council on this issue.
5.179	Town Centre cannot cope with additional shopper's vehicles.	<p>No amendment to Plan in response to this issue</p> <p>The Bishop's Stortford Town Centre Planning Framework will consider a number of options that could alleviate traffic issues in the town. The issue of parking in the town centre is not easily resolved. Some respondents suggest more parking is required to support the vitality of the town, which has the negative effect of encouraging vehicles in to the town centre. Some respondent suggest that there are too many vehicles in the town already. Movement strategies for constrained historic towns such as Bishop's Stortford in the future will focus on encouraging a shift towards the use of alternative means of transport such as buses, walking and cycling.</p>
5.180	Not enough jobs to serve the new residents.	<p>No amendment to Plan in response to this issue</p> <p>The site proposes 5 hectares of employment, which will provide some local employment opportunities. Bishop's Stortford is the District's principle town centre and is home to many businesses. The town's main economic strengths lie in its location; its proximity to Stansted Airport, access to the M11, proximity to Harlow and fast train routes into London and Cambridge. However this accessibility also makes the town ideal for commuters travelling to these larger centres for employment and other purposes. It should be noted that the town also attracts workers from outside the town. Therefore while there is a high level of movement of employees in to and out of the town this is to be expected. The main issues arising from this is on the highway and public transport network, rather than the fact not all workers work within the town. When calculating the number of homes needed, this takes into account the expected growth in jobs and a need to ensure sufficient workers are available to fill these jobs.</p>
5.181	Support for Harlow North as an alternative to developing around Bishop's Stortford.	<p>No amendment to Plan in response to this issue</p> <p>Previous work on demographic forecasts indicated that not all of Bishop's Stortford's housing needs could be met within the proposed allocations and therefore some of the residual need would need to be met in other locations such as within the Gilston Area development. However, the Gilston Area is not expected to deliver homes until towards the middle to end of the Plan period and as such will not address the more immediate housing needs of Bishop's Stortford.</p>
5.182	English Heritage wishes to see a requirement within the policy that the development will protect and enhance the setting of the adjacent listed buildings on	<p>Proposed amendment to Plan</p> <p>Agreed, the policy will be amended to include reference to the protection and enhancement to the setting of</p>

Issue Number	Issues raised through consultation	Officer Response
	London Road.	the listed buildings located on London Road or in the vicinity of the site.
5.183	The Green Belt boundary should be redefined along the bypass, removing land between the B183 to Southern Country Park from the Green Belt. Alternatively, the boundary should be drawn along Thorley Lane East, facilitating development of land to the north of Thorley Lane East.	<p>No amendment to Plan in response to this issue</p> <p>The urban edge of the 1980s developments of Michael's Mead and Thorley Park is a clear Green Belt boundary, marking the boundary between the built-up area and the open land at Southern Country Park. The majority of properties in Thorley Lane East form part of the early history of Thorley village, which is now separated from Thorley Lane by the southern distributor road St James Way. The Green Belt in this location retains a clear distinction between the 1980s estate of Michael's Mead and Thorley Park the historic open character of The Old Rectory which forms a gateway to Thorley village.</p>
5.184	The Herts and Essex High School supports the plan for a secondary school site in this location, however the proposed 17ha is too small and this should be increased to 20 to 22ha.	<p>Proposed amendment to Plan</p> <p>Support noted. Discussions will continue to ascertain the appropriate amount of land required to facilitate the various education facilities proposed for the site. This will be specified within the policy.</p>
5.185	Thames Water has concerns specifically that the sewerage network in the area is unlikely to be able to support the demand anticipated from the development. It will be necessary to investigate possible impacts of the development. It should be noted that in the event of an upgrade to Thames Water assets being required, up to three years' lead in time will be necessary. Thames Water asks that the following paragraph is included in the Development Plan: "Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure."	<p>Proposed amendment to Plan</p> <p>These comments have been reiterated in the response to the Environmental Impact Scoping Opinion Request by the site promoters. The suggested amendments from Thames Water are more general in nature and are applicable to all forms of development, not just the strategic allocations presented in the emerging District Plan. It is therefore proposed that this is included in Policy DPS4 Infrastructure requirements. It is understood that the site promoters have undertaken to ensure these issues are fully resolved. However, the policy will be amended to refer specifically to waste water infrastructure being required in collaboration with Thames Water.</p>
North of Bishop's Stortford		
5.186	Hertfordshire County Council support Part I (a), Part II (a) and Part IV (m) and (n) of this policy. New primary and secondary provision have now been secured to	<p>No amendment to Plan in response to this issue</p> <p>Support noted.</p>

Issue Number	Issues raised through consultation	Officer Response
	meet the needs of the development.	
5.187	Hertfordshire County Council state that green infrastructure should be added to the policy, enhancing biodiversity, incorporating landscaping, rural character and a new country park.	<p>Proposed amendment to Plan</p> <p>The policy will be amended to be more specific in relation to the green infrastructure required on the site.</p>
5.188	Objection to the additional roundabout on the A120 as it will increase diversion of traffic from the town onto the bypass which is at capacity. Assessment needs to be undertaken of diversion from M11 through the town.	<p>No amendment to Plan in response to this issue</p> <p>The impact of the roundabout on the A120 was assessed through the planning application. Traffic is better placed on the strategic road network than within the more constrained town centre roads. Traffic modelling undertaken for the wider housing market area work and the County Council's COMET model indicate that when traffic diverts from the M11, for example in the case of accidents or road closure, the A120 and A1184 are the preferred routes rather than town centre roads.</p>
5.189	Sport England objects that the policy omits reference to the need to provide indoor and outdoor sports facilities as part of the social infrastructure required to support the development. A suitable planning policy is required to provide guidance in the event that the current planning applications are not implemented or approved. Explicit reference should be made in criterion h), reflecting the deficiencies in the town noted in paragraph 5.6.3 of the plan. If a secondary school is provided this should have a dual-use agreement to secure public access to sports facilities.	<p>Proposed amendment to Plan</p> <p>Agreed. Since the Preferred Options consultation outline permission has been granted for the site, with detailed matters included for the first phase. The application was considered to make suitable arrangements for the provision of facilities on-site and made a significant financial contribution towards off-site facilities. In order to ensure there is a policy in place to guide the remainder of the development, the policy will remain with some amendment, which could include reference to specific provision of indoor and outdoor sports facilities. These are likely to be delivered through a range of means, including as part of a community use agreement of facilities on the secondary school.</p>
5.190	New Homes Bonus funding should be used to ensure adequate social and community infrastructure is provided in the town.	<p>No amendment to Plan in response to this issue</p> <p>Agreed. This is the role of New Homes Bonus. Further discussions may be required between the receiving authorities (County Council, District Council and Town Council) to determine where projects exist that may be best served by pooling New Homes Bonus contributions.</p>
5.191	Amend policy to reflect the conditions imposed on the application to pause development after the completion of ASRs 1 and 2 in the event that the traffic congestion impacts turn out to be significantly less favourable than the developers have predicted.	<p>Proposed amendment to Plan</p> <p>It is proposed to add a new policy within the Delivery chapter that addresses ongoing monitoring of developments, particularly large sites which will take several years to complete. As this will be applicable to several sites, reference will be made where relevant to the new monitoring policy. This policy will not pause or prevent development but will introduce mutually agreed triggers for the monitoring of impacts when they</p>

Issue Number	Issues raised through consultation	Officer Response
		are previously unforeseen.
5.192	Support for the inclusion of the allocation in the Plan to address undersupply of new properties to address housing need.	No amendment to Plan in response to this issue Support noted.
5.193	<p>Policy should be amended to reflect the form of development which the Council has resolved to approve:</p> <ol style="list-style-type: none"> 1. The quantum of dwellings proposed at Bishop's Stortford North is up to 2,200 dwellings (plus ASR5) 2. The split of housing between the Western and Eastern neighbourhood is respectively about 850 and 1,350 dwellings (plus ASR5); 3. The types of other development and community facilities ought to reflect the 'approved' parameters plans; 4. No bus service is planned along Dane O'Coys Road 5. Removal of reference to the Neighbourhood Plan which did not exist when the resolutions to grant planning permission were passed by the Council <p>No need for a Supplementary Planning Document since all the land will have permission. Key Diagram should be amended to show the location of the secondary school. Plan should also reference the application details of ASR5.</p>	<p>Proposed amendment to Plan</p> <p>The site has outline planning permission for the whole site covered by ASRs 1-4 plus detailed permission for phase 1 (ASRs 1 and 2). However, it is considered appropriate to maintain a policy within the Plan which sets out the Council's preferences for the site moving forward to guide the remaining detailed permission or if amendments are sought.</p> <p>Outline permission has been granted for the ASR5 and the Council has just received a detailed application for the reserved matters. However, it is considered appropriate for the policy to set out the Council's preferences for this site in the same way as for the other ASRs.</p>
5.194	ASRs were reserved to serve airport related housing needs only, not to meet the needs of the Country.	<p>No amendment to Plan in response to this issue</p> <p>A significant part of the land at BSN has been identified in the Council's Local Plan (the East Herts Local Plan, Second Review, April 2007) as safeguarded land available for future development. These sites are identified as Areas of Special Restraint 1-5 (ASRs 1-5) and a Special Countryside Area (SCA). The Council resolved in 2008 that as a result of a deficiency in the 5 year supply of housing land required across the district and by Government policy, development proposals should be brought forward for all the ASR and SCA sites. The designation of the land in this way reflects its identification in earlier planning policy documents, including in versions of the East of England Plan and the Hertfordshire Structure Plan. The potential for development to take place at the site has been identified in some way for a considerable number</p>

Issue Number	Issues raised through consultation	Officer Response
		of years.
5.195	Green area within the bypass is a great asset.	<p>No amendment to Plan in response to this issue</p> <p>Noted. The policy requires the retention and enhancement of green infrastructure assets throughout the site and the creation of a new Country Park including Hoggate's Wood and Ash Grove.</p>
5.196	Hertfordshire Ecology and Herts and Middlesex Wildlife Trust support IV c), d), g), and h). an integrated green infrastructure/habitat network plan should be drawn up covering the whole site. Country Park proposals should ensure a balance between meeting the needs of wildlife and people and be maintained through an appropriate long-term mechanism. Fanham Bourne should be protected from adverse impacts through suitable buffering and habitats should be restored and enhanced and water quality improved where necessary in line with the River Catchment Management Plan.	<p>Proposed amendment to Plan</p> <p>Agreed. The policy will be amended to make specific reference to particular green infrastructure assets such as Fanham Bourne and make reference to the River Stort Catchment Management Plan.</p>
5.197	Hertfordshire County Council states that the site abuts the sand and gravel belt, therefore there may be the opportunity to extract resources for use on site.	<p>Proposed amendment to Plan</p> <p>The area north of Bishop's Stortford lies outside the Hertfordshire Sand and Gravel Belt. However, as with all the strategic sites, Officers consider it is appropriate to include a policy which requires the applicant to explore whether there are minerals present that may need to be extracted prior to development or be used during the construction process. This will be contained in the Natural Environment chapter.</p>
5.198	Modelling work undertaken in association with the application identified the need for off-site highway capacity improvements at the A120 junctions with the A1250 and B1383, along with a new bus route. The Smarter Choices programme should be used to reduce traffic flows into the town centre. Consideration should be given to the impact of traffic on air quality.	<p>Proposed amendment to Plan</p> <p>The policy will be amended to be more specific about measures to encourage non-car based travel and to reduce air quality impacts arising from development.</p>
5.198	Local Areas for Play and Local Equipped Areas for Play, along with proper sports pitches in line with Sport England guidance should be included in the policy.	<p>Proposed amendment to Plan</p> <p>The policy will be amended to be more specific about requiring the provision of play spaces as part of open space networks to be delivered on the site.</p>

Issue Number	Issues raised through consultation	Officer Response
5.199	Bishop's Stortford Town Council comments that that policy should recognise the Neighbourhood Plan for Silverleys and Meads Wards.	<p>Proposed amendment to Plan</p> <p>The Neighbourhood Plan was not adopted when the original applications were determined. However, now the Neighbourhood Plan is adopted, it is appropriate to make reference to it where appropriate.</p>
5.200	English Heritage wishes to see a requirement within the policy that the development will protect, conserve and enhance the listed buildings within, and adjacent to, the site and their settings. In particular, long views of St Michael's Church and All Saints, Hockerill and views of mature trees.	<p>Proposed amendment to Plan</p> <p>Agreed. The policy will be amended to include reference to protecting, conserving and enhancing the setting of listed buildings within and adjacent to the site, maintaining key views of local landmarks.</p>
5.201	Representation on land adjacent to Bournebrook House, Farnham Road, supporting the inclusion of the ASRs in the Plan, seeking flexibility and assurance that this does not prejudice the planning process for smaller parcels of the land if necessary by a separate landowner.	<p>Proposed amendment to Plan</p> <p>Where a strategic allocation is made it will be supported by a specific policy in addition to the Development Management policies. It is anticipated that smaller applications may come forward on parts of the strategic sites. In order to ensure the ambitions and expectations of the strategic site are met, partial development will be expected to meet the same policy provisions. This is why the strategic sites will be supported by a comprehensively prepared masterplan against which applications will be considered. A new criterion will be added to the policy along the lines of: In order to ensure that the site is planned and delivered comprehensively, any application for development on part of the site will be assessed against its contribution to the masterplan, and will not prejudice the implementation of the site as a whole.</p>
5.202	Thames Water has concerns specifically that the sewerage network in the area is unlikely to be able to support the demand anticipated from the development. It will be necessary to investigate possible impacts of the development. It should be noted that in the event of an upgrade to Thames Water assets being required, up to three years' lead in time will be necessary. Thames Water asks that the following paragraph is included in the Development Plan: "Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to	<p>No amendment to Plan in response to this issue</p> <p>Waste water matters have been addressed as part of the planning permission granted on the site.</p> <p>The suggested amendments from Thames Water are more general in nature and are applicable to all forms of development, not just the strategic allocations presented in the emerging District Plan. It is therefore proposed that this is included in Policy DPS4 Infrastructure requirements.</p>

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	overloading of existing waste water infrastructure.”	
Off-Site Infrastructure		
5.203	Hertfordshire County Council support the policy, however, they note that reference to the provision of a sixth form college should be removed as these facilities are provided within secondary schools.	<p>Proposed amendment to Plan</p> <p>Agreed. This part of the policy should be deleted. However it should be noted that Officers recommend the removal of this policy as it is no longer required. Policy DPS4 Infrastructure Planning in the Development Strategy chapter deals with strategic infrastructure and the Infrastructure Delivery Plan will provide the evidence required to support planning obligations throughout the Plan period.</p>
5.204	A full assessment of infrastructure needs should be undertaken.	<p>No amendment to Plan in response to this issue</p> <p>This is a key part of the plan-making process and is documented in the Settlement Appraisals supporting the District Plan.</p>
5.205	Outdoor playing fields, football pitches in particular, should be provided. Cricket and rugby grounds are also required.	<p>No amendment to Plan in response to this issue</p> <p>The Council is currently undertaking a Leisure Strategy which will be underpinned by an emerging Open Space, Sport and Recreation Assessment. This will provide an up-to-date position on the requirements of the town and identify ways of managing these demands. Two new secondary school grounds will include outdoor pitches for a variety of sports and access to these will be secured through Community Use Agreements.</p>
5.206	Widening the Station Road bridge will not alleviate traffic. Hockerill lights are the pinchpoint, not the bridge, which can only be resolved by diverting the traffic along another route.	<p>No amendment to Plan in response to this issue</p> <p>The widening of the Station Road bridge is not primarily for the purpose of alleviating traffic. The emerging Bishop's Stortford Town Centre Planning Framework suggests a number of options for the bridge, which include widening the bridge to facilitate cycle routes and footpath connections which lead to a revitalised frontage of the leisure centre, making more effective and active usage of the river frontage.</p>
5.207	Enhancing the rail station as a transport hub will encourage more vehicles into the area.	<p>No amendment to Plan in response to this issue</p> <p>The improvement of the transport hub is to facilitate the interchange between forms of public transport such as buses and trains. This will help improve the reliability of bus services encouraging more usage of the network. The quantum, operation and cost of station parking are the main determining factors in terms of encouraging more vehicles in to the area, which then have to navigate around the one way system to access the station car park.</p>
5.208	Construct a south-east bypass to connect to the M11 directly. Completion of the south-eastern bypass should be added to this policy, as a precondition for	<p>No amendment to Plan in response to this issue</p> <p>It is not reasonable to demand a south-eastern bypass as a precondition for development. A bypass would divert some traffic movements from the town, but may actually draw in a greater volume of traffic from the</p>

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	any further development in the town.	strategic road network on to the bypass. The cost of a bypass in this area would be considerable given the environmental constraints of the railway line, the river Stort and its floodplain and designated wildlife assets. It is understood that while the south-eastern bypass is included in the long list of the 2050 Vision there is no evidence that this infrastructure would be delivered within the Plan period.
5.209	Infrastructure should be properly planned for, pre-designed and constructed, not addressed in a piecemeal fashion. The list is not sufficient nor proactive and visionary enough.	<p>Proposed amendment to Plan</p> <p>It should be noted that Officers recommend the removal of this policy as it is no longer required. Policy DPS4 Infrastructure Planning in the Development Strategy chapter deals with strategic infrastructure and the Infrastructure Delivery Plan (IDP) will provide the evidence required to support planning obligations throughout the Plan period. The IDP includes a range of infrastructure projects required to address cumulative and direct impacts. Specific infrastructure necessary to mitigate direct impacts associated with development will also be addressed in the site allocation policies.</p>
5.210	The Bishop's Stortford Civic Federation states that a proper car parking strategy for the town is required, including reduction in long-stay car parking spaces to make a Park and Ride scheme viable. Ely operates a P&R scheme on Saturdays so one should be planned for Bishop's Stortford. Commuters seek out spaces in residential roads. Controlled Parking Zones shift the problem to other locations. Need to adopt a different pricing policy to encourage long term stay parking out of the town centre. Other parking comments suggest building a multi-storey on parking north of Link Road with a pedestrian bridge across to the town centre redevelopment site. More short-term parking would make the town more attractive to shoppers.	<p>No amendment to Plan in response to this issue</p> <p>The Council is currently undertaking a review of parking within the town as part of the wider Bishop's Stortford Town Centre Planning Framework. This looks at a number of options which include the relocation of parking areas, the decking of car parks, the provision of new car parks and the improvement of access to existing car park areas.</p> <p>A Park and Ride has been tested on a number of occasions. For small towns such as Bishop's Stortford they are usually only viable where town centre parking is very limited, or where a policy decision has been taken to restrict it. Currently, the balance of considerations suggests that for Bishop's Stortford the disadvantages of restricting town centre parking outweigh the advantages of a Park and Ride. This may change in the future depending upon the decisions taken in relation to the Framework, and/or other policy considerations.</p> <p>These comments indicate that there is no single solution to resolving parking in Bishop's Stortford.</p>
5.211	Previous poor decisions have led to a lack of education facilities, lack of church schools in the town causing out commuting of pupils.	<p>No amendment to Plan in response to this issue</p> <p>Noted. The Plan allocates land to facilitate the delivery of education facilities. The introduction of the Free Schools programme will facilitate opportunities for churches to provide church schools.</p>
5.212	More bus services should be provided particularly to serve secondary school facilities.	<p>No amendment to Plan in response to this issue</p> <p>The Plan already requires improvements to be made to bus networks. Where necessary, policies could be amended to make specific reference to bus routes serving school sites.</p>

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5.213	Policy provides no flexibility or variation between different types of development, no guidance related to development thresholds (e.g. does it apply to a proposal for a single new house?), no indication of potential contributions figure or justification for this. Contrary to CIL Regulation 122 whereby financial contributions must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. Policy wording should be made more flexible to reflect these concerns.	<p>Proposed amendment to Plan</p> <p>It should be noted that Officers recommend the removal of this policy as it is no longer required. Policy DPS4 Infrastructure Planning in the Development Strategy chapter deals with strategic infrastructure and the Infrastructure Delivery Plan (IDP) will provide the evidence required to support planning obligations throughout the Plan period. The IDP includes a range of infrastructure projects required to address cumulative and direct impacts. Specific infrastructure necessary to mitigate direct impacts associated with development will also be addressed in the site allocation policies.</p>
5.214	The Bishop's Stortford Liberal Democrats request that Bishop's Stortford South should be deleted as a location for a secondary school.	<p>No amendment to Plan in response to this issue</p> <p>Given the lack of available land within the town to provide such essential infrastructure, it is the view of Officers that this location provides a unique opportunity to fulfil the relocation and expansion needs of an existing school. However, this can only be facilitated through development.</p>
5.215	The Bishop's Stortford Liberal Democrats support the widening of Station Road bridge, and suggest adding the words "possibly by constructing a parallel pedestrian bridge".	<p>Proposed amendment to Plan</p> <p>The emerging Bishop's Stortford Town Centre Planning Framework suggests a number of options for the bridge, which include widening the bridge to facilitate cycle routes and footpath connections which lead to a revitalised frontage of the leisure centre, making more effective and active usage of the river frontage. These options will be considered and incorporated into the IDP.</p>
5.216	Bishop's Stortford Town Council states that relief at Hockerill lights can be achieved by interventions elsewhere. Reword policy as follows "measures (not necessarily in the immediate vicinity of the lights) which improve traffic movement and air quality at Hockerill lights."	<p>Proposed amendment to Plan</p> <p>It should be noted that Officers recommend the removal of this policy as it is no longer required. Policy DPS4 Infrastructure Planning in the Development Strategy chapter deals with strategic infrastructure and the Infrastructure Delivery Plan (IDP) will provide the evidence required to support planning obligations throughout the Plan period. The IDP includes a range of infrastructure projects required to address cumulative and direct impacts arising from development. As the policy is currently written, it did not specify any limitation on the distance from the lights where interventions could occur.</p>
5.217	Social and community infrastructure should be added to the list of infrastructure, including the provision of sporting facilities.	<p>No amendment to Plan in response to this issue</p> <p>A key objective of the Plan is that social and community infrastructure requirements will be addressed through on-site provision and therefore are listed in specific site allocation policies. It should be noted that Officers recommend the removal of this policy as it is no longer required, being managed instead through</p>

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		Policy DPS4 Infrastructure Planning in the Development Strategy chapter.
5.218	The Bishop's Stortford Civic Federation states that it is essential that both the hub and the station car park can be accessed from the road network south of the town. At present, access to the bus station and car park is from the gyratory system north of the site. Because traffic from the south has to use it, congestion of the system and at Hockerill is considerably worse than it need be.	<p>Proposed amendment to Plan</p> <p>This junction is an identified Air Quality Management Area and is being considered as part of the Bishop's Stortford Planning Framework. Potential improvements to the road network in other parts of the town, as part of a wider strategy, will alleviate some congestion at this junction, such as the introduction of a bus route through the Goods Yard site and the potential 'switching-off' of the gyratory system. This issue is consistent with the views outlined by Hertfordshire County Council and will be reflected within the chapter. East Herts will continue to work the County Council on this issue.</p>
5.219	Stansted Airport Ltd is concerned about the cumulative impacts of proposed development on Junction 8 of the M11, taking into account the additional traffic that will be generated through the specific approved development of Stansted to 35million passengers per annum. It is vital that the Infrastructure Delivery Plan is progressed and consulted upon before submission of the District Plan so as to avoid unnecessary debate and objection.	<p>No amendment to Plan in response to this issue</p> <p>The Council is preparing an Infrastructure Delivery Plan, the first draft of which will be available to inform the Pre-Submission consultation period. The Council has been working closely with Essex County Council and Highways England to understand the impacts of development arising not just from Bishop's Stortford but from the wider housing market area (Epping Forest District, Harlow, East Herts District and Uttlesford District). The IDP proposes two scenarios for improvements at Junction 8; an interim improvement programme which provides capacity in the short term, and a longer term solution which will accommodate planned housing growth, primarily arising from the A120 corridor.</p>
Employment in Bishop's Stortford		
5.220	Bishop's Stortford Football Club objects to the failure to recognise the potential for various employment related uses to be located at the ground occupied by BSFC, either in conjunction with the club or in the medium term, as an alternative to occupation by the club.	<p>No amendment to Plan in response to this issue</p> <p>The club's location adjacent to the M11 makes it an ideal location for employment land. This is indeed acknowledged in the Employment Study for Bishop's Stortford. However, until such time as the football club is able to secure alternative premises the Council does not wish to jeopardise the continued use of the site for football purposes.</p>
5.221	Section needs more detail about the type of employment opportunities that will be created in the town. Should aim to attract employers to reduce out commuting to London and Cambridge. A science park should be provided. Concern about the town being a dormitory for out-commuting with such residents not supporting the town centre economy. Where will new residents work?	<p>No amendment to Plan in response to this issue</p> <p>A 5 hectare business park is proposed at Bishop's Stortford South and the Council is in discussion with Uttlesford District Council to explore the release of land at Stansted Road to the north of the town from the Green Belt to facilitate expansion of the employment land adjacent to the A120.</p> <p>The town benefits from being within the London-Stansted-Cambridge Corridor, where there is a lot of positivity around the creation of new business and job opportunities. Given the town's location and connections to major employment areas such as Stansted Airport, Cambridge, Harlow and London, there will</p>

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		always be a high level of commuting out of the town, though interestingly, there is also a high level of commuting in to Bishop's Stortford as well. The Bishop's Stortford Town-Wide Employment Study (2013) contains further background evidence.
Retail in Bishop's Stortford		
5.222	The market is not sufficient.	<p>No amendment to Plan in response to this issue</p> <p>The role of markets in town centres is acknowledged in the Plan and the town benefits from a twice weekly market plus monthly farmers market. The Council continually seeks to ensure that the market is competitive and attractive both to visitors and to prospective sellers. This Council is working closely with the Town Council in its role of managing the markets in the town.</p>
5.223	Local roads should be re-routed to prevent unnecessary circulatory vehicle movements.	<p>No amendment to Plan in response to this issue</p> <p>This is being considered as part of the Bishop's Stortford Planning Framework. Potential improvements to the road network across the town, as part of a wider strategy, will reduce the amount of vehicles navigating around the town in search of parking. Such options include the introduction of a bus route through the Goods Yard site and the potential 'switching-off' of the gyratory system. East Herts will continue to work the County Council on this issue.</p>
5.224	The Council should do more to encourage retailers into the town centre and prevent closures.	<p>No amendment to Plan in response to this issue</p> <p>Planning policies seek to ensure the town centre environment is attractive to retailers. Revised retail policies provide more flexibility than in previous plans and the Council is keen to prevent closures where possible. One of the roles of the Bishop's Stortford Town Centre Planning Framework is to look at ways of attracting retailers to the town centre.</p>
5.225	The inclusion of the Mill Site within the town centre boundary is supported.	<p>No amendment to Plan in response to this issue</p> <p>Support noted</p>
5.226	BISH11 seeks to focus retail development within the Old River Lane site, but this would undermine other opportunities throughout the town of providing viable retail offers. This is also contrary to RTC1. Silver Spoon (owner of the Allinson Flour Mill) objects to this because it conflicts with Policy RTC1 and has the potential to undermine the delivery of retail and leisure facilities in suitable locations within the town centre.	<p>Proposed amendment to Plan</p> <p>The policies for Bishop's Stortford sites will be amended to make more reference to the opportunity presented by the Goods Yard and Mill Sites in creating a retail and leisure circuit through the town to towards the station. The Old River Lane Site is an ideal location to provide new retail and leisure opportunities. Revised retail policies provide more flexibility than in previous plans and there is nothing to suggest that where retail proposals come forward in other parts of the town centre that these will not be considered suitable subject to meeting the provisions of the retail policies. Policy BISH11 will be revised to refer to other opportunities within the town.</p>

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5.227	Bishop's Stortford Civic Federation request that Bishop's Stortford South should be deleted from the identified neighbourhood centres list.	<p>No amendment to Plan in response to this issue</p> <p>A key requirement when planning for new communities is the inclusion of a neighbourhood centre providing for day-to-day retail and service needs. This should therefore be included in policy.</p>
5.228	Bishop's Stortford Town Council comments that the retail circuit includes a route through the Mill site which is unlikely, according to statements made elsewhere in the plan, to be practical. The alternative route is along the river joining it at station Road. This would require the construction of a new access ramp which could conveniently be done at the same time Station Road is widened (BISH9). This should be included as part of the circuit and the requirement in BISH9.	<p>Proposed amendment to Plan</p> <p>The retail circuit diagram will be amended to reflect guidance in the emerging Bishop's Stortford Town centre Planning Framework, which considers the provision of new retail and leisure opportunities at the Mill Site among other locations. Therefore while the diagram could be made to be more indicative, the principle of connecting this site to the town centre through attractive and direct routes will be retained in the policy.</p>
5.229	Waitrose supports the inclusion of its store within the Primary Shopping Area, but continues to have concerns about the impact which the masterplan and off-site basement car park would have on the store's attraction and turnover.	<p>No amendment to Plan in response to this issue</p> <p>As landowners of the site, the Council will not be progressing with the planning permission previously granted for the site under Henderson's ownership. The Council is currently preparing with consultants a Town centre Planning Framework which considers ways in which the Old River Lane site could be developed in the future.</p>
Leisure and Community Facilities in Bishop's Stortford		
5.230	Hertfordshire County Council raise the importance of ensuring there are adequate education facilities to support planned growth.	<p>Proposed amendment to Plan</p> <p>The Plan will allocate land to facilitate the provision of new and expanded schools in the town and will continue to work with the County Council to ensure that opportunities are available to assist the County Council to undertake its role as the authority responsible.</p>
5.231	Hertfordshire County Council states that it would be prudent to provide a 2FE reserve primary school site within the town, as there is limited capacity for existing schools to expand. The timing of developments are key in terms of ensuring the timely delivery of new school places.	<p>Proposed amendment to Plan</p> <p>The plan requires a 2FE primary school site within Bishop's Stortford South to serve the needs arising from that development with a sufficient site area to enable expansion up to 3FE to accommodate future needs. In addition to the two new primary school sites already granted planning permission within Bishop's Stortford North development, Officers propose to allocate additional land adjacent to Thorley Primary school to facilitate expansion up to 3FE.</p>
5.232	The enclosure of Hillmead Primary School and St Joseph's Catholic Primary School within the town boundary would make them easier to expand to	<p>No amendment to Plan in response to this issue</p> <p>These schools lie within the green wedge to the west of the town, which are currently within the Green Belt. It is the view of Officers that the Green Wedges in Bishop's Stortford are a key part of the character of the</p>

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	accommodate growth.	town, providing valuable multi-functional open land which also serves to separate neighbourhoods. Therefore it is not proposed to remove this land from the Green Belt. While there is no amendment proposed to the Bishop's Stortford chapter, amendments to Policy GBR1 (Green Belt) sets out how the Council proposes to manage school sites within the Green Belt to enable their expansion where it is required.
5.234	Hertfordshire County states that the deliverability of options to expand the existing secondary schools is uncertain, as the County Council has no power to require the schools to expand or to change their admissions arrangements. HCC is seeking 6FE of secondary provision within Bishop's Stortford North to enable development to provide appropriate education infrastructure for that new community, which equates to 5FE together with the provision of an additional 1FE to ensure demand from the existing community across the planning area can be met.	<p>Proposed amendment to Plan</p> <p>Planning permission has now been granted for a 6FE secondary school within Bishop's Stortford North. The amended Bishop's Stortford North policy will reference this. In addition, the existing Hadham Road Reserve Secondary school Site will be retained to provide a fall-back position, should the second detailed phase of Bishop's Stortford North not come forward. In addition, Officers are working with the County Council, the site promoters and the Bishop's Stortford High School to address the school's relocation and expansion through the development to the south of Whittington Way. Officers are also working with the Herts and Essex High School in their plans to expand onto their Beldams Lane site. Thus longer term demands from the community will be addressed.</p>
5.235	Schools import demand from neighbouring towns.	<p>No amendment to Plan in response to this issue</p> <p>It should be noted that there is also movement of pupils outside of the town. As local growth occurs, this has the effect of reducing the catchment of schools, thus reducing the number of children coming from neighbouring settlements.</p>
5.236	Lunar Retail SARL, the long leaseholders of the Bishop's Stortford Leisure Complex suggest that a policy for the site should be introduced, to retain the core leisure function but to enable some flexibility. In particular, the operational issues to be addressed include: addressing the lack of dedicated car parking; making site more attractive and prominent and, in particular, making better use of the site's location adjacent to the River Stort; seeking to establish the best balance of complementary leisure uses on the site; and investigating the potential for the introduction of additional non-leisure uses, for example residential and/or hotel use. Given the range of issues and the importance of the site to the town, emerging policy	<p>Proposed amendment to Plan</p> <p>Agreed. It is proposed to introduce new policy on leisure and recreation which will address these issues. This is in line with the advice emerging from the Bishop's Stortford Town Centre Planning Framework. The importance of the leisure complex could be amplified by public realm improvements along the river frontage and across the river itself.</p>

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	does not provide an appropriate policy framework.	
5.237	Residential development must be supported by investment in recreation facilities. The town has a deficit of football pitches, rugby pitches, cricket pitches and other indoor and outdoor leisure facilities. Concerned that provision should be made for both the Bishop's Stortford Community Football Club and the Swifts. Unfair that the Swifts got a new ground when the needs of BSCFC are greater as it is a far larger club. No more housing until football pitches sorted. Bishop's Stortford Community Football Club want their own ground large enough to cater for its membership. There needs to be investment in changing facilities to encourage female participation.	<p>No amendment to Plan in response to this issue</p> <p>The Council is currently in the process of updating its evidence on open spaces, sport and recreation facilities. There is an existing deficit of outdoor pitches primarily due to the size of the Bishop's Stortford Community Football Club which caters for significant demand, making use of a large number of pitches in and around the town. The Bishop's Stortford North Sports Investment Strategy indicated that there are different ways in which the demands of the club can be met and the Council is working closely with Sport England, the Football Association, the club and other landowners to find a solution through the emerging open space assessment work. The provision for The Swifts at Bishop's Stortford North development was considered appropriate, as it would assist with meeting needs and is on a site which would not be sufficient to meet the needs of the Community Football Club, it would also enable the expansion of the rugby club as they and the Swifts currently share a ground.</p>
5.238	Insufficient healthcare facilities in the town to address existing demand without additional residents.	<p>No amendment to Plan in response to this issue</p> <p>The Council is working with the Clinical Care Commissioning group, NHS England and NHS Hertfordshire to address healthcare demands within the town. The policy for the development to the south of Whittington Way will require the provision for a healthcare unit within the neighbourhood centre.</p>
5.239	Grange Paddocks is inadequate to cater for demands.	<p>No amendment to Plan in response to this issue</p> <p>The Council is currently working on a new leisure strategy which will address these issues. Grange Paddocks is constrained by floodplain so the Council is discussing with the Environment Agency suitable ways of managing flood risk.</p>
5.240	Community centres need to be supported for their multiple benefits.	<p>No amendment to Plan in response to this issue</p> <p>Policy CFLR7 and CFLR8 within the Community Facilities, Leisure and Recreation chapter seek to manage the creation of new, or loss of existing community facilities.</p>
5.241	New facilities for the practice of faith are not mentioned.	<p>No amendment to Plan in response to this issue</p> <p>Policy CFLR7 and CFLR8 within the Community Facilities, Leisure and Recreation chapter seek to manage the creation of new, or loss of existing faith facilities.</p>
5.242	Insufficient indoor sports space should be addressed, options include new dedicated centre and provision of new sports halls as part of school developments which	<p>Proposed amendment to Plan</p> <p>The Council is currently working on a new leisure strategy which will address these issues. In addition, in order to address concerns by Sport England, it is proposed to specify the requirement to provide indoor</p>

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	could be used by the community.	sports facilities as part of the creation of new or expansion of existing schools, which can then be managed through Community Use Agreements. Policies will be amended to add specific reference to indoor sports facilities.
5.243	The Bishop's Stortford Community Football Club request that their current ground be removed from the Green Belt.	<p>No amendment to Plan in response to this issue</p> <p>The Green Belt Review, whilst containing the football club land within Green Belt parcel 68, did not make specific mention of the football ground. Therefore Officers have considered the land against the same criteria and consider that the site does not function well as an area of Green Belt, being bounded by the strategic road network to the north, east and south and an employment area to the west. The club complex, whilst it could be argued represents an essential facility for outdoor sport, which could be deemed an appropriate use within the Green Belt, is very urban in nature, with significant hardstanding, multi-storey clubhouse building and stands, hoarding and floodlighting, features not conducive to a Green Belt location. Therefore it is proposed that the Green Belt boundary be amended to exclude the football ground and the land will be designated for open space, sport and recreation under the CFLR policies.</p>