



The countryside charity
Hertfordshire

31a Church Street
Welwyn
HERTS AL6 9LW
www.cpreherts.org.uk
office@cpreherts.org.uk
01438 717587

Standing up for Hertfordshire's countryside

Stephen Tapper
Development Control
East Hertfordshire District Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ

Our Ref:

Your Ref:

2nd October 2020 (by email)

Dear Mr. Tapper,

Application No 3/20/1622/OUT
Outline planning application for development of the site for 100 dwellings - all matters reserved apart from the means of access.
Land To The West Of Foxdells Lane And North Of Whitehall Lane,
Former Primary School Allocation Within Bishop's Stortford North Strategic Site Bishops Stortford, Hertfordshire CM23 2JA

While we recognise that this outline application sits within the Eastern Neighbourhood of the Bishop's Stortford North Urban Extension designated under Policy BISH4 of the East Herts District Plan, we would like to comment on the proposed access arrangements.

The proposed vehicular access is taken from the highways network approved as part of the overall masterplan for the Eastern Neighbourhood and we have no concerns about it. However vehicular access is not the only consideration to be taken into account and motor vehicles not the only method of movement. In fact, sustainable travel choices have to be given priority, yet this application fails to do so. The new Local Transport Note 1/20 and government publication 'Gear Change' highlight sustainable travel should be the first choice for residents and considered from the earliest stages of development proposals.

The NPPF also states that applications for development should 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas' (Para 110a).

The vehicular access is taken from the distributor road on the northern boundary of the site. However all of the services, including schools in Bishop's Stortford lie to the south, as do the bus stops in Rye Street. Consequently pedestrian and cycle movements will be in that direction. There is no indication of connectivity for these modes which will facilitate access to the town centre and other services and is generally essential to reduce the need to travel by car. Such movement will be along Foxdells Lane and Whitehall Lane, both of which are country lanes without either footways or street lighting and hence unsafe for pedestrians and

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cyclists. Should the Council be minded to approve this application we would wish to see a condition applied to address this issue.

It would also have been useful if the applicant had either submitted for the approval of layout details as part of the application or otherwise provided a plan to demonstrate how this proposal integrates with the masterplan in order that the maximum opportunities to promote sustainable travel are realised.

Yours sincerely,

David Irving