



Uttlesford District Council Local Plan

Transport Evidence Topic Paper

July 2024

Produced to support the 'Publication' version (Regulation 19)
Local Plan

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1 Introduction

- 1.1.1 This Transport Evidence Topic Paper summarises the breadth of transport evidence that has been commissioned by Uttlesford District Council to support and inform the Local Plan policies and proposals contained in the 'Publication' version Regulation 19 Local Plan (subsequently referred to as the 'Local Plan' for conciseness).
- 1.1.2 Full details of the supporting evidence documents produced are listed in **Table 1** below and will be available as part of the Local Plan Evidence Base together with a number of supporting technical documents.

Table 1: List of Evidence Documents

Evidence Area	Document Name	Author
Sustainable Transport	Local Plan Sustainable Transport	ITP
Sustainable Transport	Local Cycling and Walking Infrastructure Plan	PJA
Sustainable Transport	A120 Corridor Study	Essex Highways
Sustainable Transport	Shared Transport in New Developments	CoMoUK
Assessment & Modelling	Model Outputs: Saffron Walden	Tetra Tech
Assessment & Modelling	Model Outputs: A120 Corridor	Tetra Tech
Assessment & Modelling	Stump Cross Assessment	Tetra Tech

1.2 Purpose and Structure of this Topic Paper

- 1.2.1 This Topic Paper highlights the evidence that has been commissioned which examines how sustainable transport can be delivered to support the growth in Uttlesford together with the technical assessments of impacts of growth proposals on the highway network.
- 1.2.2 Uttlesford will require a transport network that addresses not only the needs of the existing and future residential and working population but will also need to address the impact that transport has on emissions and climate change.
- 1.2.3 This Topic Paper does not repeat the evidence in detail, instead it highlights and summarises the key conclusions of the evidence. For an in-depth examination of the transport issues in Uttlesford, the detailed evidence reports and documents should be examined.

1.3 Spatial Strategy

- 1.3.1 The Spatial Strategy set out in the Local Plan identifies the appropriate locations for development, the level of housing to plan for, the amount of employment land to meet our needs to maintain and develop our local economy and to provide a range of services, as well as the facilities and infrastructure we need to support planned growth. It also aims to address the challenges of climate change, enhanced biodiversity net gain, achieve sustainable development and protect the environment.
- 1.3.2 The spatial strategy and overarching vision and objectives determine that the delivery of sustainable development and sustainable transport are key components of the strategic objectives of the Local Plan.

1.3.3 The spatial strategy leads to a need for stronger sustainable transport planning and policies. It requires that a proactive and progressive approach to transport is taken which is called the 'Decide and Provide Approach': deciding on a preferred transport future and then providing the means to help deliver that future. Further explanation of the approach is detailed in **Section 4**.

1.4 Transport Policies in the Local Plan

- 1.4.1 The policies and proposals in the Local Plan will aim to make all forms of sustainable transport more accessible to all users and promote the use of cleaner modes of travel including public transport. There are direct health benefits of delivering walking and cycling infrastructure and making sure the design of new places prioritises journeys on foot or cycle. As a large rural area, Uttlesford has a fragmented network of cycle and walking routes, that will need to be improved to provide connections between existing communities and to key services and strengthen local and strategic networks.
- 1.4.2 The Local Plan evidence recognises the strategic role that the key transport routes and infrastructure play regionally and nationally, including the M11, West Anglia Mainline railway and London Stansted Airport. It takes the position that planned growth across Uttlesford should not unduly impact on the capacity and the performance of the Strategic Road Network (SRN) and the local road network.
- 1.4.3 The Local Plan has transport planning policies that should be applied to development proposals across the whole district. There are also more specific policies for the North Uttlesford and South Uttlesford growth strategy areas. The district-wide core transport policies which are assessed against national and local policy in **Table 3 in Section 4**.

2 Transport in Uttlesford

2.1 Uttlesford Context

- 2.1.1 Uttlesford District is located in the north-west of the county of Essex. It is a rural, non-metropolitan district with a population of 91,341¹, with a relatively low population density of 143 persons per square kilometre².
- 2.1.2 Saffron Walden is the administrative town of the district with a population of 16,600. The other two principal service centres in the settlement hierarchy are Great Dunmow and Stansted Mountfitchet followed by 'rural centres' such as Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley and Thaxted. Other than Thaxted, these communities are situated close to the two main road routes through the district, the M11 running north to south from Cambridge to the M25, and the A120 running east-west to east between Junction 8 on the M11 near London Stansted Airport to Braintree just outside the district, eastwards to Colchester.
- 2.1.3 The neighbouring districts are Braintree, Chelmsford and Epping Forest in Essex, and East Hertfordshire, North Hertfordshire and South Cambridgeshire. London Stansted Airport, the UK fourth-busiest airport³, is located in the southwest of Uttlesford and as the largest employer in the district is of regional significance as a travel and commercial destination, set to expand activities significantly during the Local Plan period.
- 2.1.4 The airport has a major impact on travel patterns and a key aim of the Local Plan is to work with the Airport authority, Manchester Airport Group (MAG), to build on the existing public transport opportunities to promote the airport as a local destination as a multi-modal transport interchange.

2.2 Strategic Road Network

- 2.2.1 The Strategic Road Network provides Uttlesford with good regional accessibility and comprises the M11, the A120 and the A11 on the northern edge of the authority:
- The M11 forms a nationally important north-south link between London and Cambridge. There are two junctions in Uttlesford. Junction 8 provides access to Stansted Airport and connects onto the A120, whilst Junction 9 is a limited access junction, only allowing movement to/from the A11.
 - The A120 links the M11 and Bishop's Stortford in the west with Stansted Airport, Great Dunmow and Braintree in the east before heading on to Colchester and the east coast ports.
 - The A11 links the M11 with Norwich in the north-east at the Stump Cross junction north of Great Chesterford.

¹ [2021 Census Profile for areas in England and Wales - Nomis \(nomisweb.co.uk\)](https://www.nomisweb.co.uk)

² [Population density - Census Maps, ONS](https://www.ons.gov.uk)

³ [UK airport data 2024 | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk)

2.3 Local Road Network

2.3.1 Most of the road network across Uttlesford is managed by Essex County Council as the 'local road network'. It is characterised by single carriageway B roads and minor roads or country lanes. Locally important links include:

- B1383 in the west which runs parallel to the M11 and links Saffron Walden in the north with Newport and Stansted Mountfitchet. It is a busy commuter route at peak times.
- B1256 which is the historic east-west route running south of and parallel to the A120 linking Braintree with Bishop's Stortford via Great Dunmow and Takeley. It accommodates significant HGV usage because of the large quarry on the western edge of Great Dunmow as well as high peak hour private car journeys arising from the recent growth of new developments around Woodside Way and the western side of Great Dunmow accessing the motorway.
- B184 which links Great Chesterford in the north through Saffron Walden, Thaxted and Great Dunmow in the south and on towards Chelmsford. In the main towns of Saffron Walden, Great Dunmow and Stansted Mountfitchet, the network is often constrained by the historic street patterns that characterise the centres, not designed for the volume of traffic they now accommodate.

2.4 Rail Services in Uttlesford

2.4.1 There are six rail stations served by trains operating on the West Anglian Mainline between London and Cambridge, and Stansted Airport. Greater Anglia is the train operating company (TOC) holding the franchise since February 2012 as the service provider until October 2025.

2.4.2 In addition, Uttlesford residents can access stations across the border of the district in Bishop's Stortford, Braintree and Whittlesford. It is also understood that a number of residents travel southwards towards Epping to access the TFL network for direct access into London on the Central line.

2.5 Bus Services

2.5.1 Although parts of the district are well served with regular and well-connected services, especially around the airport, bus service provision and supporting infrastructure, and the ability to interchange between services and other modes of travel are not readily available across much of the rest of Uttlesford.

2.5.2 Away from the airport, the main service centres of Saffron Walden, Great Dunmow and Stansted Mountfitchet are connected to larger centres in neighbouring authorities by bus such as to Cambridge, Braintree and Bishop's Stortford.

2.5.3 The rural nature of the district, lack of large centres of population to act as a destination focus for services, dispersed employment provision and high levels of car ownership all contribute towards a difficult economic environment for bus companies to be able to offer an attractive, frequent and viable service. The Local Plan's transport policies have a strong focus on requiring the provision of different tools to assist this such as subsidised bus passes, requiring travel plan and creating mobility hubs.

2.6 The Cycling and Walking Network

- 2.6.1 Two routes on the National Cycle Network (NCN) run through Uttlesford, the north-south NCN Route 11, which will connect Harlow with Kings Lynn, and NCN Route 16, an east-west link between Bishop's Stortford and Braintree along the Flich Way.
- 2.6.2 NCN11 is on-road provision on quiet rural roads to the west of the M11 and links to a traffic free route into Cambridge. It currently terminates to the west of Audley End and other on-road routes which do not form part of the NCN provide onwards connections to Saffron Walden to the east and Stansted Mountfitchet in the south.
- 2.6.3 The Flich Way, forming part of NCN16, provides a connection between Bishop's Stortford and Braintree. Most of the route is traffic-free, using the former railway line, excluding a small section where the route passes through Great Dunmow and cyclists are required to cycle on carriageway.
- 2.6.4 Figure 3 below shows the NCN as it passes through Uttlesford, however, there is relatively low connectivity between the National Cycle Network routes in the district.

2.7 Local Cycling and Walking Infrastructure Plan (LCWIP)

- 2.7.1 The Uttlesford LCWIP was prepared between 2023 and 2024. It focuses on opportunities for delivering a new strategic cycle network, setting out the quality of current provision and priorities for future investment in Uttlesford and has two more settlement-based plans for Saffron Walden and Great Dunmow.
- 2.7.2 The LCWIP audit describes a general picture across Uttlesford of a lack of dedicated off road provision in the main four settlements. The only exception is in Saffron Walden, where a connection between the town and Audley End Station has been improved with a contra-flow cycle lane along Wenden Road, although it remains largely unlit and lacks physical segregation from the main carriageway.

3 Transport Policy and Guidance

3.1 National Planning Policy Framework (NPPF)

- 3.1.1 The National Planning Policy Framework (NPPF) update issued in December 2023 sets out how the government's planning policies should be applied through local plans and the development process. Section 9 (paragraphs 108-113) considers the promotion of sustainable development and notes that 'transport issues should be considered from the earliest stages of plan-making and development proposals.'
- 3.1.2 It highlights that the "planning system should actively manage patterns of growth' and that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. "
- 3.1.3 Paragraph 110 states that planning policies should 'support an appropriate mix of uses across an area...and to minimise the number and length of journeys needed...'. It continues stating that planning policies should also 'provide for attractive and well-designed walking and cycling networks with supporting facilities...'
- 3.1.4 With regard to the assessment of development proposals paragraphs 114-117 state that these should ensure 'appropriate opportunities to promote sustainable transport modes have been taken up', 'safe and suitable access can be achieved for all', the design of all transport elements reflect relevant and current government guidance, and that any 'any significant impacts on the transport network...can be cost effectivity mitigated to an acceptable degree'

3.2 Planning Practice Guidance (PPG)

The PPG 15 on 'Transport Evidence Bases In Plan Making And Decision Taking 2015' defines why a planning authority should establish a transport evidence base for a Local Plan (para 002): "It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan. A robust transport evidence base can facilitate approval of the Local Plan and reduce costs and delays to the delivery of new development, thus reducing the burden on the public purse and private sector."

3.3 DfT Circular 01/22 – Strategic Road Network and the Delivery of Sustainable Development

- 3.3.1 DfT Circular 01/2022⁴ is a policy paper which explains how National Highways engages with the planning system and fulfils its remit of a delivery partner for sustainable economic growth whilst maintaining the strategic road network.
- 3.3.2 Paragraphs 11-17 set out the principles of sustainable development stating that 'New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable'. It highlights the impact of where developments are located on people's mode of travel for short journeys.

3.3.3 As part of the NPPF expectations of a clear evidence base to support local plans and spatial development strategies, National Highways expect this process to explore options to reduce reliance on the Strategic Road Network (SRN) for local journeys, maximising opportunities for walking, wheeling, cycling and public transport use. Development plans should only promote locations that are or can be made sustainable. The Council commissioned a separate study to evaluate and recommend on opportunities for sustainable transport (see section 5.2) specifically to address this expectation.

⁴ [Strategic road network and the delivery of sustainable development - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/strategic-road-network-and-the-delivery-of-sustainable-development)

4 Evidence Led Policy Approach

4.1.1 The Local Plan transport evidence considers how best to address the transport challenges in Uttlesford and particularly how policies can reduce the need to travel or promote the use of sustainable transport, which in turn, support the district-wide carbon reduction targets⁵. The evidence led policy approach intends to ensure the sustainable transport opportunities in the towns and villages have been prioritised when locating new development to encourage a shift in behaviour to sustainable transport modes, including the prioritisation of sustainable transport choices in the strategic allocations.

4.2 The 'Decide and Provide' Approach

- 4.2.1 As stated in the introduction, the Spatial Strategy and Spatial Vision and Objectives determine that the delivery of sustainable development and sustainable transport are key components of the strategic objectives of the Local Plan and are the focus for the delivery of transport proposals within the Local Plan.
- 4.2.2 Trends regarding how people travel have been changing in recent times, albeit with a continued dependency on car use. Transport patterns will continue to change over the Local Plan period with a range of known and unknown factors influencing how people travel or seek out services. Technology-based transport innovations such as (but not exclusively) electric vehicles (including cycles and scooters) and autonomous vehicles will continue to change the transport environment. The dramatic upturn in home deliveries (including food) over the past 10 years has changed shopping habits and had an impact on High Streets and reduced the need to travel for some day-to-day shopping. The Covid-19 pandemic demonstrated how a significant, unpredictable, event can have a long-term impact on travel and transport with an immediate and drastic reduction in travel patterns and the acceleration of a shift towards more flexible and home working. With this ongoing change, there is always going to be potential uncertainty regarding what the future of transport looks like and should be provided.
- 4.2.3 The traditional approach of 'Predict and Provide' reflects demand-led supply: i.e. predict future demand for travel and provide appropriate transport supply or capacity to meet that demand. This approach often maintains the status quo by building more highway capacity and generally perpetuates dependency on cars. This approach cannot plan for, or react to, uncertainty.
- 4.2.4 The Chartered Institution of Highways & Transportation (CIHT) identifies the "scourge" of 'Predict and provide' and associated "outdated assessment methodologies" as a barrier to better planning⁶.
- 4.2.5 The alternative: 'Decide and Provide' approach selects a preferred vision and then provides the means to work towards that, while also "accommodating the uncertainty of the future". The 'Decide and Provide' approach offers the opportunity for more positive and integrated transport and land use planning making sustainable modes central to achieving the vision for the site/development.

⁵ NNDC Achieving net-zero carbon status by 2030: <https://www.uttlesford.gov.uk/article/6788/Achieving-net-zero-carbon-status-by-2030>

⁶ <https://www.ciht.org.uk/knowledge-resource-centre/resources/better-planning-better-transport-better-places/>

Table 2: Differences in approaches

Predict and Provide	Decide and Provide
<ul style="list-style-type: none">▪ Forecast a most likely mobility future▪ Demand-led supply▪ Does not account for uncertainty and change▪ Re-active	<ul style="list-style-type: none">▪ Decide on a preferred transport future▪ Supply-led demand▪ Accounts for uncertainty▪ Pro-active

Source: TRICS Decide and Provide Guidance Summary https://www.trics.org/img/trics_dp_guidance_summary.pdf

4.2.6 The policies in the Local Plan support the spatial strategy and, in turn, follow the ‘Decide and Provide’ approach that will enable the improvement of connectivity and sustainable transport modes, and choices, for new and existing residents and businesses. Furthermore, and importantly, the Uttlesford Local Plan transport policies align with national, regional, and local policies and strategies as appraised in **Table 3** below.

Table 3: Draft Local Plan Policy alignment with National, Regional and Local Policies and Strategies

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
<p>Core Policy 26: Providing for Sustainable Transport and Connectivity</p>	<p>NPPF</p> <ul style="list-style-type: none"> Promotes sustainable transport with priority to active travel. 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> Promoting active travel will aid decarbonisation. Will aid connecting growing towns. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Promote sustainable transport. Promotes connectivity to services and communities within Uttlesford by sustainable transport. Promotion of sustainable transport will reduction carbon create by transport.
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> Promotes walking, cycling and public transport. Provides sustainable transport alternatives to the motor car. Promotes make locations more sustainable. 		<p>Essex Cycling Strategy</p> <ul style="list-style-type: none"> Promotes cycling to reduce the environmental impact of travel. Promotion of cycling will aid connectivity and provide health benefits. Will improve the cycle network within Uttlesford and hence Esses. Promotes well designed cycling infrastructure.
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> Promotes walking and cycling and states that they should have priority. Reduce the conflict with motor vehicles. 		<p>Transport Strategy for Saffron Walden</p> <ul style="list-style-type: none"> Will aid promotion and the delivery of sustainable transport measures within the strategy.
	<p>Bus Back Better</p>		

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
	<ul style="list-style-type: none"> Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services. 		
Core Policy 27: Assessing the impact of Development on Transport Infrastructure	<p>NPPF</p> <ul style="list-style-type: none"> The impacts of developments will be assessed and that they will be mitigated. Sustainable transport will be promoted. 		<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Promote sustainable transport. Provides alternative modes to the private car and the opportunity to reduce car journeys. Promotes travel planning to for greater use of sustainable transport and reduce the transport impact on the environment.
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> Promotes walking, cycling and public transport. Provides sustainable transport alternatives to the motor car and has the potential to reduce the impact on the strategic road network. Promotes make locations more sustainable. 		
Core Policy 28: Active Travel - Walking and Cycling	<p>NPPF</p> <ul style="list-style-type: none"> Active travel will be promoted with greater priority. Providing an improved environment for cyclists and pedestrians. 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> Promoting active travel will aid decarbonisation. Will aid connecting growing towns. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Promote active travel and will aid reducing the number and length of trips made by private cars.

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 14</p>	<ul style="list-style-type: none"> Promotes attractive and well-designed walking and cycling routes with supporting facilities. 		
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> Promotes walking and cycling which provides opportunities for more trips by those modes rather than the private car. Promotes make locations more sustainable. 		<p>Essex Cycling Strategy</p> <ul style="list-style-type: none"> Promotes cycling to reduce the environmental impact of travel. Promotion of cycling will aid connectivity and provide health benefits. Will improve the cycle network within Uttlesford and hence Esses. Promotes well designed cycling infrastructure.
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> Promotes walking and cycling and states that they should have priority. Reduce the conflict with motor vehicles. 		
<p>Core Policy 29: Electric and Low Emission Vehicles</p>	<p>NPPF</p> <ul style="list-style-type: none"> Providing EV infrastructure will enable a wider choice of modes with an alternative to fossil fuels and reduced emissions. 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> Promoting active travel will aid decarbonisation. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Will provide opportunities to reduce the carbon impact of transport by promoting EV and low emission vehicles.
<p>Core Policy 30: Public Rights of Way</p>	<p>NPPF</p> <ul style="list-style-type: none"> Provides for alternative modes of transport. Promotes walking and cycling. 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> Promoting active travel will aid decarbonisation. Will aid connecting growing towns. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Promote active travel and will aid reducing the number and length of trips made by private cars.

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
Page 15	<ul style="list-style-type: none"> Improve quality of walking and cycling network. 		
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> Promotes walking and cycling which provides opportunities for more trips by those modes rather than the private car. Promotes make locations more sustainable. 		
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> Promotes walking and cycling and states that they should have priority. Reduce the conflict with motor vehicles. 		
Core Policy 31: Parking Standards	<p>NPPF</p> <ul style="list-style-type: none"> Providing cycle parking to aid cycling and create a well designed network with supporting facilities. Provides cycle parking and EV charging to provide alternative modes of transport with zero and reduced emissions. 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> Will help promote active travel which will aid decarbonisation. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> Promote active travel and will aid reducing the environmental impact of transport.
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> Promotes walking and cycling by providing cycle parking. 		

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
Core Policy 32: The movement and management of Freight	NPPF <ul style="list-style-type: none"> ▪ Promotes local delivery hubs and provision of freight management strategies to reduce transport impact. ▪ Promotes low or zero emission modes of transport. 	Transport East Transport Strategy <ul style="list-style-type: none"> ▪ Promoting active travel will aid decarbonisation. 	Essex Local Transport Plan <ul style="list-style-type: none"> ▪ Promotes low or zero emission modes of transport which will reduce the impact of transport on the environment.
Core Policy 7: Delivery of Transport Schemes within the North Uttlesford Area	NPPF <ul style="list-style-type: none"> ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities. 	Transport East Transport Strategy <ul style="list-style-type: none"> ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns. 	Essex Local Transport Plan <ul style="list-style-type: none"> ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduction carbon create by transport.
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development <ul style="list-style-type: none"> ▪ Promotes sustainable transport and the potential to reduce journeys by private car. ▪ Promotes make locations more sustainable. 		Essex Cycling Strategy <ul style="list-style-type: none"> ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits. ▪ Will improve the cycle network within Uttlesford and hence Esses. ▪ Promotes well designed cycling infrastructure.
	Gear Change: A bold vision for cycling and walking		Transport Strategy for Saffron Walden

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
	<ul style="list-style-type: none"> ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles. 		<ul style="list-style-type: none"> ▪ Will aid promotion and the delivery of sustainable transport measures within the strategy.
<p>Core Policy 13: Delivery of Transport Schemes within the South Uttlesford Area</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 17</p>	<p>NPPF</p> <ul style="list-style-type: none"> ▪ Provides new and enhanced bus services which will promote bus use and alternative modes of transport to the private car. ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduce carbon create by transport.
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> ▪ Promotes sustainable transport and the potential to reduce journeys by private car. ▪ Promotes make locations more sustainable 		<p>Essex Cycling Strategy</p> <ul style="list-style-type: none"> ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits. ▪ Will improve the cycle network within Uttlesford and hence Essex. ▪ Promotes well designed cycling infrastructure.

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles. 		
	<p>Bus Back Better</p> <ul style="list-style-type: none"> ▪ Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services. 		
<p>Core Policy 17: Delivery of Transport Infrastructure within the Stansted and Elsenham Area</p>	<p>NPPF</p> <ul style="list-style-type: none"> ▪ Provides new and enhanced bus services which will promote bus use and alternative modes of transport to the private car. Improvements to bus stops and rail stations will improve the public transport and hence the sustainable transport offer. ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities 	<p>Transport East Transport Strategy</p> <ul style="list-style-type: none"> ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns. 	<p>Essex Local Transport Plan</p> <ul style="list-style-type: none"> ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduce carbon created by transport.

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
	<p>DfT Circular 01/22 – Strategic road network and the delivery of sustainable development</p> <ul style="list-style-type: none"> ▪ Promotes sustainable transport and the potential to reduce journeys by private car. ▪ Promotes make locations more sustainable 		<p>Essex Cycling Strategy</p> <ul style="list-style-type: none"> ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits. ▪ Will improve the cycle network within Uttlesford and hence Esses. ▪ Promotes well designed cycling infrastructure.
	<p>Gear Change: A bold vision for cycling and walking</p> <ul style="list-style-type: none"> ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles. 		
	<p>Bus Back Better</p> <ul style="list-style-type: none"> ▪ Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services. 		

5 Sustainable Transport Evidence

5.1.1 This section details the four main pieces of sustainable transport evidence that have been used to inform the development of the Local Plan and have informed this Topic Paper and includes:

- Local Plan Sustainable Transport Study. July 2024. Produced by ITP
- Local Cycling and Walking Infrastructure Plan. July 2024. Produced by PJA
- A120 Corridor Study. May 2024 Produced by Essex Highways / Jacobs
- Shared Transport in New Developments. April 2024 Produced by CoMoUK

5.1.2 This evidence base further supports the ‘Decide and Provide’ approach that is reflected in the policies that promote sustainable transport in the Local Plan. Full details of this Local Plan Transport evidence is available and can be examined in detail.

5.2 Local Plan Sustainable Transport Report

5.2.1 The ITP report provides a detailed and robust sustainable transport evidence base and strategy which substantially informs this Topic Paper. Several of the outputs relating to the Policy Assessment (**Section 4** of this paper) and the Area Profiles And Strategies (**Section 6** of this paper) are taken from the ITP work.

5.3 Uttlesford Local Cycling and Walking Infrastructure Plan

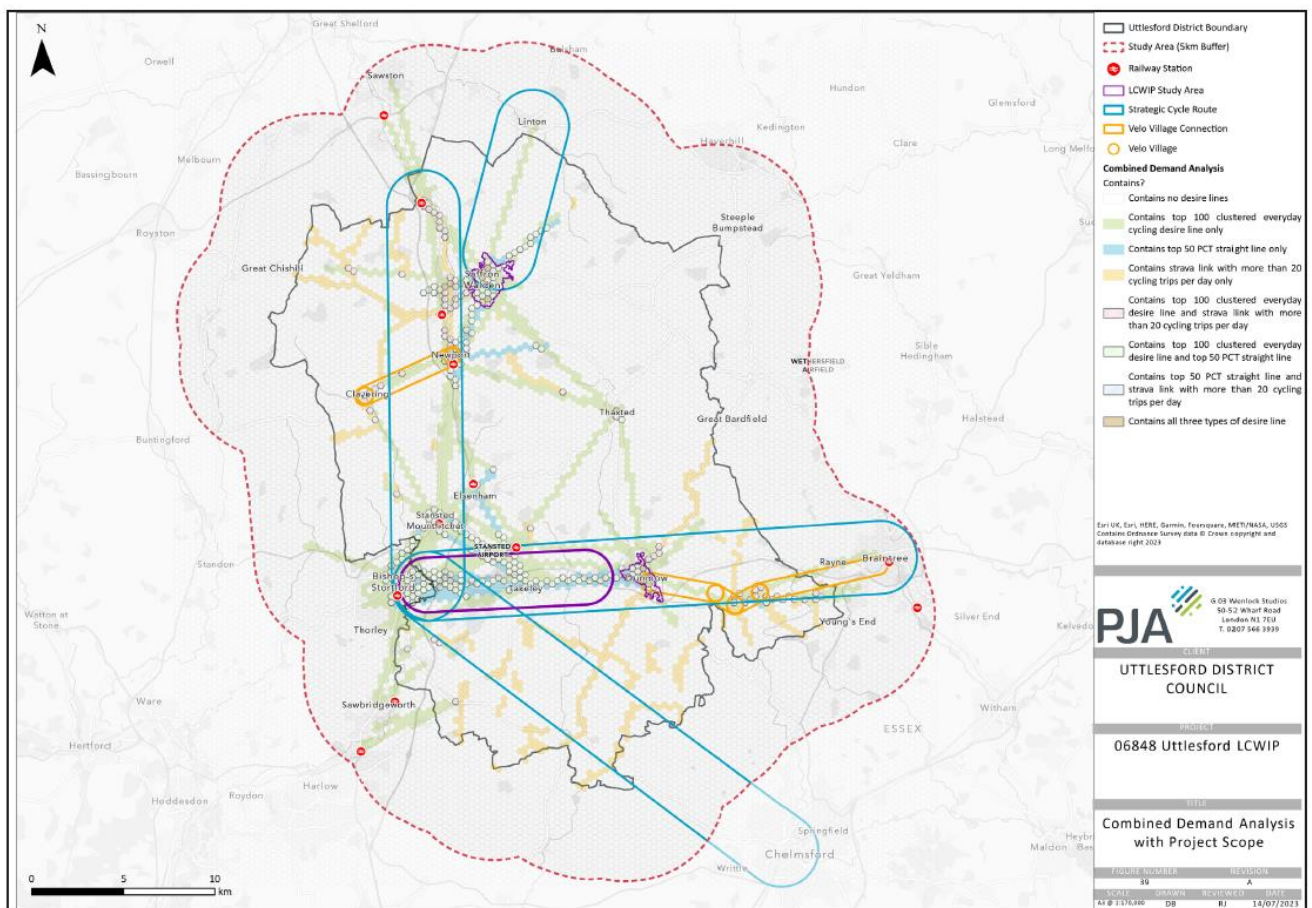
5.3.1 Local Cycling and Walking Infrastructure Plans (LCWIP) identify and prioritise investment in new infrastructure to encourage a greater number of people to make journeys on foot or by cycle. They identify infrastructure interventions over short, medium, and long-term terms that meet the identified transport and movement objectives of Uttlesford but are not a comprehensive audit of all walking and cycling routes within the District.

5.3.2 The LCWIP was produced by with the support of Essex County Council (ECC) and local stakeholders.

5.3.3 The development of an LCWIP for Uttlesford is a key step in increasing active travel in the district. It helps to improve healthy exercise as part of daily activity, to reduce car use, improve air quality, reduce social exclusion and to work towards the commitment to achieving net-zero carbon status by 2030.

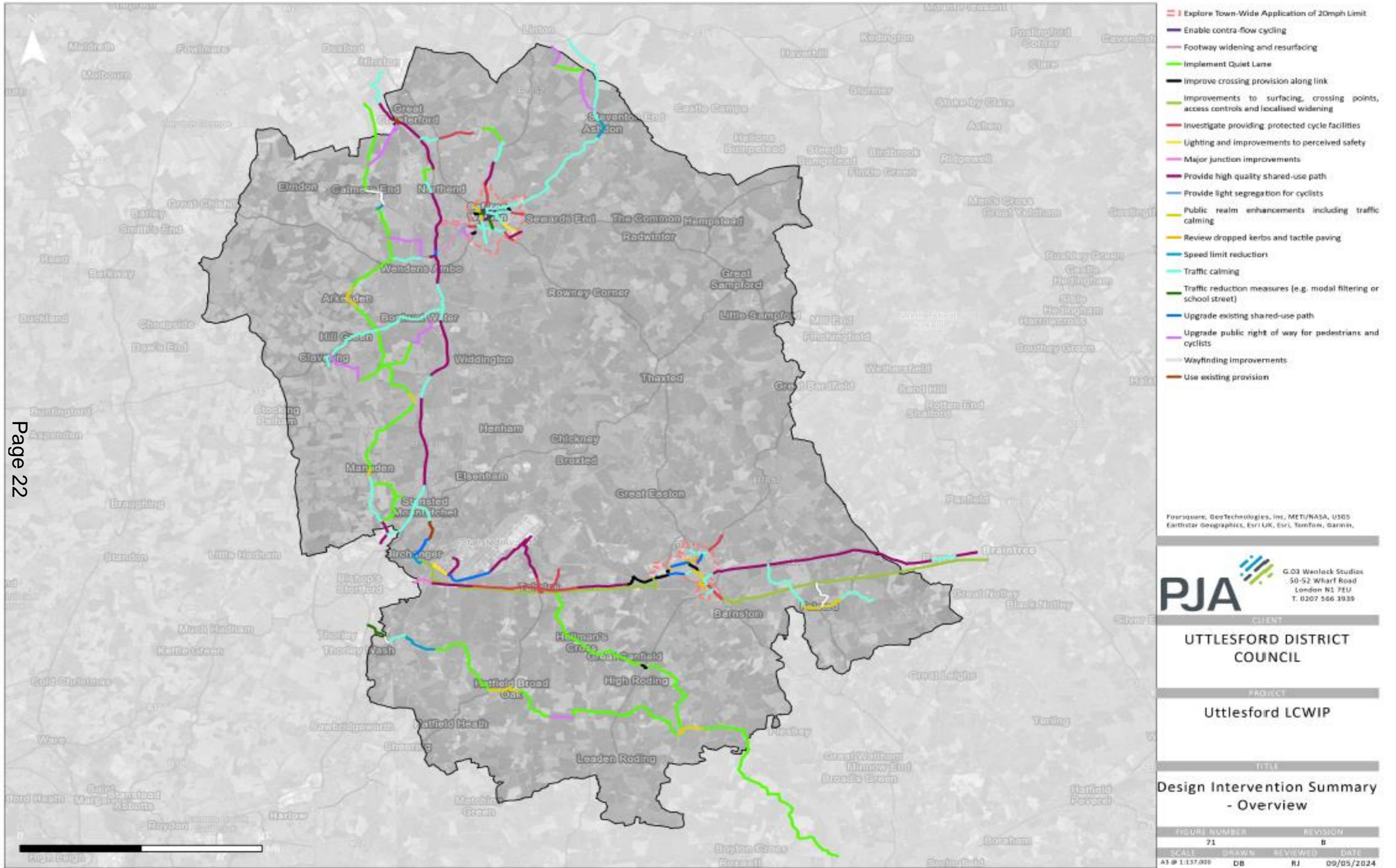
- 5.3.4 Understanding existing and potential future travel patterns is an important step in developing the LCWIP network to ensure it reflects local demand. The analysis of travel patterns includes both commuter and non-commuter travel patterns.
- 5.3.5 **Figure 2** shows the areas of demand to travel by walking and cycling across the study area. The results demonstrate that commuting demand is mostly contained within Saffron Walden and between Takeley and parts of Bishop's Stortford. The desire lines originating in or terminating in Takeley are related to demand generated by Stansted Airport.
- 5.3.6 From Saffron Walden there are some longer-distance desire lines extending to nearby towns further out, notably to Newport with other desire lines with lower levels of demand are found between Takeley and Stansted Mountfitchet and Dunmow, and between Dunmow and Takeley.
- 5.3.7 The plan demonstrates that there is commuting cycling demand in each of the three LCWIP study areas as shown on **Figure 1** below. The LCWIP conclusions for each area are explained more detail in the Area Strategies in **Section 6**.

Figure 1: Areas of demand to travel by cycling and walking.



- 5.3.8 To help improve cross-district cycle connections and link up key destinations, it is necessary to increase the availability of routes between the District's main settlements.
- 5.3.9 **Figure 2** below demonstrates possibilities for a comprehensive district-wide network. This would provide connections within and between key settlements and enable regular everyday trips to be made by cycling, as well as routes for leisure journeys by all users.
- 5.3.10 Within the key settlements, the LCWIP methodology has developed a series of interventions to improve conditions for walking and cycling within these towns.

Figure 2: The District-wide LCWIP cycle routes



ForSquare, GeoTechnologies, Inc, METI/NASA, USGS
 Earthstar Geographics, Esri UK, Esri, TomTom, Garmin.

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CLIENT
UTTLESFORD DISTRICT COUNCIL

PROJECT
Uttlesford LCWIP

TITLE
Design Intervention Summary - Overview

FIGURE NUMBER	REVISION		
71	B		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:157,000	DB	HJ	09/05/2024

5.4 Shared Transport Study: CoMoUK

- 5.4.1 Uttlesford District Council commissioned CoMoUK, the national charity for shared transport, to examine the current evidence of the benefits of shared transport and to provide a set of recommendations to help inform the specification for the roll out of a shared mobility scheme across new developments in Uttlesford.
- 5.4.2 CoMoUK highlighted the acknowledged need for reliable high quality sustainable transport modes in order to reduce the dominance of the private car. They provided an independent view on the best approach to deliver shared transport both at the Strategic Allocations and the settlements in which they are to be based.
- 5.4.3 The Local Plan responds to this evidence by promoting the delivery of e-bike hire schemes, cargo bikes and car clubs in the strategic allocations in Saffron Walden, Great Dunmow and Takeley (including the employment allocation at Little Canfield).
- 5.4.4 The role of behaviour change in persuading people to use alternative and sustainable means of travel is significant and the provision of information and support is crucial. For example, there may be a need for incentives to use bus services or information on cycle routes and cycle training. For residents moving to a new home this can be an ideal time to trigger changes in travel behaviour. readily available on moving in. Importantly, all sustainable and shared transport services and infrastructure need to be in place for the first residents' arrival and made available through the marketing materials and welcome packs along with the promotion of community-led rides.
- 5.4.5 Local Plan policies include the delivery of a range of behaviour change interventions including the promotion of public transport incentives and policies to promote travel planning.

5.5 Essex Highways: Public Transport in the A120 Corridor

- 5.5.1 Uttlesford District Council (UDC) and Essex County Council (ECC) jointly commissioned a multi-modal viability study for the A120 corridor in Uttlesford in 2022. This was produced by Essex Highways/Jacobs.
- 5.5.2 When the previous draft Local Plan was withdrawn the Inspectors advised that further detail and analysis around the viability of what at the time was being considered as 'rapid transit' along the A120 corridor. This led to the A120 study to consider the most viable public transport service enhancements that would be viable with the level, type and location of development planned. It recommended several public transport enhancements options.
- 5.5.3 The study determined that a rapid transit public transport scheme along the A120 corridor is not viable with the level of growth proposed.
- 5.5.4 Two options for improvements to the existing services have been explored:
 - (i) diversion of existing bus services would not be possible without reducing provision from existing bus stops and was discounted.
 - (ii) Three new bus services and three re-routed bus routes have been proposed across Takeley and Great Dunmow which would allow connection with existing services and also improve their viability.
- 5.5.5 The proposed enhanced and new services are detailed on Figures 3, 4 and 5 below.

Figure 3: existing and proposed new bus routes in Takeley

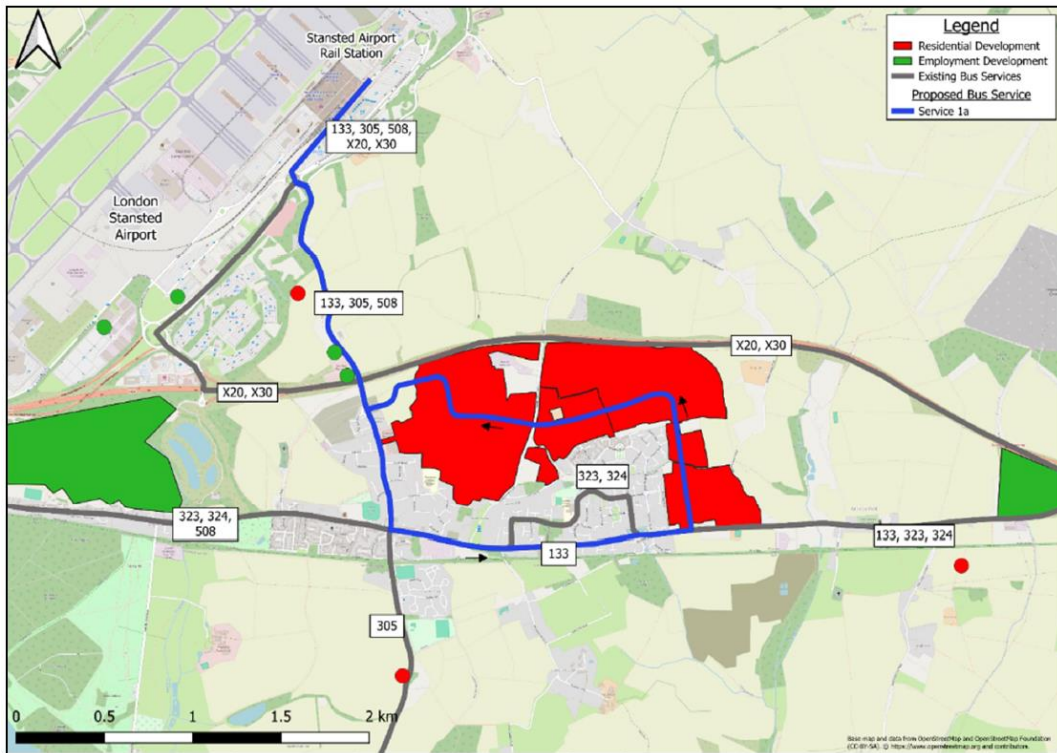


Figure 4: existing and new bus routes in Great Dunmow

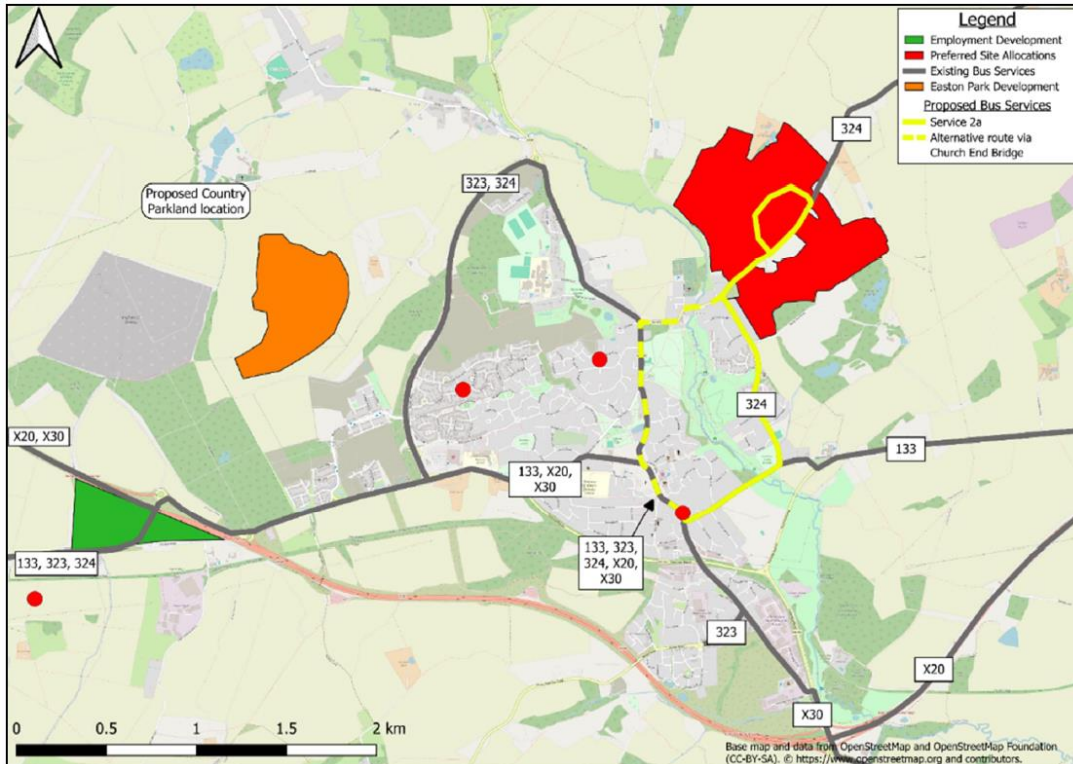
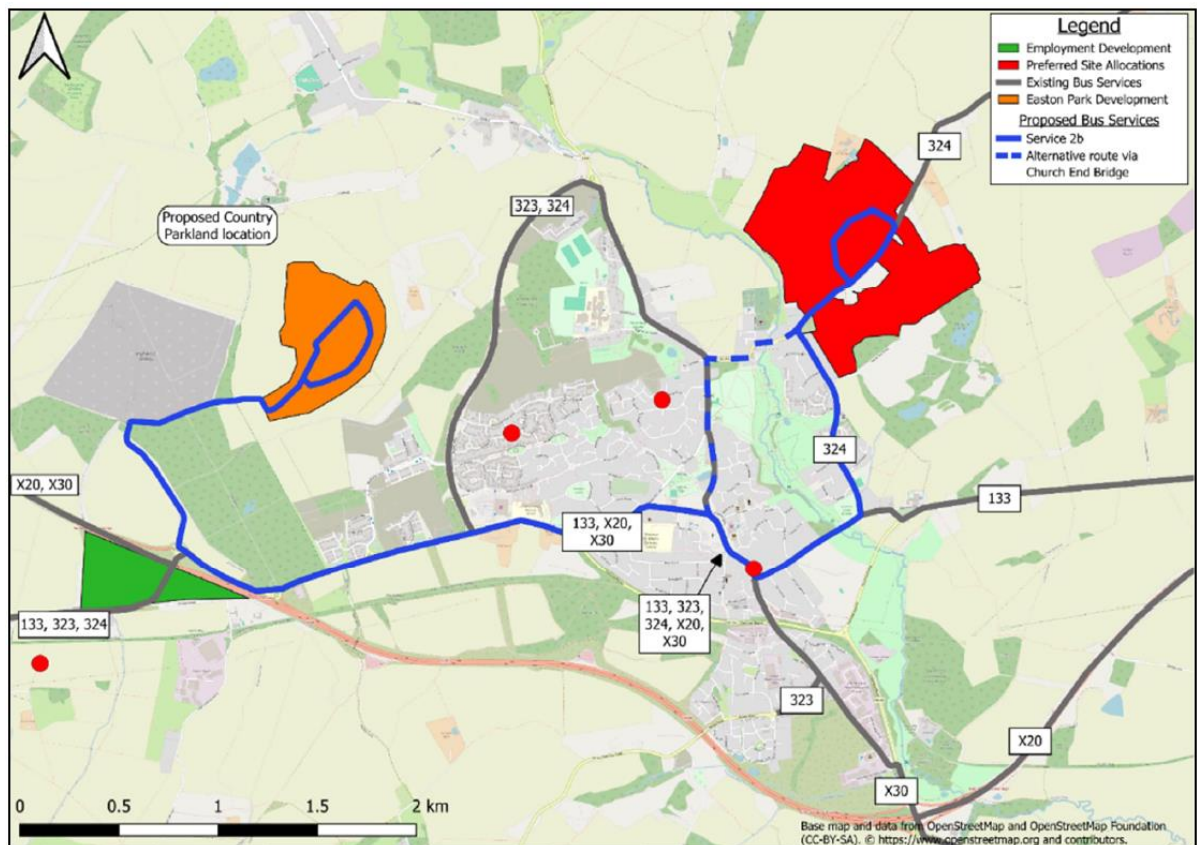


Figure 5: existing and new bus routes in Great Dunmow and 'Easton Park'



5.6 Mobility Hubs along the A120 corridor

- 5.6.1 The Study considered that mobility hubs would be feasible to support sustainable movement along the A120 corridor, particularly within Takeley connecting to Stansted Airport, and Great Dunmow. Linking to the airport would strengthen the role and use of the mobility hubs. Active travel routes between each hub-node would align with the hub principles of being safe, inclusive and attractive. This is essential to maximising hub usage as an interchange point for active and public transport travel.
- 5.6.2 This study supports the conclusions and recommendations of the CoMoUK work (above) which re-enforces the benefits of delivering local transport hubs in Takeley and Great Dunmow.
- 5.6.3 Essex County Council is also developing an evidence base and design guidance on the value of transport hubs. It will set out difference scale of transport hub interventions—dependent on location and the scale of growth (or size of settlement proposed). This guidance is not yet available at the time of publication of this Topic Paper.

6 Sustainable Transport: Area Profiles and Sustainable Transport Strategies

- 6.1.1 This section summarises the Area Profiles which are contained in the sustainable transport evidence⁷ by ITP. The strategies focus on the areas where development is proposed and makes proposals for how sustainable transport can be maximised, following an assessment of the existing sustainable transport conditions.
- 6.1.2 There is a need to improve sustainable mobility and the six broad themes for good practice identified will aid the development of the Area Strategies. Those themes are:
- Placemaking and land use planning
 - Walking and cycling infrastructure
 - Public transport
 - Parking and traffic management
 - Behavioural change
 - Governance, policy and funding
- 6.1.3 Accessibility mapping has been undertaken for each collection of sites using. TRACC mapping software is used to create journey time calculations for public transport journeys, using the current transport network.
- 6.1.4 Mapped connectivity to the following key services indicates the types of services accessible by sustainable means from each of the allocation sites:
- Employment centre
 - Grocery store (all sizes of supermarket and corner shops)
 - GP/ Healthcare
 - Hospital
 - Local facility cluster (inc. schools, doctors, dentists, food shops, post office, rail station, bus score)
 - Education (inc. primary, secondary and college / sixth form)
- 6.1.5 The area based strategies build on the transport evidence and support the 'Decide and Provide' approach to transport in the Local Plan

⁷ Sustainable Transport Evidence. ITP.

6.2 Saffron Walden Area Profile

- 6.2.1 As the largest town in the district, Saffron Walden has the highest level of service and facilities. This includes a secondary school, primary schools, supermarkets alongside bus connections.

6.3 Travel Demographics in Saffron Walden

- 6.3.1 In Saffron Walden access to a car or van is higher than the Essex average. People travel further than the Essex average, although more people work at home according to the last Census in 2021. Driving to work by car is slightly lower and walking is higher than the average in England. Bus use is much lower than the Essex average and bicycle use is also lower.

6.4 Sustainable Transport provision in Saffron Walden.

- 6.4.1 Table 4 below summarises the sustainable transport provision in Saffron Walden including any identified constraints and opportunities.

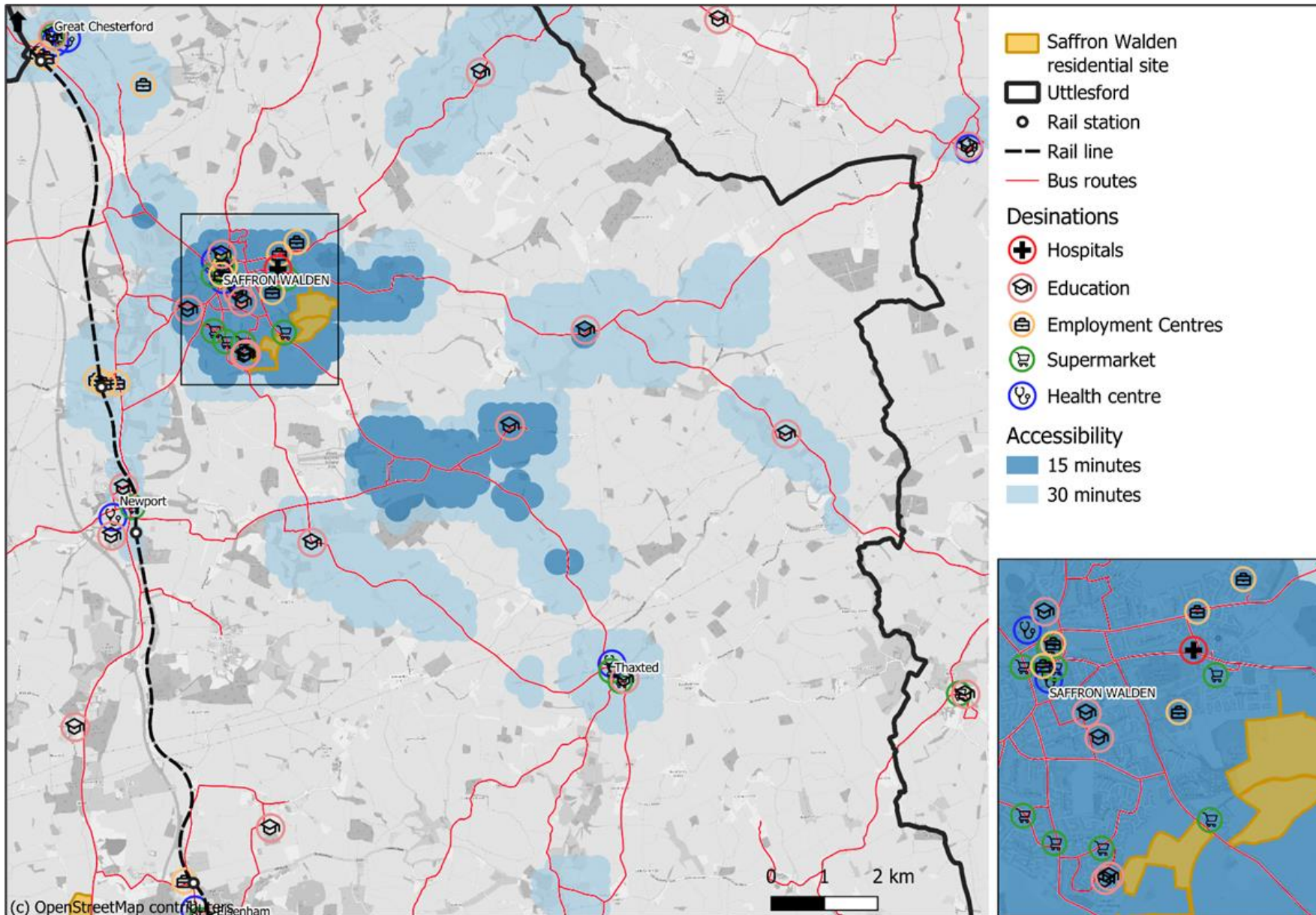
Table 4: Summary of sustainable transport provision in Saffron Walden

Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none"> ▪ Good coverage of bus stops, and accessibility to them ▪ Nearest train station is at Audley End, circa 3.5km SW of Saffron Walden 	<ul style="list-style-type: none"> ▪ Limited NCN access ▪ Consistent 30mph speed limits. ▪ Bike hire schemes and subsidised bike rental schemes. ▪ Most key services are within the town are within walking distance. 	<ul style="list-style-type: none"> ▪ No significant barriers such as rivers, motorways, or rail lines to impede internal movements. ▪ Historic centre with one-way streets which aren't wide enough for contraflow cycle lanes. 	<ul style="list-style-type: none"> ▪ High car dependency, and therefore significant potential for a mode shift.

6.5 Access to Services

- 6.5.1 The accessibility analysis indicates that most services in Saffron Walden is within a 15-min journey time by sustainable transport. This can be seen on the map at Figure 6.
- 6.5.2 The strategic development allocation in the south-east is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, one hospital and 10 education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by four and education centres by 9, as well as employment locations and shops. The assessment is based on travel accessibility and does not take account of the capacity of any of these services to absorb more users.

Figure 6: Accessibility Analysis for Saffron Walden



6.6 Transport Assessment – Impact on highway network

- 6.6.1 The overall picture is one in which the impact of the proposed site allocations, over and above those set to be experienced because of committed growth, are relatively modest.
- 6.6.2 The package of interventions identified to mitigate the impacts, focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car. The resultant reallocation of road space and reprioritisation of road users therefore results in marginal increases to the travel times and delays depicted in the Local Plan Case Modelling.
- 6.6.3 Overall it is considered that the additional impacts are deemed to be justifiable in the context of the improved travel choice on offer and in seeking to facilitate sustainable growth.

6.7 Saffron Walden: Summary of LCWIP proposals

- 6.7.1 Saffron Walden's historic streetscape means that there is very limited scope for segregated cycle facilities through the town, owing to narrow carriageway widths and highway boundary constraints. As such, improvements along strategic routes through the town should focus on corridor-wide improvements which aim to increase the overall conditions for walking and cycling. Alternative solutions such as light segregation might also be appropriate in some locations.
- 6.7.2 Corridor wide schemes should focus on reduction of vehicle speeds through 20mph speed limits, treatment of side-road junctions included tightened geometry, centre-line removal, footway widening where feasible and improved crossing facilities to reduce the severance effect of major roads through the town. To complement this, advisory cycle lanes may also be considered alongside these measures, ensuring a minimum width of 2m in line with LTN 1/20 (or 1.5m as the absolute minimum in more constrained locations). The porous nature of the town also means that there are often quieter alternatives to using the major roads through the town, however in many cases contraflow facilities will be required to enable two-way cycling.
- 6.7.3 One of the main focuses of the design recommendations is improving the permeability of the town for cyclists. At present, there are many one-way streets, particularly in the centre of the town where contraflow cycling is prohibited. By allowing contraflow cycling on these streets, with associated improvements as required, the accessibility of the town centre would improve greatly. Full details of the Saffron Walden LCWIP can be found in the Local Plan evidence base. The map of Saffron Walden LCWIP proposals can be seen overleaf at **Figure 7**.

6.8 Saffron Walden: Sustainable Transport Strategy.

- 6.8.1 The most significant intervention that will be delivered in Saffron Walden is the new development link road that will connect Radwinter Road to Thaxted Road. This new road will relieve the increased pressure that will be found at the Thaxted Road/Radwinter Road signalised junction.
- 6.8.2 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 5** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Development Frameworks.

Figure 7: Suggested LCWIP interventions in Saffron Walden

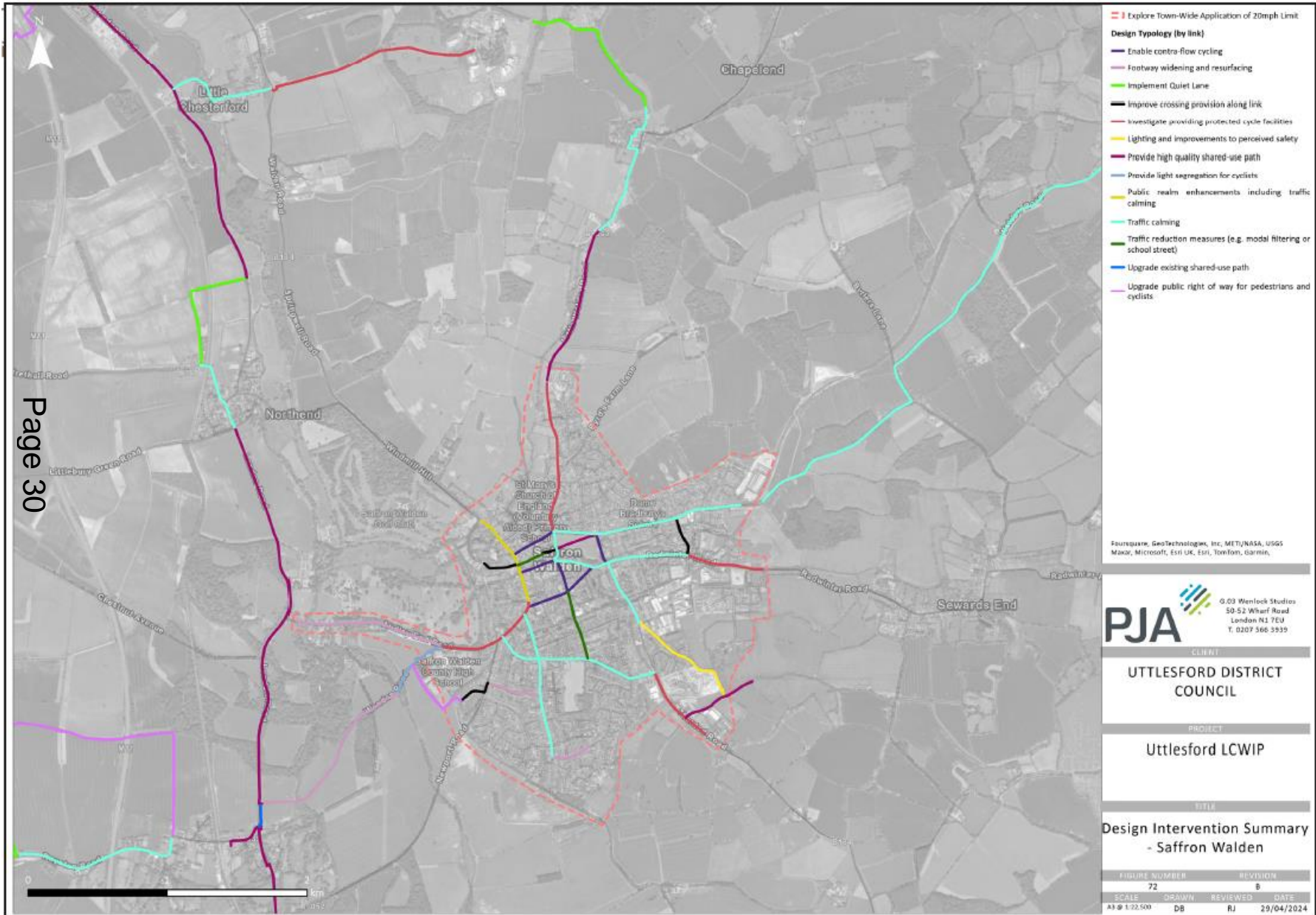


Table 5: Saffron Walden: proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> ▪ Providing wayfinding within the development allocations and within Saffron Walden, to the town centre and Audley End railway station to aid the movement of people on foot and by cycle. ▪ Provision of a mobility hub within the northern housing allocation. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> ▪ A sustainable transport route should be provided to link Radwinter Road with Thaxted Road. ▪ Connect residential sites with LCWIP routes 3, 4, 10 and 12. ▪ Public Footpath Saffron Walden 7 to be upgraded to become an active travel route. ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairment. ▪ Bike share, e-bike charging stations, cargo bikes and bike maintenance hubs should be provided. ▪ Increase Audley End Railway station cycle parking. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Public transport	<ul style="list-style-type: none"> ▪ Review existing bus services and addition of new services to serve the allocations, linking them to the town centre and railway station. ▪ Sustainable transport route should be provided to link Radwinter Road with Thaxted Road. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. ▪ Enhance interchange facilities at Audley End railway station. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs: Saffron Walden
Parking and traffic	<ul style="list-style-type: none"> ▪ EV car clubs with 2 spaces. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable

management	<ul style="list-style-type: none"> ▪ EV charge points provided for all houses. 	<p>Transport</p> <ul style="list-style-type: none"> ▪ Shared Transport in New Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment travel plans. ▪ Bus awareness and information campaigns. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs: Saffron Walden
Governance, policy and funding	<ul style="list-style-type: none"> ▪ Provision of discounted bus vouchers for new residents at strategic development site. ▪ Introduce Saffron Walden Transport Strategy measures for public transport, parking and traffic management and placemaking. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments ▪ Model Outputs

6.9 Great Dunmow Area Profile

6.9.1 Great Dunmow is the second largest settlement in Uttlesford and is classified as a 'Key Settlement' in the settlement hierarchy. It acts as the service centre for the south-eastern area of the district with a range of retail and service facilities including strategic bus services given its location close to the A120.

6.10 Travel Demographics in Great Dunmow

6.10.1 Great Dunmow residents had lower access to a car or van than the Uttlesford average with more residents with no car or 1 car. Fewer people worked from home than the Uttlesford average and those travelling to work commuted shorter distances. Driving to work by car is higher than the Uttlesford average, with all other modes broadly in line with the Uttlesford average.

6.11 Sustainable Transport provision in Great Dunmow.

6.11.1 The table below summarises the sustainable transport provision in Great Dunmow including any identified constraints and opportunities.

Table 2: Summary of sustainable transport provision in Great Dunmow

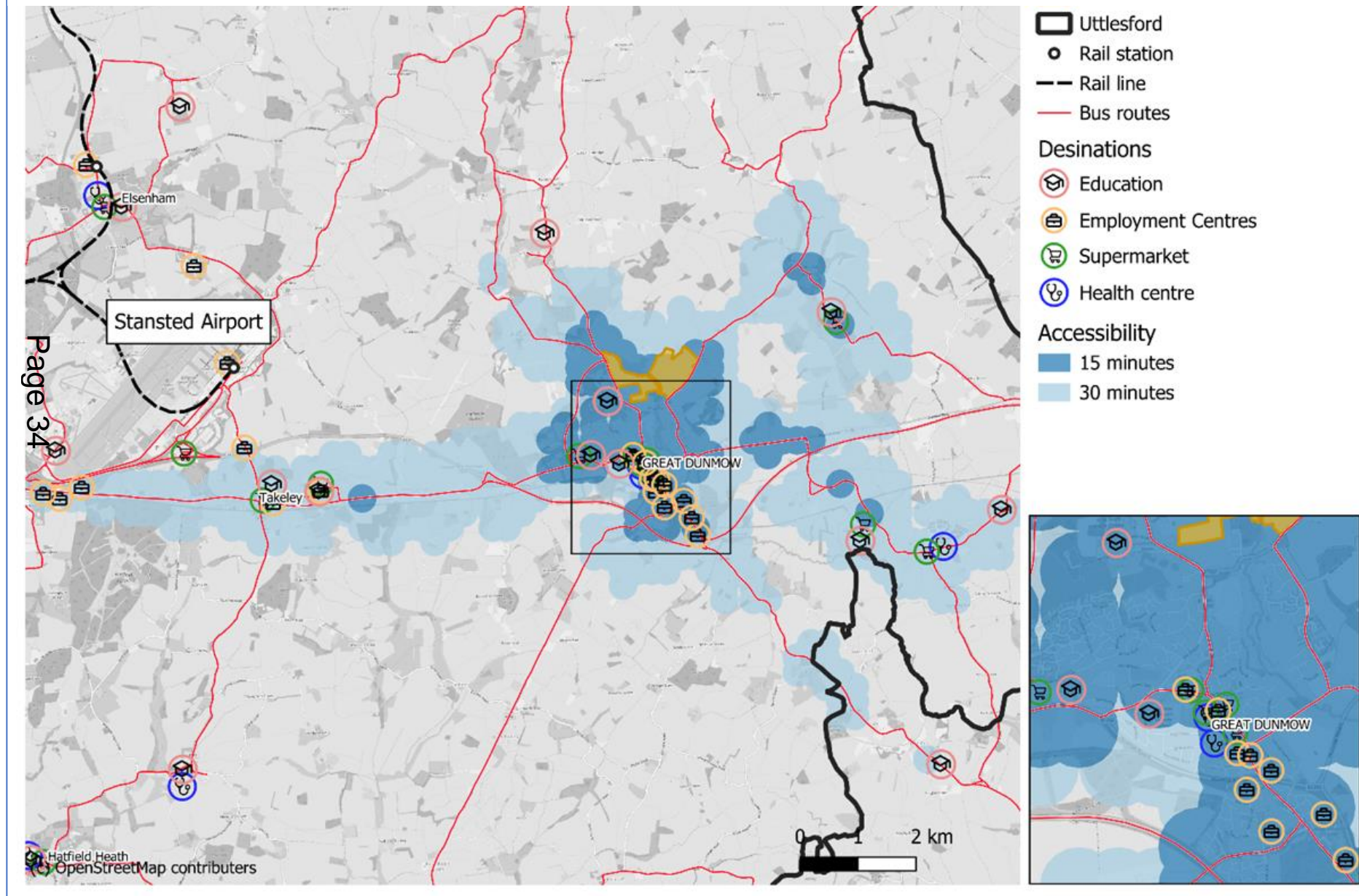
Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none">▪ Bus routes are classed as Low Accessibility.▪ Nearest train station is at Stansted Airport, circa 7.2km West of town centre	<ul style="list-style-type: none">▪ Great access to NCN.▪ Possible to cycle to Stansted Airport via a mostly segregated route.▪ Access to The Flich Way.	<ul style="list-style-type: none">▪ River Chelmer and the A120 represent instances of severance.	<ul style="list-style-type: none">▪ A compact town where walking and cycling to services may be more attractive than driving.▪ Transport to Stansted Airport, as the largest employer in Uttlesford.

6.12 Access to Services

6.12.1 The accessibility analysis indicates that there are many services in Great Dunmow that are within a 15-min journey time by sustainable transport. The destinations include two GP surgeries, four education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by one and education centres by five, as well as employment locations and shops.

6.12.2

Figure 3: Accessibility Analysis for Great Dunmow



6.13 Transport Assessment – Impact on highway network

- 6.13.1 In Great Dunmow the overall picture is one in which the additional impacts of the site allocations are relatively modest.
- 6.13.2 There will be some increases in traffic volume and delays around the town and particularly at the junctions of the B1256 with the B184 Woodside Way and at the Braintree Road/St Edmunds Lane intersection.
- 6.13.3 The package of mitigation interventions focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car. The resultant reallocation of road space and reprioritisation of road users therefore results in marginal increases to the travel times and delays depicted in the Local Plan Case Modelling. The measures that were assessed are detailed in Appendix 2.
- 6.13.4 The additional impacts are deemed to be justifiable in the context of the improved travel choice on offer and in seeking to facilitate sustainable growth.

6.14 Great Dunmow: Summary of LCWIP proposals

- 6.14.1 In Great Dunmow, one of the main weaknesses identified through the audits related to the comfort and safety of both pedestrians and cyclists, particularly in relation to traffic volumes and also traffic speeds in some locations. This was particularly evident along roads such as Chelmsford Road, where general traffic flows and HGV percentages were high. In locations such as this, segregated facilities for cyclists should be explored where the highway width allows. This could take the form of stepped cycle tracks.
- 6.14.2 Towards the centre of the town, where there are more width constraints, corridor-wide improvements should be explored which aim to increase the overall conditions for walking and cycling. As part of this, speed reduction should be considered and a town-wide 20mph speed limit could be pursued as one way to achieve this. In addition, treatment of side-road junctions included tightened geometry, centre-line removal, footway widening where feasible and improved crossing facilities to reduce the severance effect of major roads through the town.
- 6.14.3 Full details of the Great Dunmow LCWIP can be found in the Local Plan evidence base. The map of Great Dunmow LCWIP proposals can be seen overleaf at **Figure 9**.

6.15 Great Dunmow: Sustainable Transport Strategy.

- 6.15.1 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed in order to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 7** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Frameworks.

Figure 4: Suggested LCWIP interventions in Great Dunmow

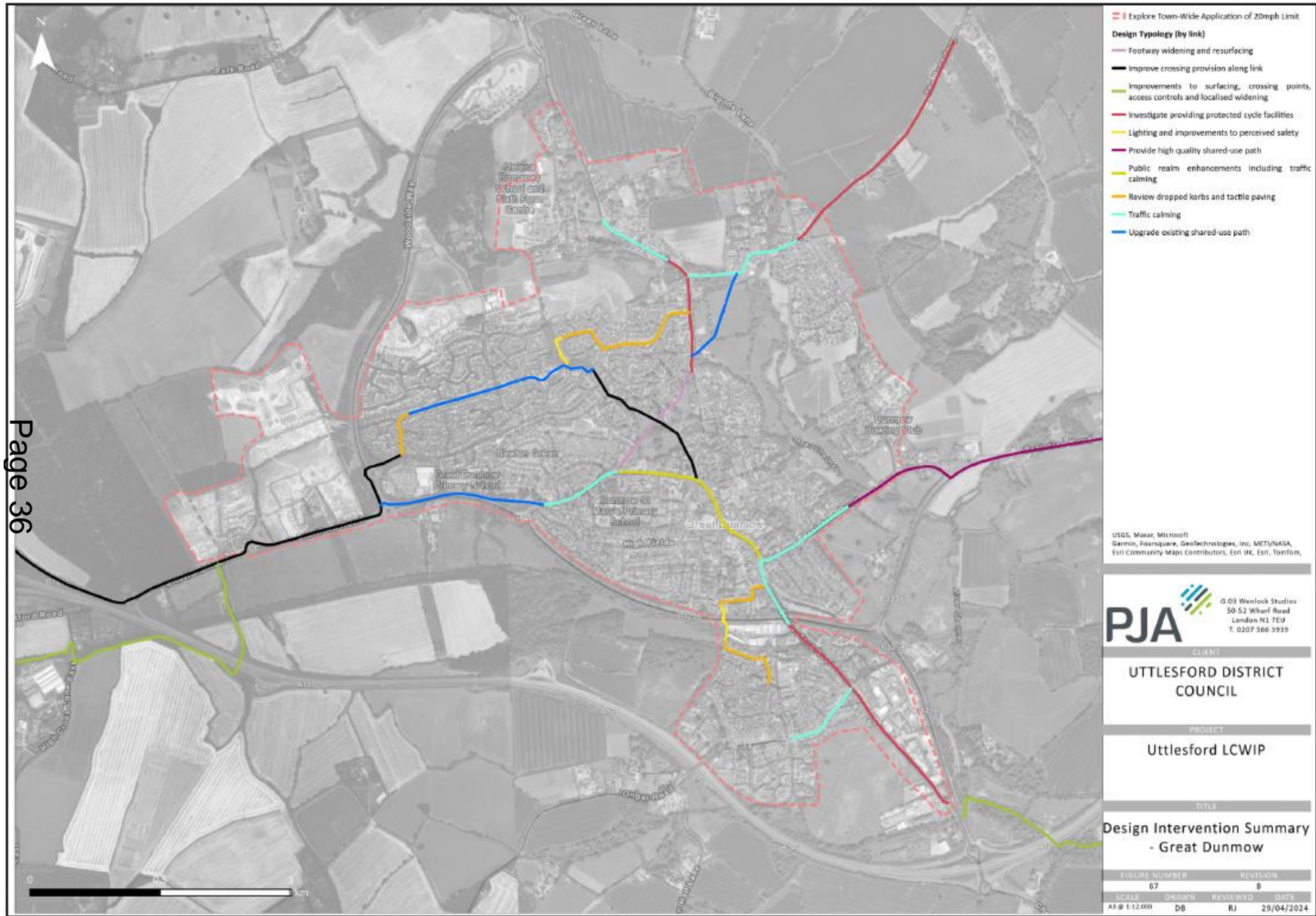


Table 7: Great Dunmow: proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> ▪ Providing wayfinding within the development allocations and within Great Dunmow. ▪ Provision of a mobility hub within both residential sites. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> ▪ Potential to extend LCWIP 2 to the housing site, with LCWIP 7 connecting directly into the housing site. ▪ Potential to upgrade Public Footpath Great Dunmow 21 and 22 to bridleways. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairment. ▪ Bike share, e-bike charging stations, cargo bikes and bike maintenance hubs should be provided. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Public transport	<ul style="list-style-type: none"> ▪ Review of existing bus services on the B1008 and B1057 to potentially service the new sites, including review of frequencies. ▪ New local bus services, including those proposed in the A120 corridor study, as well as new services to Stansted Airport which would also provide rail connectivity. ▪ Provision of bus shelters at bus stops. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Parking and traffic management	<ul style="list-style-type: none"> ▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New

	and charge their vehicle at their residence.	Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment site travel plans. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs: Saffron Walden
Governance, policy and funding	<ul style="list-style-type: none"> ▪ Provision of discounted bus vouchers for new residents at strategic development site. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments ▪ Model Outputs

6.16 Takeley Area Profile

6.16.1 Takeley is one of the six settlements classified as ‘Local Rural Centres’ by the settlement hierarchy. Located south of Stansted Airport, Takeley is currently served by several daily bus services with two primary schools and a number of retail facilities.

6.17 Travel Demographics in Takeley

6.17.1 In Takeley access to multiple cars or vans is slightly higher than the Uttlesford average, with single car and no car households are lower. More people travelled under 10km to work compared to the Uttlesford average while working from home was lower. Driving to work is higher than the average, however, walking, cycling and train travel to work are all lower than the Uttlesford average, whilst bus travel is notably higher.

6.18 Sustainable Transport provision in Takeley

6.18.1 The table below summarises the sustainable transport provision in Takeley including any identified constraints and opportunities.

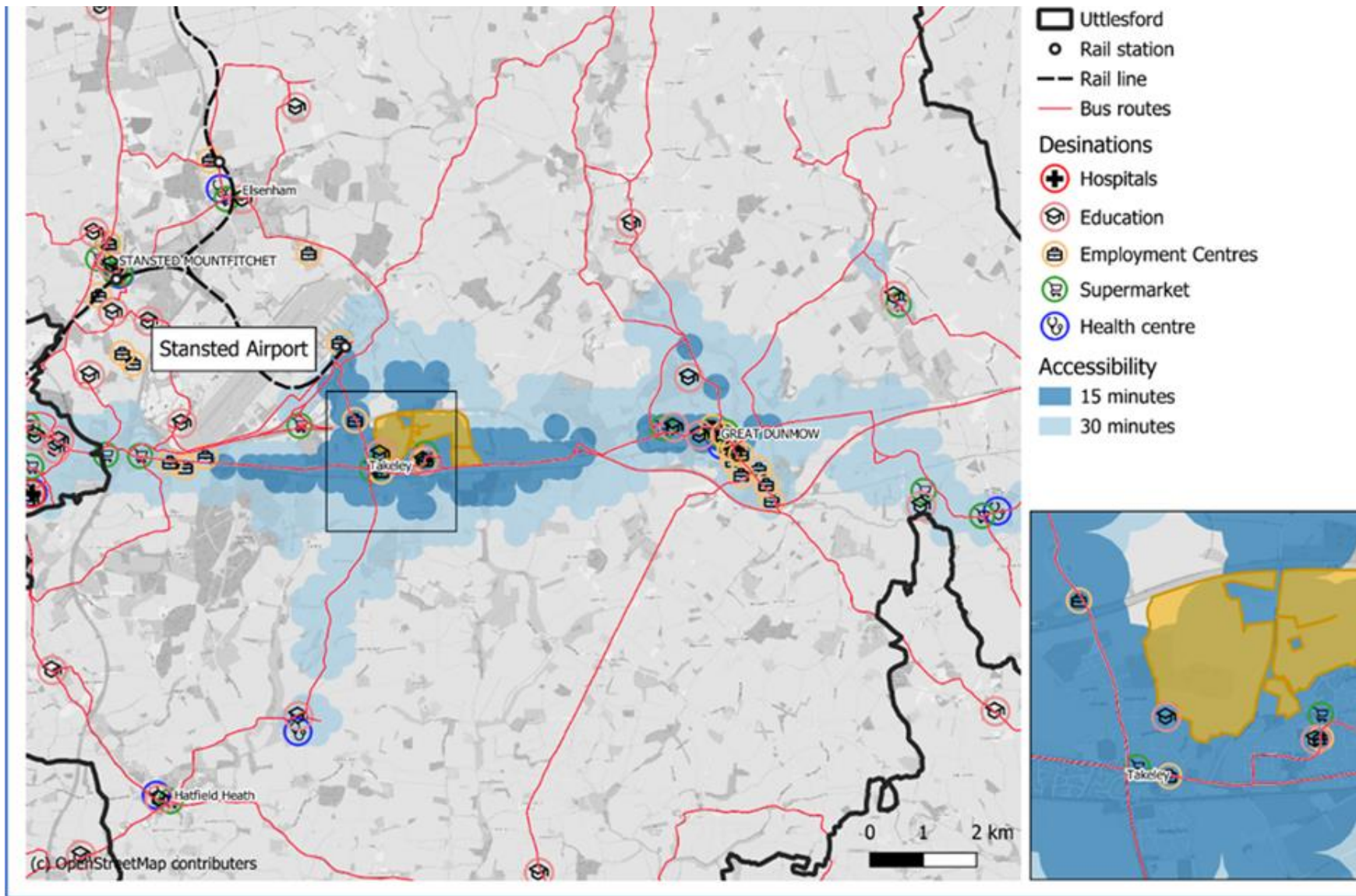
Table 9: Summary of sustainable transport provision in Takeley

Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none"> ▪ Good coverage of bus stops, and accessibility to them. ▪ No train station – nearest is at Stansted Airport. Direct bus services are available. 	<ul style="list-style-type: none"> ▪ Great access to NCN through the town. ▪ Signed shared footpath/cycleway 	<ul style="list-style-type: none"> ▪ The current road network in Takeley town centre is inefficient, leading to frequent traffic. ▪ Minor A120 severance. 	<ul style="list-style-type: none"> ▪ Potential to provide access to the multi modal transport hub at Stansted Airport. ▪ Stansted Airport is the largest employment site in the district so there is an opportunity to access employment by sustainable means.

6.19 Access to Services

6.19.1 The accessibility analysis indicates that the majority of services in Takeley is within a 15-min journey time by sustainable transport. The destinations include two GP surgeries, as well as employment centres and shops. There are no education centres within a 15-minute journey by bus. A further 15-minute journey increases the number of GP surgeries by five, as well as employment locations and shops.

Figure 10: Accessibility Analysis for Takeley



6.20 Transport Assessment – Impact on highway network

- 6.20.1 In Takeley the overall picture is one in which the additional impacts of the site allocations, over and above those set to be experienced because of committed growth, are relatively modest.
- 6.20.2 There will be some increases in traffic volume and delays around the town and these are most evident around the known existing pinch point of the Four Ashes junction (B1256/Parsonage Rd / Station Road). The new 8 form entry secondary school on the Strategic Allocation in Takeley will contribute to these delays, most evidently in the AM peak.
- 6.20.3 The impact of HGVs on the village and the B1256 are not considered to be significant, however, the planning strategy for the development of the employment sites will require a HGV routing strategy which will focus on routing HGV traffic towards the strategic road network by the most direct route.
- 6.20.4 The package of interventions which have been identified to mitigate the impacts, focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car.

6.21 LCWIP proposals around Takeley

- 6.21.1 There are two main routes which the LCWIP suggests should be delivered in the Takeley Area: Alignment 1 generally follows the Flich Way and includes an important spur linking to Stansted Airport. Alignment 2 follows the B1256 corridor.
- 6.21.2 The majority of the Alignment 1 follows the Flich Way, which is an existing traffic-free route providing a connection between Bishop's Stortford and Braintree.
- 6.21.3 The main constraint of this route is the quality of surfacing along the route and the fact that the route is unlit and lacks passive surveillance along the traffic-free sections. This means that the route is not suitable as a utility route for regular commuting trips, and/or trips undertaken outside of daylight hours or in poor weather conditions.
- 6.21.4 The focus of improvements along the route therefore is to upgrade the existing surfacing in sections to a smooth, bound surface that is clear of debris, cracks and has suitable drainage in place. It may not be possible to provide lighting along the route due to ecological constraints, however this should be investigated and alternative solutions such as recessed stud lighting could be considered.
- 6.21.5 The route (Alignment 1) also connects Takeley to Stansted Airport via Parsonage Road. Vehicle volumes and speeds are unlikely to be suitable for cyclists to mix with traffic and there is an existing 2m wide footway which runs alongside the carriageway. Given the low pedestrian flows, it is recommended that this facility is upgraded to a high quality shared-use route, measuring at least 3m in width. Within Takeley itself, it would be preferable to separate pedestrian and cycle traffic given the higher pedestrian flows, likely through provision of segregated cycle tracks on either side of the carriageway along Parsonage Lane. Where there are width constraints, alternative on-carriageway solutions or short sections of shared-use might be necessary.

- 6.21.6 Within the airport site, the route utilises the internal road network to connect to the terminal and to the business park. As noted, there are some sections of on-carriageway cycle lanes along Long Border Road, as well as a footway separated from the carriageway by a grass verge. Given likely vehicular flows and proportion of HGVs within the airport site, cyclists should be separated from motor traffic. Therefore, it is recommended that the existing footway is upgraded and widened to provide a high quality shared use route alongside the carriageway, aiming for a minimum width of 3m.
- 6.21.7 For Alignment 2 there is an existing shared-use footway cycle route through Takeley, via the residential area north of the B1256. This starts east of Parsonage Lane and terminates at Thornton Road. It then starts again east of Bluegates Farm and continues into Great Dunmow. Therefore, a critical issue to address along this route is the gap in provision along the B1256 between these two points. To do so, widening of the existing footway would be required and land purchase may be necessary to provide a “behind the hedge” type facility if there is not sufficient width available within the highway boundary.
- 6.21.8 Full details of the LCWIP can be found in the Local Plan evidence base. The map of Takeley area LCWIP proposals can be seen overleaf at **Figure 11**.

6.22 Takeley: Sustainable Transport Strategy.

- 6.22.1 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed in order to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 10** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Development Frameworks.

Figure 11: Suggested LCWIP interventions the Takeley area

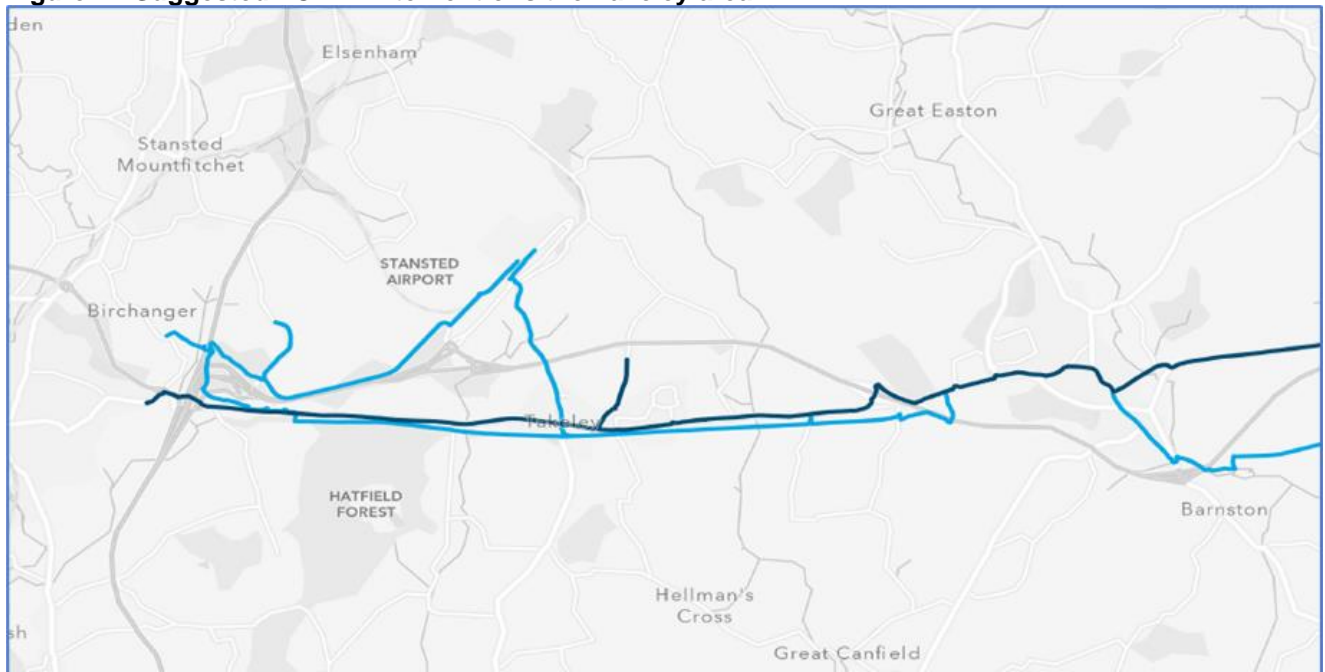


Table 10: Takeley: proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> ▪ Providing wayfinding for the housing and employment allocations to services and facilities and the railway and bus stations at Stansted Airport ▪ Provision of a mobility hub serving both residential sites. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> ▪ Connect sites with LCWIP routes ▪ A sustainable transport route will be delivered through the Takeley strategic site which will be designed to accommodate all appropriate road users and deliver walking and cycling schemes to the highest standard. ▪ Public transport and active travel connections will be improved between Takeley and Stansted Airport public transport interchange. ▪ Upgrades to local walking and cycling routes, including multi-functional surfacing for all users and measures to improve biodiversity. ▪ Walking and cycling routes should be provided to the proposed primary (including early years provision and facility to accommodate Special Educational Needs) and secondary school. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and mobility impairments. ▪ Bike share, e-bike charging stations, cargo bikes and bike maintenance hubs should be provided. ▪ Providing wayfinding for the housing and employment allocations to services and facilities and the railway and bus stations at Stansted Airport 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments

Public transport	<ul style="list-style-type: none"> ▪ Review existing bus services and addition of new services to serve the allocations. ▪ The services should connect to the bus and rail interchange at Stansted Airport. The services should be routed to local facilities and services that will encourage travel by bus by new and existing residents. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs
Parking and traffic management	<ul style="list-style-type: none"> ▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. ▪ The highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8. ▪ Smiths Green Lane will be closed to through vehicular traffic at Warish Hall Farm and the route will be prioritised for walking and cycling whilst retaining local access. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment site travel plans. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Governance, policy and funding	<ul style="list-style-type: none"> ▪ Provision of discounted bus vouchers for new residents at strategic development site. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments ▪ Model Outputs

6.23 Stansted Mountfitchet Area Profile

6.23.1 Stansted Mountfitchet is the third largest settlement in Uttlesford and is classified as a 'Key Settlement' according to the settlement hierarchy. It has a range of services and retail facilities including good rail and bus connections.

6.24 Travel Demographics in Stansted Mountfitchet

6.24.1 Access to a car or van is in-line with the Uttlesford average with slightly more people owning one car. Distances travelled to work is similar to the Uttlesford average, with slightly more shorter journeys less than 10km taking place. Driving to work by car is lower than the Uttlesford average, whilst travel by train is notably higher. Other public transport and active mode use are slightly lower than average.

6.25 Sustainable Transport provision in Stansted Mountfitchet

6.25.1 The **Table 11** below summarises the sustainable transport provision in Stansted Mountfitchet including any identified constraints and opportunities.

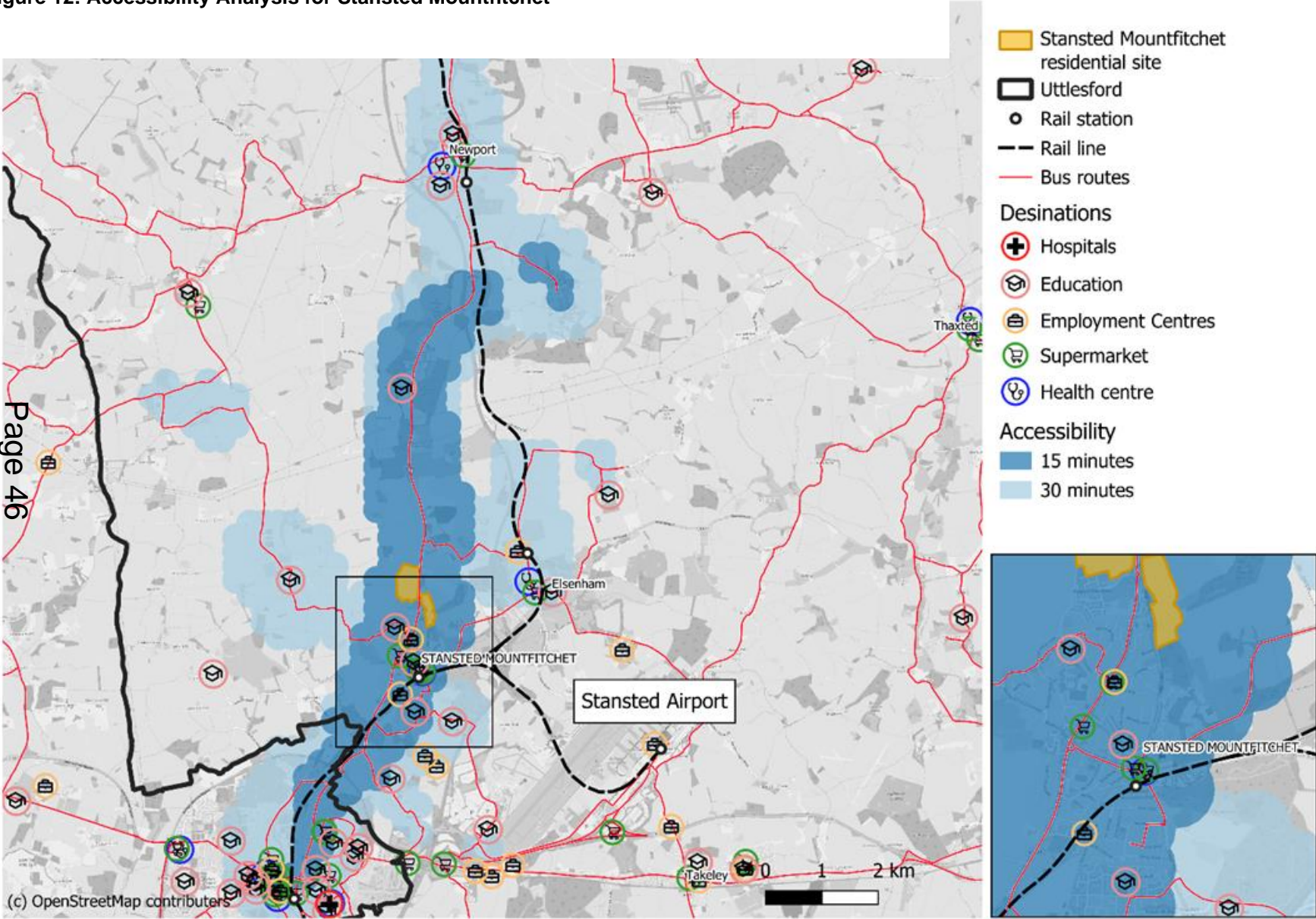
Table 11: Summary of sustainable transport provision in Stansted Mountfitchet

Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none">Central rail station with regular journeys to key destinations.Adequate bus network.	<ul style="list-style-type: none">Stansted Mountfitchet links to NCN16 but lacks safe routes to the airport.A 92-mile route, NCN 11 runs north from Stansted Mountfitchet.	<ul style="list-style-type: none">Severance from M11 and A120. There are just 3 crossing points.	<ul style="list-style-type: none">B1383 Stansted Mountfitchet to Bishop Stortford active travel could be improved.Rail station ensures the town is well-connected.

6.26 Access to Services

6.26.1 The accessibility analysis indicates that the residential sites are accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, seven education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by five and education centres by 20, as well as employment locations and shops. A summary of local services within a 30 minute proximity are shown on the map at **Figure 12**.

Figure 12: Accessibility Analysis for Stansted Mountfitchet



6.27 Transport Assessment – Impact on highway network

- 6.27.1 In Stansted Mountfitchet the overall picture is one in which the additional impacts of the site allocations, over and above those set to be experienced because of committed growth, are relatively modest, albeit with some localised junction impacts.
- 6.27.2 There will be some increases in traffic volume and delays to the east and south and these are most evident on the B1051 with traffic looking to travel into the village from Elsenham and delays at the Gypsy Lane/B1383 junction.
- 6.27.3 The package of interventions which have been identified to mitigate the impacts, focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car. The resultant reallocation of road space and reprioritisation of road users therefore results in marginal increases to the travel times and delays depicted in the Local Plan Case Modelling.
- 6.27.4 The additional impacts are deemed to be justifiable in the context of the improved sustainable transport travel choice on offer and in seeking to facilitate sustainable growth.

6.28 Stansted Mountfitchet: Sustainable Transport Strategy.

- 6.28.1 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed in order to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 12** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Development Frameworks.

Table 12: Stansted Mountfitchet: proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> Providing wayfinding within the development allocations and within Stansted Mountfitchet. 	<ul style="list-style-type: none"> Local Plan Sustainable Transport Local Cycling and Walking Infrastructure Plan Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> Adoption of the second LCWIP strategic alignment would the aid accessibility of the western residential allocation by foot and cycle Improvement of Stansted Mountfitchet footpath 19 should be investigated which includes surfacing, thereby providing a link to the footway on High Street. Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify 	<ul style="list-style-type: none"> Local Plan Sustainable Transport Local Cycling and Walking Infrastructure Plan Shared Transport in New Developments

	<p>barriers to people with disabilities and mobility impairments.</p> <ul style="list-style-type: none"> ▪ Bike share, e-bike charging stations, cargo bikes should be provided. ▪ Providing wayfinding within the development allocations and within Stansted Mountfitchet. 	
Public transport	<ul style="list-style-type: none"> ▪ Review existing bus services and addition of new services to serve the allocations, linking them to the village centre and Bishop Stortford should be explored. The service should also connect to the railway station at Stansted Mountfitchet, benefiting new and existing residents. ▪ Investigate bus service connections to Stansted airport, which would also provide rail connectivity. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs
Parking and traffic management	<ul style="list-style-type: none"> ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential travel plans. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Governance, policy and funding	<ul style="list-style-type: none"> ▪ Provision of discounted bus vouchers for new residents at strategic development site. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments ▪ Model Outputs

6.29 Elsenham Area Profile

6.29.1 Elsenham is one of the six settlements classified as 'Local Rural Centres' by the settlement hierarchy. Located in the western part of Uttlesford, Elsenham has a doctor's surgery, primary schools and a railway station.

6.30 Travel Demographics in Elsenham

6.30.1 Access to a car or van is in-line with the Uttlesford average, with slightly fewer households with 3 or more cars. Working from home in Elsenham is lower than the average. In terms of travel to work, driving to work by car is higher than the average. Walking, cycling and bus travel to work is notably lower but train is higher than the average.

6.31 Sustainable Transport provision in Elsenham

6.31.1 Table 13 below summarises the sustainable transport provision in Elsenham including any identified constraints and opportunities.

Table 13: Summary of sustainable transport provision in Elsenham

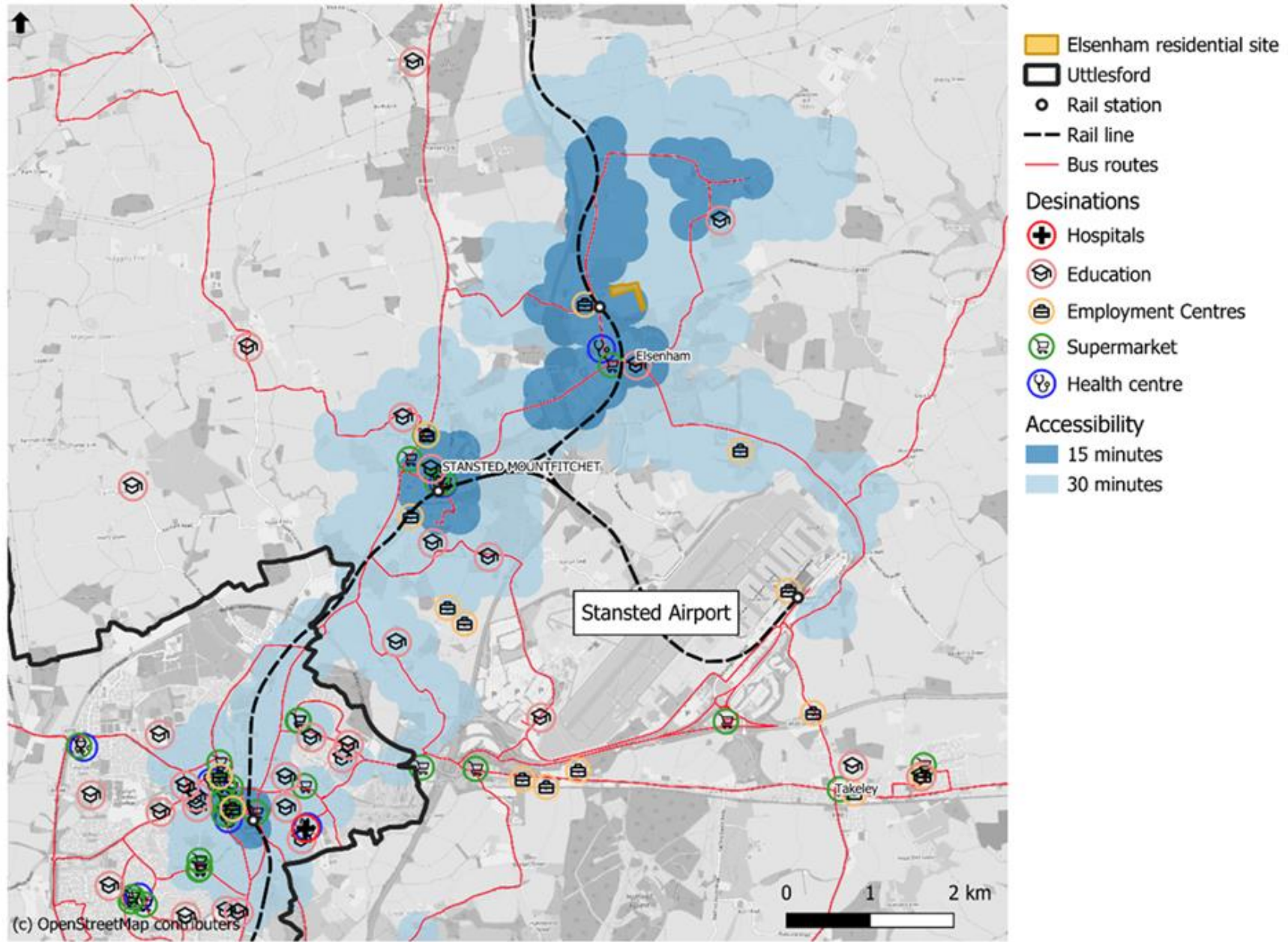
Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none"> ▪ Sparse, and infrequent bus network. ▪ Has a rail station which provides frequent links to key destinations. 	<ul style="list-style-type: none"> ▪ New Road has a footway on just one side of the carriageway. ▪ No safe cycling connections between Elsenham and Stansted Mountfitchet and not served by NCN. 	<ul style="list-style-type: none"> ▪ Severance of M11 and rail line. ▪ New Road is unlikely to be wide enough for contraflow cycle lanes. 	<ul style="list-style-type: none"> ▪ Major scope to increase the mode share of active travel modes. ▪ Opportunity to upgrade bus stop facilities and improve walking and cycling provision at key junctions.

6.32 Access to Services

6.32.1 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include six GP surgeries, 24 education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by three and education centres also by three, as well as employment locations and shops. A summary of local services within a 30 minute proximity are shown on the map at **Figure 13**.

Figure 13: Accessibility Analysis for Elsenham

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6.33 Transport Assessment – Impact on highway network

- 6.33.1 In Elsenham the overall picture is one in which the additional impacts of the site allocations, over and above those set to be experienced because of committed growth, are relatively low.
- 6.33.2 There will be some increases in traffic volume and delays and these are most evident on the B1051 in Stansted Mountfitchet with traffic travelling westwards from Elsenham.
- 6.33.3 The package of interventions which have been identified to mitigate the impacts, focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car. The resultant reallocation of road space and reprioritisation of road users therefore results in marginal increases to the travel times and delays depicted in the Local Plan Case Modelling.
- 6.33.4 The additional impacts are deemed to be justifiable in the context of the improved travel choice on offer and in seeking to facilitate sustainable growth.

6.34 Elsenham: Sustainable Transport Strategy.

- 6.34.1 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed in order to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 14** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Development Frameworks.

Table 14: Elsenham: proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> Providing wayfinding within the development allocations and within Elsenham. 	<ul style="list-style-type: none"> Local Plan Sustainable Transport Local Cycling and Walking Infrastructure Plan Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> A pedestrian route should be provided from the housing site to the station via the consent housing site. Delivery of attractive, convenient and all-weather active travel routes within allocated development site, including connections to and enhancements of the existing Public Rights of Way network. New and improved off site active travel routes providing connections to key service centres or facilities. 	<ul style="list-style-type: none"> Local Plan Sustainable Transport Local Cycling and Walking Infrastructure Plan Shared Transport in New Developments

	<ul style="list-style-type: none"> ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Bike share, e-bike charging stations, cargo bikes and bike maintenance hubs should be provided. 	
Public transport	<ul style="list-style-type: none"> ▪ Pedestrian connectivity to the railway station via the adjacent housing needs to be explored to maximise the opportunity provided by housing site location. ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Explorer diverting the bus service into the employment site to improve connectivity. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs
Parking and traffic management	<ul style="list-style-type: none"> ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. ▪ EV charge points to be provided at the employment allocation to facilitate the use of electric vehicles at employment sites. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential travel plans. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Governance, policy and funding	<ul style="list-style-type: none"> ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Provision of discounted bus vouchers for new residents at strategic development site. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments ▪ Model Outputs

6.35 Great Chesterford Area Profile

- 6.35.1 The employment site at Great Chesterford is located at Chesterford Research Park which is an existing centre offering laboratory and office accommodation for bioscience research. The site is located to the southeast of the village of Great Chesterford in a rural setting.
- 6.35.2 For the purposes of this section, it is not appropriate to examine the specific travel demographics for the wider area as the nature of the employment sites means that it is likely to attract employees and visitors from the wider area including a significant proportion of people travelling from outside of Uttlesford.

6.36 Sustainable Transport provision in Great Chesterford

- 6.36.1 **Table 15** below summarises the sustainable transport provision in Great Chesterford and close to the Research Park, including any identified constraints and opportunities.

Table 15: Summary of sustainable transport provision in Great Chesterford

Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
<ul style="list-style-type: none"> ▪ Served by a sparse, and infrequent bus network. ▪ Great Chesterford has a rail station which provides frequent links to: Cambridge and London Liverpool Street. 	<ul style="list-style-type: none"> ▪ The proximity to Cambridgeshire, where many work, makes cycling more attractive with the right infrastructure. ▪ The access road to the station is poorly maintained. ▪ Lack of footways and dominance of parked cars on street. 	<ul style="list-style-type: none"> ▪ Severance of the River Cam and M11. ▪ Isolated location. 	<ul style="list-style-type: none"> ▪ Just 1.2% of the population cycle to work. Saffron Walden, the closest town, is 6 miles away, a feasible cycling distance with appropriate infrastructure. ▪ Opportunities for traffic calming measures on the B183.

6.37 Transport Assessment – Impact on highway network in Great Chesterford

- 6.37.1 A specific junction capacity assessment has been undertaken to understand the existing and forecast operations of the Stump Cross Interchange at M11 Junction 9a, between the M11 and the A1301 and B184 corridors.
- 6.37.2 As with the rest of the district the overall picture is one in which the additional impacts of the site allocations, over and above those set to be experienced because of committed growth, are relatively modest and most of the impact is caused by the committed growth coming forward over the local plan period. Large developments have been given consent and are to be delivered within this period, including, but not limited to, employment growth in South Cambridge, namely the Welcome Gnome, Babraham Research, Granta Park and Cambridge Biomedical campuses.

6.37.3 However, traffic generated by Uttlesford District Council’s Local Plan allocations is expected to add to queuing and delays forecast to occur at the M11 southbound off slip approach to the southern dumbbell roundabout junction at Stump Cross Interchange. Given that the junction forms part of the SRN managed by National Highways, and performs a wider strategic function, it is likely that a scheme to improve M11 Junction 9a will need to be delivered in collaboration with National Highways, Essex County Council and South Cambridgeshire District Council.

6.37.4 The purpose of the assessment was not to produce a definitive scheme at Stump Cross, but rather to quantify the relative traffic impact at the interchange caused by UDC’s Local Plan strategic allocations. On this basis a mitigation scheme has been conceptualised to demonstrate that widening of the slip road is sufficient to alleviate these queues and enable the junction to operate at similar levels to those forecast in the Reference Case (committed growth) scenario.

6.38 Great Chesterford Research Park: Sustainable Transport Strategy.

6.38.1 Following the production of the sustainable transport evidence and the outputs of the transport modelling assessment, a range of sustainable transport interventions have been proposed in order to maximise the sustainable transport opportunities and the sustainable transport interventions are listed in **Table 16** below which are subsequently reflected in the Local Plan policies and informed the measures detailed in the Site Development Frameworks.

Table 16: Proposed sustainable transport improvements

Theme	Proposed improvements through the Local Plan	Supporting Evidence Documents
Placemaking and land use planning	<ul style="list-style-type: none"> ▪ Providing wayfinding within the employment allocation and within Great Chesterford, to the village centre, the railway station and other facilities ▪ Providing wayfinding within the employment allocation and within Great Chesterford, to the town centre, the railway station and other facilities 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments
Walking and cycling infrastructure	<ul style="list-style-type: none"> ▪ Direct connection into the LCWIP route. ▪ The potential to improve the route of Public Footpath Little Chesterford 11 should be explored. The footpath provides connectivity to the southbound bus stop. ▪ Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments

	<p>mobility impairment to identify measures that should be provided to remove those barriers.</p> <ul style="list-style-type: none"> ▪ Provide active travel improvements at Great Chesterford railway station. The improvements would include secure cycle parking and e-bike charging points. ▪ Provide e-bike charging stations and bike maintenance hubs. 	
Public transport	<ul style="list-style-type: none"> ▪ Improved bus access to the research park and employment allocation by re-routing the service and reconfiguring the access road. ▪ Improved bus service frequency connecting Saffron Walden, Great Chesterford, Great Chesterford Research Park and Cambridge. ▪ Enhancements will also be required for interchange facilities at Great Chesterford railway station ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments ▪ Model Outputs
Parking and traffic management	<ul style="list-style-type: none"> ▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Shared Transport in New Developments
Behavioural change	<ul style="list-style-type: none"> ▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of employment travel plans. 	<ul style="list-style-type: none"> ▪ Local Plan Sustainable Transport ▪ Local Cycling and Walking Infrastructure Plan ▪ Shared Transport in New Developments

Governance, policy and funding

- Provision of discounted bus vouchers for new residents at strategic development site.
- Local Plan Sustainable Transport
- Shared Transport in New Developments
- Model Outputs

7 Assessment of Transport Impacts

7.1 National Planning Policy Framework and Transport Assessments

7.1.1 The transport modelling assessment forms part of the wider transport evidence base which has been produced and described elsewhere in the Paper. The level of analysis it provides on the current and future performance of the road network is proportionate to the requirements of a Local Plan as required by the National Planning Policy Framework (NPPF).

7.2 Background

7.2.1 Uttlesford District Council commissioned transport and planning consultants Tetra Tech to undertake a transport study to inform the spatial strategy options and associated transport mitigation to be included within the emerging Local Plan. To inform this process a series of transport models have been developed and used to assess the alternative spatial options and interventions.

7.3 Modelling to inform the Regulation 19 Submission Local Plan

7.3.1 This section summarises the robust assessment that was undertaken to understand the impacts of development on the highway network. It builds upon previous analysis to focus on the spatial approach as detailed in the Regulation 19 Local Plan.

7.3.2 This section will also summarise the ability of supporting interventions to mitigate Local Plan development traffic impacts, together with the wider changes in travel demand that the area will face by 2040.

7.3.3 This section will cover two main areas of assessment:

- North Uttlesford including Saffron Walden and Great Chesterford
- A120 Corridor: South Uttlesford and Stansted Mountfitchet & Elsenham

7.3.4 Four scenarios have been assessed focusing upon the AM and PM peak periods for the following scenarios:

- Base Year (2021) – typical current conditions.
- Reference Case (2040) – future conditions without the Local Plan sites coming forward.
- Local Plan Growth (2040) – the additional impact of the Local Plan sites.
- Mitigation Package (2040) – future conditions with the Local Plan sites and mitigation in place.

7.3.5 The assessment of the performance of the corridor is based upon the following metrics:

- The volume of traffic.
- Journey times and the associated speed of traffic.
- Junction delays.

7.3.6 Full details on the outputs of the model are detail in the Modelling reports that form the evidence based for the Local Plan.

7.4 A120 Corridor Assessment

- 7.4.1 The assessment of the impacts of Local Plan development has been undertaken using the A120 Corridor VISUM Model. Technical details of the model and the methodology applied in the assessment of the network are described in separate technical notes (see Section 1.6 below).
- 7.4.2 Details on how the assessment impacts on each settlement is summarised in the Area Profiles and Strategies in **Section 6**.

7.5 Interventions in the A120 Corridor

- 7.5.1 Following the identification of the traffic impacts of the Local Plan related growth, a series of interventions were agreed with Essex County Council. These sought to consider the future role of sustainable transport in accommodating future demand, and only when all realistic opportunities had been exhausted, were further capacity enhancements considered.
- 7.5.2 The schemes are affordable and deliverable and proportionate to the level of growth – and impact – likely to be experienced on the network. Further work will be required to develop the designs in more detail before inclusion in the Infrastructure Delivery Plan (IDP). It is not an exhaustive list and further studies that may identify additional active travel or public transport initiatives.
- 7.5.3 The resultant package of interventions within the corridor and individual settlements are detailed within the Modelling Reports which are part of the Local Plan evidence base.

7.6 Impact on Volume of Traffic in the A120 Corridor

- 7.6.1 Both committed development and the Local Plan allocations will impact on the volume of traffic on the road network across the district.
- 7.6.2 The spatial strategy contained within the Local Plan will both reduce the need to travel associated with the site allocations and maximise opportunities for sustainable travel. The assessment has not reflected the potential for mode shift and therefore presents a worst-case scenario.
- 7.6.3 Even in this context, the traffic impact of the Local Plan sites is relatively modest. Increases in real terms and percentage uplifts in vehicles are small, particularly with regards to HGV movements in Takeley. The exception to this is the amount of additional general traffic on the network within the village, specifically on the B1256 to the east of the built-up area.

7.7 Impact on Journey Times and Speed of Traffic in the A120 Corridor

- 7.7.1 Longer journey times and slower traffic will be a feature of the future highway network in 2040, predominantly because of committed development and background growth in demand to travel. The Local Plan allocations will have an additional impact on vehicular journey times but is likely to be relatively modest on most routes. These changes reflect the increase in the volume of traffic on the network and should not necessarily be viewed as a negative trend, given the potential for safety benefits to be derived from slower moving traffic.

7.7.2 The approach to mitigating the impact of the Local Plan is not focused on the provision of increasing highway capacity. The wider transport strategy to support the Plan prioritises the provision of greater travel choice and realistic alternatives to the car. In this respect, the interventions can result in longer journey times and a reduction in the speed of traffic but presents a more sustainable 'vision led' approach than the historic predict and provide method of accommodating future demand on the network.

7.8 Impact on Junction Delay in the A120 Corridor

7.8.1 There are known delays and 'pinch points' along the A120 and surrounding local network. These will change when committed growth comes forward by 2040 (the Reference Case), and again when demand from the Local Plan sites is considered.

7.8.2 Committed developments will have a demonstrable impact on the demand placed on the capacity of many key junctions within the A120 corridor. Junctions currently operating within capacity will see increases in queuing and delays consequently.

7.8.3 The additional demand generated due to the Local Plan allocations is relatively modest. However, as this demand is being introduced onto a network which is already operating at its limits, the delays at junctions will be compounded.

7.8.4 The proposed interventions to mitigate the impact of the Local Plan sites are successful in alleviating many of the most acute 'pinch points' at Great Dunmow. Junction entry widening and signalisation schemes will help to provide more capacity and regulate the flow of traffic.

7.8.5 However, the approach to mitigating the impact of the Local Plan is not focused on the provision of increasing highway capacity. The wider transport strategy to support the Plan, of which this is part, priorities the provision of greater travel choice and realistic alternatives to the car. In this respect, the interventions can result in longer delays on the network in places, particularly where new traffic signals incorporate green phases for pedestrians.

7.8.6 Notwithstanding this approach, the measures to be taken forward will enable the junctions on the highway network to function relatively efficiently in the future.

7.9 A120 Corridor Assessment Conclusions

7.9.1 This section has detailed the impact of Local Plan allocations in the A120 corridor and the extent to which proposed interventions will mitigate the increases in demand to travel on the network.

7.9.2 The overall picture is one in which the additional impacts of the site allocations, over and above impacts due to committed growth, are relatively modest. The Local Plan will add to the level of demand on the corridor but only marginally when compared to other increases because of committed developments and expansion of operations at Stansted Airport.

7.9.3 The interventions proposed to mitigate the increases in travel demand across Uttlesford are predominantly all schemes that will be delivered on the local road network and not the SRN. Whilst there is clearly a need for a long-term solution to address delays which occur at M11 J8, the key driver for this is not the Local Plan.

7.9.4 It is anticipated that when a solution has been determined, Local Plan development sites would contribute a commensurate amount towards the costs of the scheme, proportionate to the scale of impact this technical note demonstrates.

- 7.9.5 Where highway interventions have been identified, they seek to ensure that the existing highway capacity operates more efficiently. These measures supplement the focus of the wider transport strategy to support the Local Plan, one which prioritises sustainable transport through the provision of realistic travel choice and alternatives to the car.
- 7.9.6 In those instances, in which the introduction of traffic signals may increase the journey times for general traffic for example, the benefits to active travel are part of this wider focus and the results of the analysis contained within this report should be viewed in this context.

7.10 Saffron Walden and North Uttlesford Assessment

7.10.1 This section discusses the impacts in North Uttlesford in two distinct assessments. First, there is the presentation of the assessment of the impacts of Local Plan development has been undertaken using the Saffron Walden VISUM Model. Secondly, there is the summary information on the impacts on the Stump Cross junction in the north of the District.

7.11 Saffron Walden Assessment

7.11.1 The assessment of the impacts of Local Plan development has been undertaken using the Saffron Walden VISUM Model. Details on how the assessment impacts on Saffron Walden is summarised in the Area Profiles and Strategies in **Section 6**.

7.12 Proposed Interventions in Saffron Walden

7.12.1 Following the identification of the impacts of the Local Plan related growth a series of interventions were agreed. These sought to maximise the future role of sustainable transport in accommodating future demand, and only when realistic opportunities had been exhausted were further capacity enhancements considered.

7.12.2 The resultant package of interventions to come forward within the town are detailed within the Modelling Reports which are part of the Local Plan evidence base.

7.13 The impact on the volume of traffic in Saffron Walden

7.13.1 Both committed development and the Local Plan allocations will impact on the volume of traffic on the road network across the district.

7.13.2 In Saffron Walden the assessment highlights:

- Committed development will see increases in the volume of traffic across the town. The increases will be particularly noticeable on Cardamon Road between Thaxted Road and Radwinter Road.
- The new through route through the committed housing allocations will reduce the flow of traffic on both Thaxted Road and Radwinter Road on their approaches to the town centre, together with Ashton Road.
- With Local Plan growth in place, the new development link road through the strategic allocation will be provided between Thaxted Road and Radwinter Road and this will accommodate most of the increase in flow.
- Nevertheless, there will be further albeit marginal increases in demand to travel through the town centre to access strategic routes north and south of the town.
- The interventions proposed in the town will help to reduce the volume of traffic on numerous links. The mitigation package focuses on providing realistic and more attractive alternatives to the car and as such it is envisaged that reliance on the car can be reduced.

7.14 Impact on Journey Times and Speed of Traffic

7.14.1 Journey times and the associated speed of traffic has been assessed on six routes in the town. The ability of these measures to alleviate increases in journey times on the six routes assessed is summarised as follows:

- The impact on journey times and vehicle speeds is not just as a consequence of the new junctions and closure of Church Street, but also the introduction of a new 20mph speed limit across the town.
- In this respect, it highlights that the objective of the strategy is not to necessarily reduce journey times and increase the speed of traffic, but to rebalance road user priorities, civilise the streets and make the town safer for all.
- Traffic will travel slower across the town. The average speed of traffic will not exceed 20mph on any of the selected routes. This has significant advantages in terms of the safety of all road users.
- Changes in the routing of traffic will see the journey times on some routes reduce, particularly in the PM peak period when compared to the Local Plan growth scenario.
- Where there are increases in journey times (and subsequent reductions in the speed of traffic), the changes in most cases are negligible. In the Local Plan growth case, none of the routes will see a reduction in vehicle speed of more than 4mph, with the exception of northbound traffic on Thaxted Road in the AM peak.

7.15 Impact on Junction Delay in Saffron Walden

7.15.1 There are known delays and pinch points on the highway network in Saffron Walden. The impacts of committed development and that proposed to come forward through the Local Plan on these and other junctions on the network are summarised below:

- More locations will experience delays of more than 60 seconds on the worst performing arm of the respective junctions as a result of both committed development and Local Plan growth.
- The B184 High Street in particular will experience delays at several junctions including with George Street and Church Street in both the AM and PM peak periods.
- Junctions in the south of the town on Thaxted Road and Peaslands Road will also see an increase in delays as a result of both committed growth and Local Plan related growth.
- Conversely, as a result of a new link coming forward as part of a committed site between Thaxted Road and Radwinter Road, delays at the intersection of the links will be mitigated.

7.15.2 The proposed interventions to mitigate the impact of Local Plan growth are detailed in the Modelling Reports which are part of the Local Plan evidence base. The assessment of the impact of these interventions' highlights:

- The emphasis of the interventions in the town is on seeking to rebalance road user priorities and not necessarily reducing journey times and delays. Notwithstanding this focus, the package of measures identified has been effective in significantly reducing delays in the centre of the town in both peak periods.
- Where increases in delays occur, this is by design in seeking to hold queuing traffic outside of the urban area to enable the more efficient operation of the network in the town centre.
- The greatest benefits are in terms of removing queuing vehicles on Church Street. Its closure sees delays of almost three minutes removed from the network in the AM peak period.

7.16 Saffron Walden Assessment Conclusions

- 7.16.1 This section has detailed the impact of Local Plan allocations in Saffron Walden and the extent to which proposed interventions will mitigate the increases in demand to travel on the network.
- 7.16.2 The overall picture is one in which the additional impacts of the site allocations, over and above those set to be experienced as a result of committed growth, are relatively modest.
- 7.16.3 The package of interventions which have been identified to mitigate the impacts, focuses on the need to improve travel choice and the provision of realistic and attractive alternatives to the car. The resultant reallocation of road space and reprioritisation of road users therefore results in marginal increases to the travel times and delays depicted in the Local Plan Case.
- 7.16.4 The additional impacts are deemed to be acceptable in the context of the improved travel choice on offer and in seeking to facilitate sustainable growth.

7.17 North Uttlesford – Stump Cross Junction Assessment

- 7.17.1 This section details the traffic impacts of Uttlesford Local Plan development on the performance of M11 Junction 9a, also known as Stump Cross. It builds upon previous analysis to focus on the allocations set to come forward in the Local Plan.
- 7.17.2 It also examines the ability of supporting interventions to mitigate Local Plan development traffic impacts on the interchange.

7.18 The Junction Capacity Assessment

- 7.18.1 A junction capacity assessment was undertaken to understand the existing and forecast operations of the Stump Cross Interchange at M11 Junction 9a, between the M11 and the A1301 and B184 corridors.
- 7.18.2 Large developments have been given consent and are to be delivered within this period, including, but not limited to, employment hubs in South Cambridge, namely the Welcome Genome, Babraham Research, Granta Park and Cambridge Biomedical campuses. The Reference Case scenario therefore models a 2040 future year that applies traffic generated by these committed development sites in addition to that observed in the Base.
- 7.18.3 By 2040, the junction is expected to come under greater pressure in the Reference Case scenario, particularly in the AM peak, where the additional background growth and committed development traffic on the network leads to significant queuing at delays at the A1301 southern arm of the northern dumbbell junction, which forms part of the internal link road.
- 7.18.4 Furthermore, it is expected that the B184 approach to the southern dumbbell is over capacity whilst the M11 southbound off slip is also expected to operate at capacity and so may be subject to some level of queueing and delay during busy periods. There are no arms at either dumbbell that are forecast to be at or over capacity in the Reference Case scenario during the PM peak period.
- 7.18.5 The addition of traffic generated by the Local Plan site allocations is expected to add to the pressures on the interchange forecast in the Reference Case scenario, particularly along the M11 southbound off slip during the AM peak, where queues could build in excess of 180 vehicles.
- 7.18.6 Apart from the M11 southbound off slip approach, when compared against the results for the existing arrangement in a 2040 Reference Case scenario, much of the queuing and delay forecast at the interchange is due to the traffic generated by committed development and background growth rather than the Local Plan site allocations.

7.19 Mitigation Measures at Stump Cross

- 7.19.1 It is proposed that the M11 southbound off slip could be widened to accommodate two lanes of queuing traffic along a distance circa 50m back from the existing give-way line. It is also proposed that the entry be slightly widened to accommodate two heavy vehicles at the give-way line to enable them to queue side by side. Lining could be used to provide effective separation between the lanes, with the left lane providing a dedicated left turn onto the B184 with the right lane providing access to the A1301 corridor.
- 7.19.2 It has been assumed that the mitigation scheme identified above is deliverable within the highway boundary and is subject to design and cost estimates.

8 London Stansted Airport

- 8.1.1 London Stansted Airport is wholly located within Uttlesford and is owned and operated by Manchester Airports Group (MAG), who manage the airport infrastructure and are also the highway authority in relation to the roads within its boundary.
- 8.1.2 London Stansted Airport is the fourth largest airport in the country and is an international gateway serving the regional and national air travel and air freight market. The airport is one of the largest centres of employment in Essex and the East of England and provides excellent direct access for local businesses to a wide range of international destinations. The airport has permission to expand to allow airfield works to enable 274,000 aircraft movements (of which 16,000 movements may be cargo air transport movements) and a passenger throughput of 43 million per annum.

8.2 Sustainable transport and access to the Airport

- 8.2.1 The airport acts as a successful regional and local transport interchange for bus, coach and train services to provide access to a range of destinations in the UK, but it also performs a vital local function as a multi modal transport hub. The airport's public transport mode share is the highest of any UK airport⁸ and 52% of passenger transport (airport) trips arrived by public transport in 2019. Although this figure was pre-Covid 19 pandemic, it is understood that public transport levels are recovering back towards the 2019 levels.
- 8.2.2 The Department for Transport strategy entitled Flightpath to the Future published in May 2022⁹ promotes the use of airports as transport hubs.
- 8.2.3 It is important the airport provides and strengthens the choice of modes of transport for those persons using the airport, and the community that would wish to access the airport and take advantage of the excellent public transport provided, including through active travel links to existing and future locations of employment.

8.3 Public Transport to the airport

- 8.3.1 Sustainable transport choice to the multi-modal transport hub should be reasonably accessible over the 24-hour period to enable staff, visitors and passengers to access the airport, recognising many of the airport operations are day and night. The availability and provision of sustainable transport choice should be detailed in the airport's Sustainable Development Plan and Surface Access Strategy and the Council will work with Essex County Council and the Airport to ensure opportunities are maximised in these documents.
- 8.3.2 The Local Plan includes policies to strengthen public transport connections from the strategic allocations in Takeley and Great Dunmow which deliver new and enhanced bus services to the airport. There is an opportunity to strengthen the role that the airport performs as a multi-modal transport interchange for Uttlesford residents without detrimentally impacting on the existing successful airport interchange function.

8.4 Active Travel access to the airport

- 8.4.1 Access to the airport by active travel modes is more challenging and the active travel environment within the airport is limited.

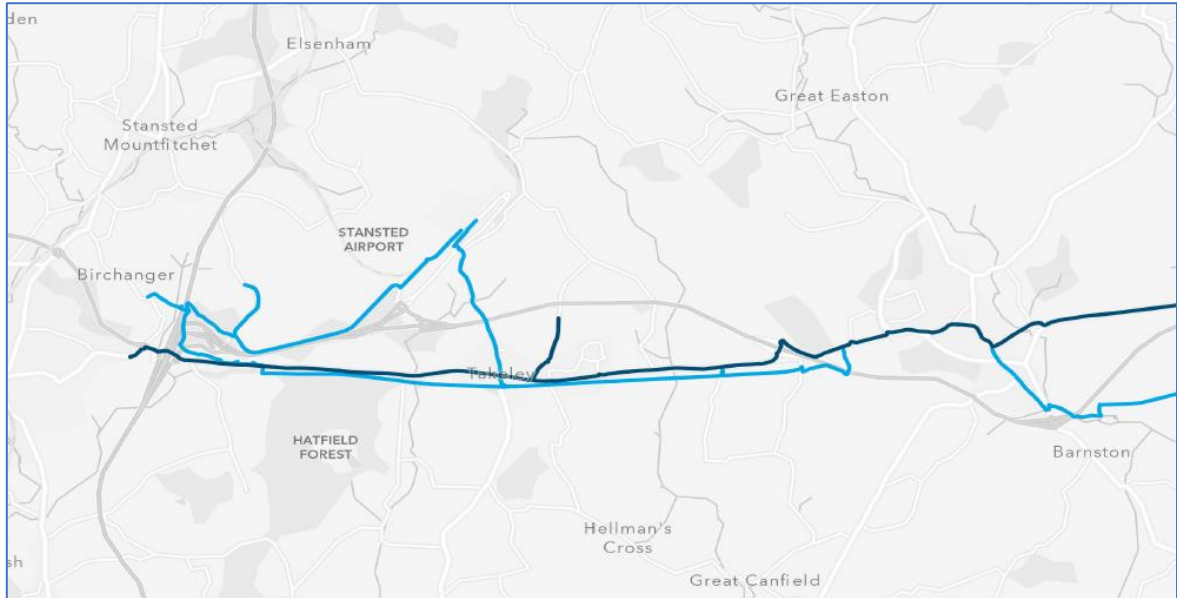
⁸ MAG data from Reg 18 Representation. December 2013

⁹ <https://www.gov.uk/government/publications/flightpath-to-the-future-a-strategic-framework-for-the-aviation-sector>

- 8.4.2 There are operational considerations that the airport wants to manage, especially in relation to aiming to diminish the potential for ‘off-site’ dropping off on the periphery of the airport and pedestrians with luggage roaming across the airport estate trying to find the terminal buildings. This issue is also related to the concern around ‘fly parking’, i.e. where airport passengers may park on nearby local roads or residential streets and then walk into the airport in order to avoid car parking or drop off charges. Fly parking can impact on local residents with obstructions to the highway and residential and business premises.
- 8.4.3 The 2015 Sustainable Development Plan (SDP) produced by the airport states that “We aim to reduce car use by encouraging sustainable modes of transport. For airport staff living locally, and recreational use, we will improve cycle routes and facilities.”
- 8.4.4 The SDP further went on to outline that the airport will continue to seek improved, safe routes to key local settlements. The priorities stated were to provide routes: to the west and north to Bishop’s Stortford, Birchanger, Stansted Mountfitchet and Elsenham; extend the Sawbridgeworth – Bishop’s Stortford link; and install storage, shower and secure parking at key locations on site, including North Side.
- 8.4.5 The Airport National Policy Statement¹⁰ highlights that “airport surface access strategy must contain specific targets for maximising the proportion of journeys made to the airport by public transport, cycling or walking”.
- 8.4.6 The cycle access to the airport from the main settlements in the area is currently inadequate. There is a segregated cycle path from Birchanger Lane in Birchanger, which provides a connection into the west of the airport, however, there are limited onward connections and no further segregated provision – e.g. towards Stansted Mountfitchet. National Cycle Route 12 runs along the Flitch Way (2.5km or 1½ mile to the south) but it does not connect with the airport. There are no dedicated or segregated cycle routes from either Takeley or Great Dunmow connecting into the site.
- 8.4.7 There is a footway for the majority of the route between Takeley and the airport boundary. However, this currently terminates at the Parsonage Road/Hall Road roundabout. There are no onward active travel connections at any of the main highway access points at the Coopers End Roundabout (north of Parsonage Road) or at the Bassingbourn Roundabout.
- 8.4.8 There is some cycle parking available close to the terminal building and at the associated offices and service buildings. However, it is unclear how cyclists are expected to navigate through the site from the wider area to utilise the facilities.
- 8.4.9 It is understood that the airport is currently revising the SDP and surface access strategy and this will be published in late 2024.
- 8.4.10 As detailed in **Sections 5 & 6** the Uttlesford LCWIP is proposing that a strategic cycle route should be provided connecting the airport with Great Dunmow, Takeley and Bishop’s Stortford. The LCWIP details the travel demand basis for the route and the route aligns with the infrastructure delivery requirements stated in the Local Plan (and IDP) to deliver an active travel route along Parsonage Road.

¹⁰ <https://www.gov.uk/government/publications/airports-national-policy-statement>

Figure 14: LCWIP Strategic Cycle Route options for connections to the airport.



8.4.11 The Local Plan policies for the South Area Strategy propose that active travel links to the airport should be strengthened, particularly from Takeley as detailed in the previous sections and shown on **Figure 14** above. The Council will continue to work closely with the Airport owners and Essex County Council on the delivery of sustainable transport links to the airport, including carefully considering the impact of active travel routes across airport land.

Uttlesford District Council

Regulation 18 Consultation Report and Appendices

July 2024

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* Available in Separate Document

Executive Summary

This Statement provides a summary of the consultation undertaken on Uttlesford District Council's Draft Local Plan 2021- 2041 to demonstrate compliance with Regulation 22 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Statement details the consultation stages undertaken on the Draft Local Plan 2021-2041, as follows:

- Public Consultation on Draft Plan (Regulation 18) October – December 2023

The Draft Plan consultation was undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

This Statement explains the consultation process undertaken on the Draft Plan, including the methods used, the people involved, and the number of representations received. This Statement also sets out a summary of the main issues that have arisen through the Plan's production, and how this has influenced the Publication Version of the plan.

Introduction

1.1. This Statement has been produced to provide a summary of the consultation processes for the Local Plan 2021-2041 and the main issues arising. This Statement has been produced in accordance with Regulation 22 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012 (“the Regulations”). The Regulations state that this Statement will need to set out the following:

(i) which bodies and persons the local planning authority invited to make representations under Regulation 18

(ii) how those bodies and persons were invited to make representations under Regulation 18

(iii) a summary of the main issues raised by the representations made pursuant to Regulation 18

(iv) how any representations made pursuant to Regulation 18 have been taken into account

(v) if representations were made pursuant to Regulation 20, the number of representations made and a summary of the main issues raised in those representations, and

(vi) if no representations were made in Regulation 20, that no such representations were made.

1.2. This Statement explains each of the consultation stages on the Local Plan in relation to the methods used, the people involved, and the number of representations received. This Statement also sets out a summary of the main issues that have arisen through each stage of consultation and how these have influenced the progression of the Local Plan.

Background

2.1. The Uttlesford Local Plan 2021-2041 will replace the adopted Uttlesford Local Plan 2005.

2.2. The adopted development plan comprises various documents listed below in Table 1, including Development Plan Documents (DPD's) and Neighbourhood Plans, along with documents prepared by Essex County Council. **Table 1** shows which of the adopted documents are being reviewed and replaced by the new Local Plan.

Table 1: Documents which make up the adopted Local Plan 2005 and if these will be carried forward in the new Local Plan 2021 – 2041

Name of DPD	Geographical area	Adoption Date	Under review
Saved policies of the Uttlesford Local Plan 2005	Administrative area for Uttlesford	2005	To be replaced by the Uttlesford Local Plan (2021 – 2041).
Essex Minerals Plan 2014 (DPD)	Administrative area for Essex	2014	Yes – The plan period has been proposed to be extended to 2040 (new plan period to be 2025 – 2040) to take account of the tests of soundness for new plans in national policy. Reg 18 consultation proposed for February 2024.
Essex and Southend-on-Sea Waste Local Plan 2017 (DPD)	Administrative area for Uttlesford and Southend-on-Sea	2017	No – last checked for consistency with national policy in October 2021.
Ashdon Neighbourhood Plan	Ashdon Parish	2022	No
Felsted Neighbourhood Plan	Felsted Parish	2020	A review is being undertaken.
Great and Little Chesterford Neighbourhood Plan	Great and Little Chesterford Parishes	2023	No

Great Dunmow Neighbourhood Plan	Great Dunmow Parish	2016	No
Newport Quendon & Rickling Neighbourhood Plan	Newport, Quendon & Rickling Parishes	2021	A review is being undertaken.
Saffron Walden Neighbourhood Plan	Saffron Walden Town Council	2022	No
Stebbing Neighbourhood Plan	Stebbing Parish	2022	No
Thaxted Neighbourhood Plan	Thaxted Parish	2019	No

2.3. The new local plan will set out the overall development strategy and policies to guide development in the District up to 2041. It will include strategic policies as well as non-strategic policies, housing allocations, employment allocations and other associated infrastructure requirements.

Local Development Scheme

2.4. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish a Local Development Scheme (LDS).

2.5. The LDS¹ sets out the timetable to produce the Development Plan Documents, including key production and public consultation stages. It must be made available publicly and be kept up to date. This enables the community, businesses, developers, infrastructure providers and other interested parties to know how they can participate in their preparation.

2.6. The LDS updates the previous Local Development Scheme published in October 2020 and updated in October 2023, with a further minor revision in January 2024. It provides information about the Development Plans and other Planning Policy documents the Council plans to prepare.

2.7. The Public Consultation on Issues and Options (Regulation 18) was scheduled for Autumn 2020 and Spring 2021. The Public Consultation of the Draft Plan (Regulation 18) ran from October to November 2023. The next stage will be the public consultation on the Submission Plan (Regulation 19) which is due from July to September 2024. The LDS states that the plan is due to be submitted to the Secretary of State (Regulation 22) in December 2024 and examined in public (Regulation 24) in 2025. The plan is due to be adopted in the second quarter of 2026.

¹ Link to Uttlesford District Council Local Development Scheme. Available: [Microsoft Word - 20240124 Local Development Scheme REVIEWED.docx \(uttlesford.gov.uk\)](#)

Consultation Process

Issues and Options

- 3.1. The first consultation was the 'Issues and Options' stage which ran from November 2020 to April 2021. This stage takes place before any proposals have been developed and asks respondents to consider key issues they would like to be covered in the new local plan.
- 3.2. The Council prepared consultation documents which were uploaded to a consultation portal². These were split into nine key themes including; *where you live, character and heritage, climate change, transport, leisure, culture and healthy lifestyles, biodiversity, local economy, homes, and creating new places and communities*.
- 3.3. All comments received were grouped by theme, analysed, and then used to inform the Council's work on a draft version of the Local Plan and draft policies.

Local Plan Panel

- 3.4. The Local Plan Panel (LPP) is a working group of the Cabinet which may make recommendations but is not a decision-making body. The LPP is a successor body to the Local Plan Leadership Group (LPLG) which stood between 2020 and 2023. The function of the LPP is:
 - to assist the Council in the preparation of a local plan which meets the agreed development needs of the district during the course of the plan period in the most appropriate manner
 - to make recommendations to Cabinet as to the preparation of the draft Uttlesford Local Plan 2021 – 2041, and related planning policy documents, in the light of both documents submitted by officers to the LPP for consideration and any other matters as the LPP sees fit
 - to enable members of the public to address the LPP for a maximum of 4 minutes and to provide a copy of their statement, subject to having registered to speak in advance, and
 - to enable councillors from Uttlesford District Council and Town and Parish Councils to address the Group for a maximum of 5 minutes each and to provide a copy of their statement, subject to having registered to speak in advance.
- 3.5. The LPLG met regularly to inform the Regulation 18 Plan including the October meeting (04/10/2023) where the group recommended the draft Local Plan was considered by cabinet for approval for consultation.

² Link to consultation portal: [Uttlesford District Council consultation portal - Keystone \(objective.co.uk\)](https://www.objective.co.uk/consultation/uttlesford-district-council)

Regulation 18 Consultation

3.6. The draft plan was published on 26th September 2023. A series of evidence base documents were also published to present the evidence which was considered when drafting the local plan. A full list of the documents published is shown in **Appendices 1-3**.

3.7. The public consultation on the draft plan, known as the Regulation 18 Consultation, ran from 3rd November to 18 December 2023.

3.8. To ensure full engagement was taking place, numerous consultation methods were used including public meetings, exhibitions, social media posts and newspaper notices, these are explained in more detail below. The engagement numbers are also shown in the infographic in **Figure 1**.

E-newsletters

3.9. The Local Plan consultation was a topic that featured in various newsletters.

3.10. It was included multiple times in the District News (9 October 10 November & 11 December) and the Local Plan newsletter (28 September, 3 November, 10 November, 24 November & 11 December), as well as being covered in the Members' Bulletin and Staff News. It was also flagged up in the Parish Briefing e-newsletters (31 Oct & 21 Dec).

3.11. In total, links connected with the local plan were clicked/opened 4,103 times via the newsletters. Some individual links – including direct to the consultation portal – were clicked hundreds of times.

News releases & local newspaper coverage

3.12. There were multiple press releases issued on this theme (see links in **Appendix 1**). These gained good coverage in the Walden Local, Saffron Walden Reporter/Dunmow Broadcast and the Bishop's Stortford Independent.



Figure 1 - Local Plan Engagement

3.13. A paid-for full-page advertisement was also inserted in the Walden Local and Reporter/Broadcast to promote the local plan public exhibitions, as shown in **Appendix 2**.

Consultation summary booklet

3.14. An eight-page consultation information booklet, which can be seen in **Appendix 3**, was delivered to 35,000 households in Uttlesford. It arrived on doormats from 20 November.

3.15. The booklet contained high-level summary information about the plan and how people could make comments.

Social media

3.16. A total of 24 related posts were pushed on the UDC social media channels, links to examples of these are in **Appendix 1**.

3.17. These had a combined reach of 23,761 (the number of people who saw the content), an impression hit of 27,188 (the number of times the content was displayed), and an engagement rate of 284 (the number of interactions with our content e.g likes or comments).

3.18. Among the posts was a short video produced with Cllr John Evans³, Portfolio Holder for Planning, to coincide with the first publication of the draft plan (26 Sept). When comparing it across other related content, the reach of the post was high on both Facebook (1,760) and Instagram (386). The engagement rate on both platforms was also high with multiple interactions and clicks.

Drop-in Exhibitions

3.19. Five drop-in exhibitions were held across the District so that residents and businesses could find out more about the proposals in the Draft Local Plan. The events were supported by District Councillors, Planning Officers and the Communications Officer. These were held on:

- Monday 13 November, 5pm to 8pm – Priors Green Community Hall, Bennet Canfield, Little Canfield, Dunmow CM6 1YE
- Tuesday 14 November, 5pm to 8pm – Saffron Walden Town Hall, Market Street CB10 1HR
- Wednesday 15 November, 5pm to 8pm – Manuden Village Community Centre, David Collins Drive CM23 1EH
- Thursday 16 November, 5pm to 8pm – The Dourdan Pavilion, The Causeway, Great Dunmow CM6 2AA
- Monday 27 November, 5pm to 7pm – Newport Village Hall, Station Road CB11 3PL

³ Available to view here: https://youtu.be/BDA_bhBdUuU?si=fUgLDmz7jbDIJGgO

3.20. The events provided the public with further information on the Plan using display boards, maps, the Plan document and supporting documents. Details of the consultation and how to make representations were also provided.

3.21. The content of the exhibitions can be seen online: <https://www.uttlesford.gov.uk/2023-Draft-Plan-Consultation-Events>.

Consultation Processing

3.22. The Council received over 5,000 consultation responses, 4,222 of these comments were made by 920 respondents on Objective⁴, the rest came through a number of emails, letters and developer representations.

3.23. These responses were processed and allocated to the relevant parts of the Local Plan, the local plan policy, chapter or evidence base studies.

3.24. The comments were assigned 'categories' to aid processing, for example comments relating to a proposed site allocation might have categories relating to 'highway issues', 'flooding', etc. The comments were then processed with summaries and officer responses prepared for each individual category.

3.25. If a comment was inputted into the system and it articulated multiple points, the comment was split into its individual parts and each part of the comment was put with other comments talking about the same issue. Then an officer response to that issue was added to the table. A copy of these summaries and officer responses can be found in tables in **Appendix 4**.

3.26. The consultation responses to the Regulation 18 Draft Local Plan have been used to help inform the preparation of the Publication Version (Regulation 19) of the Local Plan that is published alongside this report.

Summary of Key Issues

4.1. Due to the number of comments received during the consultation process, this section of the report focusses on the local plan policies which received the most responses, considered to be the key issues. This includes Core Policy 2: Addressing Our Housing Need; Core Policy 3: Settlement Hierarchy; Core Policy 6: North Uttlesford Area Strategy; Core Policy 10: South Uttlesford Area Strategy; Core Policy 16: Thaxted Area Strategy and Core Policy 19: Rural Area Housing Requirement. The tables including summaries and responses are available in full at **Appendix 4**. Responses from key stakeholders have also been detailed below.

⁴ Objective is an digital consultation software used to register comments.

Statutory Consultees

Essex County Council

- 4.2. Essex County Council (ECC) responded to the Regulation 18 consultation and included some overarching and positive comments. There were also some concerns that included: querying how information about educational requirements provided to the council in mid-2024 arising from new development related to proposed new and expanded school provision, as set out in the Regulation 18 Plan, as well as the quantum of development proposed at a number of settlements.
- 4.3. The main priorities for ECC moving forward are ensuring full consideration is given to education infrastructure to meet the needs of future commitments; ensuring a full understanding and refinement of emerging transport modelling and evidence to inform the Local Plan; check that site policy requirements align and comply with Essex minerals Local Plan, the Minerals Local Plan Review, the Essex and Southend-on-Sea Waste Local Plan, any surface water flood management matters identified by the Lead Local Flood Authority; review and update the Infrastructure Delivery Plan that reflects a final spatial strategy and site allocations.
- 4.4. Further discussions were sought by ECC on the spatial strategy, certain growth locations and site allocations to ensure the distribution and quantum of growth across the district and its location in key settlements can viably support the required infrastructure.
- 4.5. The ECC response included one objection, which was to the proposed development at Thaxted. Development in this location would not enable the delivery of an economically viable primary school and ECC recommended this proposal is removed from the Plan.
- 4.6. ECC aim is to ensure new development fully supports education provision and does not result in a cost burden to ECC, while maximising opportunities for sustainable and active travel.
- 4.7. The response recommends UDC strengthen the significant role that London Stansted airport plays within Uttlesford and its wider strategic role for Essex, the region and the UK economy.

Environment Agency

- 4.8. The Environment Agency (EA) have responded to the Regulation 18 consultation after reviewing the main document as well as the Strategic Flood Risk

Assessment (SFRA), Green and Blue Infrastructure Study, Water Cycle Study and Site Allocations.

- 4.9. The EA would like to see stronger wording of the Council's commitment to managing fluvial flood risk for new development. More detail is requested on protecting functional floodplain from new development where possible.
- 4.10. The response acknowledges and appreciates that a buffer zone has been provided regarding chalk streams. However, for the flood risk policy the EA would hope for a commitment to a natural undeveloped 8-meter buffer to be provided between all new development and the top of the river bank / flood defence / culvert.
- 4.11. The importance of using native species with local provenance in planting schedules is noted and it is suggested this should be added to the biodiversity section of the Local Plan.
- 4.12. The EA state that the further detail should be provided on how smaller features should be incorporated into early site designs and large, deep featureless infiltration / detention basins should be avoided.
- 4.13. Support is given for the ambitious target of 20% for BNG.
- 4.14. The EA welcomes the ambition to achieve 90 l/h/d which aligns with the CaBA strategy and the emerging Greater Cambridge local plan which is aiming for 80 l/h/d. They strongly support going further than the current lowest optional standard of 110 l/h/d.

Natural England

- 4.15. Natural England noted that they appreciated the need for growth within Uttlesford District. However, stated that the location of development should be carefully considered so it avoids adverse effects on key biodiversity priorities including internationally and nationally designated sites. Development should also avoid impacts on local sites such as Local Nature Reserves and priority habitats and species.
- 4.16. Natural England welcomes the strong focus on climate change in the Local Plan. However, they would encourage the inclusion of another core policy that specifically focuses on nature recovery.
- 4.17. Acknowledgement is given to the Green and Blue Infrastructure Strategy which is in a relatively early stage. As the Plan develops it must set out clear, measurable targets for improving the quantity and quality of Green Infrastructure provision in Uttlesford.

Historic England

- 4.18. While Historic England support the conclusions and recommendations for many of the sites, they have questioned the visual/distance-based approach taken to assess the potential harm for a couple of the proposed allocations, specifically Church End East and North-East Takeley.
- 4.19. They have suggested that Heritage Impact Assessments (HIA) should be prepared to identify any heritage assets that could be affected by the development of a given site. This includes assessing their significance, including any contribution made by their setting, and evaluating the impact that proposed development might have on their significance. The Council should ensure that any recommendations for mitigation or enhancement identified in the HIAs are clearly reflected in the relevant site-specific policy.
- 4.20. The response recommends that the Local Plan should include indicators to measure how successful historic environment policies are. These can include preparation of a local list, completion of conservation area action plans and management plans, reduction in the number of assets that are classified as heritage at risk.
- 4.21. Historic England strongly advises that the local authority conservation teams and archaeological advisors be closely involved throughout the preparation of the assessment of the Plan, to advise on local historic environment issues and priorities and opportunities for securing wider benefits for the future conservation and management of heritage assets.

MAG – London Stansted Airport

- 4.22. MAG have identified their key issues with the draft Local Plan and have suggested ways to improve it.
- 4.23. Firstly, MAG believe the Plan should provide a better recognition of the role that the airport plays in the local and regional economy. It should also be added to the list of existing employment sites.
- 4.24. In relation to aerodrome safeguarding, they state that the Plan's approach could be improved by the creation of a specific standalone policy covering the full range of safeguarding matters.
- 4.25. The Plan's policy for noise-sensitive development affected by aircraft and other noise sources should be amended to ensure technical accuracy, reflect best practice and refer to the airport's current and approved future noise contours. The responses also notes that the proposed housing allocation at Thaxted falls

within the airport's noise contours and this does not appear to have been fully considered in the site selection process.

- 4.26. MAG are supportive of the principle of the CPZ as the airport's future needs can be accommodated within its existing boundary.
- 4.27. Concerns are raised over the impact of the proposed Takeley-to-Airport route upon the efficient operation of the airport's roads, cycle/pedestrian safety, deliverability and its value for money. MAG have asked for clarity on the Council's position on airport-related car parking. They have noted that any improvements to the Airport Public Transport Interchange should be explicitly funded by developer contributions and be reflected in the Council's IDP.
- 4.28. Finally, MAG have raised concerns around the strength of evidence supporting the Plan's requirement for 20% BNG for non-residential developments.

Key Core Policies

Core Policy 2: Addressing Our Housing Need

- 4.29. Several comments supported the spatial strategy, and the effort to focus development closer to jobs, shops, services and other facilities thereby summarizing the need to travel.
- 4.30. There were a number of general comments in relation to Core Policy 2 which raised concerns over the division of different community areas in the plan and suggested that there was an uneven split between development in the north and south of the District.
- 4.31. It is suggested that the top tier settlements should be allocated non-strategic allocations, whether they do or do not have strategic allocations. Concern is also raised over what is described as over-reliance on non-strategic sites, especially through Neighbourhood Plans where there is uncertainty over delivery and timescales. It is suggested that more allocations are needed within the Local Plan itself. A few comments raise concern over the lack of specific detail about the non-strategic sites within the Reg 18 consultation, but also reiterate that the number of dwellings to be delivered through non-strategic sites should be increased.
- 4.32. There are a range of comments suggesting that more development should be supported in the rural areas, particularly the smaller villages as well as the Larger Villages. Some comments reference the need for 10 % of sites to be less than one hectare, as identified by the NPPF, and what is described as over reliance on windfalls.
- 4.33. Support was received for the scale of growth identified using Standard Method. Consideration should be given to the over-supply buffer, which should be increased

to at least 10 % (one comments suggests 20 %) rather than just 5 %. Reference is made to the recent lack of a 5-year land supply and the need to build greater flexibility to deal with unforeseen circumstances. The Home Builders Federation (HBF) supports a minimum of 10% buffer in order to ensure that any unexpected changes in the delivery of sites allocated in the plan do not lead to the Council not meeting its housing needs.

- 4.34. Some comments raised concerns over why we need to plan for housing, the harm to the countryside that will 'ruin perfectly beautiful countryside'. Some general objections were also received including that the additional housing is totally unnecessary and that many developers are delivering large houses which doesn't match the need.
- 4.35. A question is raised as to what would happen if the Council resisted the need to plan for housing. It is stated that more housing is needed in the north of the country, but not the south (i.e. in Uttlesford). It is also stated that not enough jobs are being planned for to justify the housing figures and that there are large numbers of empty properties that should be summarized first. It is suggested that Government are about to announce a new planning system that will give Councils more freedom to set lower housing targets and that targets can be lowered where there is evidence any development would harm the local character or require greenbelt development.
- 4.36. On the other hand, it is argued that the housing need should be increased. The standard method figure if applied without a cap would be 15,380 and this is considered a more appropriate figure to plan for. It is suggested that the housing figures do not have full regard to the economic potential of Stansted Airport (now expanding to 43 million passengers per year) and Great Chesterford Research Park which is also set to expand.
- 4.37. Furthermore, it is considered unclear if the Council have had discussions with neighbouring councils and ascertained if they will be seeking assistance to deliver unmet need from elsewhere.
- 4.38. The Uttlesford population growth has grown at a faster rate than seen elsewhere and is roughly double the rate of Essex. Furthermore, there is also significant affordability pressures in Uttlesford which also need to be addressed.
- 4.39. It is suggested that reference to a comprehensive and master-planned approach needs to be clarified and also included in an updated Statement of Community Involvement. The area of confusion seems to relate primarily to the proposed allocation at Saffron Walden that includes area that benefits from outline planning consent. However, it is suggested that any issues can be resolved through amendment ahead of the Reg 19 plan.

4.40. Clarification is also sought on whether the proposed allocation figures are minimum or maximum figures. It is suggested that the allocation figures should be referred to as 'up to' figures.

4.41. There are several comments relating to new settlements. Great Chesterford is described as a sustainable location, with access to a railway station and proximity to employment. Reference is made to the Plan supporting expansion of Great Chesterford Research Park yet there is no housing within the Uttlesford Plan in this area. Saffron Walden is noted as having capacity to accommodate development and that the proposed allocations will complement the existing settlement. Although other comments raise concerns over the proposed allocations in Saffron Walden. It is suggested that development proposed at Takeley is disproportionate and too high and that development at Takeley should be reduced as there are more sustainable locations available elsewhere, that would not have any impact on the CPZ.

4.42. It is suggested that the level of housing apportioned to the Larger Villages should be increased to ensure greater availability of small and medium sized sites. It is suggested that the current 6% level will not provide the level required by the NPPF.

How did the consultation comments inform the Regulation 19 version?

4.43. The Council have updated its Local Housing Need Assessment (LHNA) and this has identified a slightly revised housing requirement of 13,500 for the Plan period up to 2041 (down from 13,680). The completions and commitments figure, i.e., the amount of development since April 2021 that has either been built, or gained planning permission, has gone up from 6,702 as shown in the Reg 18 Plan, to 8,604 in the Reg 19 Plan. That has allowed the Council to remove some sites from the Local Plan, whilst also increasing the buffer (from under 5 % to over 9%). This was strongly recommended by a number of Reg 18 representations including the Homes Builders Federation.

4.44. The main strategic sites to be removed from the Plan are the one's proposed at Thaxted. This proposal generated the only objection included in the ECC reg 18 response, due to the difficulty of planning effectively for school provision at Thaxted. There was also a response from Stansted Airport who identified the sites fell within noise contours for aircraft approaching the Airport.

4.45. The other sites to be removed are from Newport. The traffic evidence identified some challenges here, where the scale of growth needed to deliver appropriate highway mitigation would run the risk of then encroaching on other constraints, such as proximity to the M11 or landscape. The Reg 19 Plan proposes a lower quantum of development overall, but to be delivered on a series of smaller (non-strategic) sites, to be planned through the Neighbourhood Plan. This helps to

ensure development is more able to be accommodated and that an appropriate level of infrastructure provision can be more easily provided (such as expansion of the existing primary school is acknowledged to be achievable by ECC).

- 4.46. There have also been substantial changes and improvements to a number of the other strategic sites with improved masterplans, significantly enhanced areas of open space, mitigation for constraints, such as for heritage. There has been more work to understand infrastructure requirements and ensure these are planned for effectively with updated and more detailed policies setting out the requirements.
- 4.47. The housing requirement for non-strategic sites has been reduced from 1,000 to 900, but this includes a requirement for 300 at Newport, so in reality, the requirement for Larger Villages has been reduced from 1,000 to 600. This is in part possible due to the increase in the completions and commitments figures described above.

Core Policy 3: Settlement Hierarchy

- 4.48. Many comments were received in relation to the Settlement Hierarchy offering both support and opposition. Some consider it unclear how settlements have been scored and that there is no explanation for how the settlement hierarchy has been prepared. Others propose the previous settlement hierarchy is re-instated.
- 4.49. One comment provides support for the classification of Ashdon as a Larger Village which is described as one of the largest and most sustainable villages within the rural area. Other comments object to the classification of Ashdon with residents spread across four separate villages that do not function as a single place, nor are the services and facilities offered across these settlements easily accessible to residents from different villages. It is also stated that a recent Neighbourhood Plan ratified by the local community is seemingly being ignored.
- 4.50. A number of objections were raised for the classification of Clavering as a Larger Village. Various details are provided to support this viewpoint, including that Clavering has no public transport and that the nearest health services are in Newport, which is not accessible by public transport. Other comments support the designation of Clavering.
- 4.51. Concern is raised over the number of homes proposed for Debden. In particular, development being planned for without due consideration for providing new infrastructure and services, in part based on previous experience, where development has taken place without adequate infrastructure. Concern is also raised over the classification of Debden as a Larger Village. It is stated that Debden has no shops and no suitable public transport – traffic issues are also reported.

The nearest GP is in Thaxted that is four miles away. debden has no gas supply and many properties do not have mains drainage. Reference is made to existing planning applications that will already increase the size of the village.

- 4.52. A number of comments raise concern over the classification of High Easter as a Larger Village stating that there are very few facilities in the village and public transport is extremely limited.
- 4.53. Several comments raise concern that Littlebury is classified as a smaller village and believe it should have been considered within the 'Open Countryside' category. It is assumed that 'limited infill development' would mean a handful of dwellings. Requests were made for the 2005 development boundary for the settlement to be included in the new local plan. A number of other comments welcomed the classification of Littlebury as a Smaller Village in the Settlement Hierarchy, agreeing that it has not been identified as a sustainable location for development and will not be allocated any specific development sites.
- 4.54. The classification of Stansted Mountfichet as a Key Settlement is challenged, suggesting that it should not fall in the same category as Saffron Walden and Great Dunmow. It is suggested that Stansted has a limited range of shops and industry and one of its only advantages is access to a railway station. It is suggested that the classification is only designed to facilitate a greater level of development.
- 4.55. Reference is made to NPPF paragraph 20d relating to protection of the 'natural, built and historic environment'. It is suggested that the draft local plan does not provide adequate protection for 'countryside' and that Core Policy 3 is too vague – using terms like 'the developed footprint', 'existing built areas' and 'open countryside'. It is suggested that more explicit protection for the countryside along with a clear definition is needed. It is suggested that Core Policy 3 does not provide an adequate replacement for the 2005 Plan policy S7 or ENV5 and that this is a serious omission.
- 4.56. Support is provided for not expanding smaller villages however to avoid these settlements falling into backwater status, it is suggested that neighbourhood plans should be encouraged to support gradual infrastructure expansion, if approved by the local residents. Another respondent raises a strong objection to the policy of zero development at smaller villages. They suggest that smaller villages could be re-classified as those that are relatively close to larger settlements, with access to more facilities, and those that are more remote.

How did the consultation comments inform the Regulation 19 version?

4.57. Based on concerns raised about the settlement hierarchy on some anomalies on service provision, a review was carried out to ensure that the hierarchy reflected the most up to date service provision across the settlements in the district. The methodology was also updated to reflect 'settlement', rather than 'parishes' as many Reg 18 responses suggested that this approach was skewing the outcome and the hierarchy. This is because where a number of Smaller Villages fall within the same parish, they could skew the scoring for the largest to be classified as a Larger Village. The Council agree with this concern and have updated the hierarchy on this basis. This has resulted in five villages moving into the Smaller Village category. These are:

- Ashdon
- Great Easton
- High Easter
- Manuden, and
- Wimbish.

4.58. Even though there are now fewer Larger Villages identified, because the housing requirement for the Larger Villages has been reduced overall, the residual need for housing allocations at the remaining Larger Villages does not need to go up significantly.

4.59. The Council is satisfied that the hierarchy for the top two-tier settlements is appropriate. It is important the Council support the majority of development in the most sustainable locations available for all the reason stated elsewhere.

Core Policy 6: North Uttlesford Area Strategy

4.60. There are several conflicting comments in relation to Great Chesterford. There is support for the lack of development sites proposed at Great Chesterford, noting many constraints to development including access to the M11, the historic environment around the village, the fact that the railway station is located on the southwestern edge of the settlement, and that water supply issues prevent further proposals for strategic development at Great Chesterford. Reference is also made to the poor facilities available at Great Chesterford.

4.61. However, other comments state that the excellent connectivity of Great Chesterford would avoid development contributing to traffic issues and so any constraints associated with the historic environment should be overcome to allow more development at Great Chesterford. Other similar objections refer to the railway connections at Great Chesterford and its suitability for development. It is suggested there will be traffic issues associated with development at Newport and Saffron Walden, but development at Great Chesterford could access the M11 more easily with less impact on local roads and benefit from sustainable travel choices including the railway station. It is suggested that a review of constraints affecting the areas does not justify zero growth at Great Chesterford nor does the evidence support a long-term moratorium on growth.

- 4.62. A landowner has summarised the longer-term potential for the area, particularly in collaboration with Cambridgeshire and offers to work with both Councils to assist with any such longer term planning. The proximity to the Genome Centre and potential for cross-boundary cooperation with Greater Cambridge is highlighted as an opportunity and that the Plan should make sure that employment, housing and infrastructure are coordinated.
- 4.63. Ickleton Parish Council strongly supports the proposal to avoid strategic development at Great Chesterford. It is suggested that the settlement has seen significant growth with little infrastructure and that there are substantial constraints around the M11 and the local road network including in neighbouring South Cambridgeshire.
- 4.64. The draft Local Plan doesn't propose a new garden community at Great Chesterford, which is described as the only option for development in the district. Another respondent suggests the importance of supporting at least one new Garden Community, preferably located at Carver Barracks and developed to high environmental standards. It is suggested that just because a Garden Community was rejected in the previous plan, this doesn't mean that it is an intrinsically bad idea.
- 4.65. A few objections are made to the proposed allocations at Newport. These are described as inappropriate and contrary to previous appeal decisions. It is suggested there are fundamental issues associated with the sites which have not been addressed. It is requested that any development should be deferred to the Newport Neighbourhood Plan.
- 4.66. Another comment provides support for the proposal, suggesting that Newport has both primary and secondary schools, shops, sports facilities, a GP practice and the opportunity to develop good public transport infrastructure.
- 4.67. Several comments raise concern about air quality in Newport, the noise impact associated with the M11 and the quality of the environment locally, including the importance of access to open space, for which development will erode.
- 4.68. Concern is also raised over traffic issues and congestion at the junction of Wicken Road and London Road. It is suggested that almost all traffic from the proposed development will have to use this junction. The existing junction cannot be widened, and the plan does not propose a solution. Another respondent stated that they had no objections per se, but that Newport will need a bypass, or at least not to rely on only one street.

- 4.69. The proposal for a Country Park to the east of Saffron Walden is strongly supported, although some respondents would like to see this added to the maps, so it is clearer and for the local plan to provide more detail. It is suggested that it provides good opportunities to link to the nearby Bridleway network and to enhance the existing Public right of way network. It is suggested that the site should be accessible from both the railway station and town without the use of a private car.
- 4.70. Several comments are made about education in relation to the level of growth proposed in the local plan. There is support for considering the need for new school provision in Saffron Walden, including nursery or pre-primary. There are no Special Schools or any Alternative Provision School anywhere in Uttlesford and these pupils are integrated into the mainstream schools. The local plan is an opportunity to address this deficiency.
- 4.71. A few comments have questioned why land cannot be purchased from Audley End Estate to expand the existing Secondary School rather than trying to provide new capacity elsewhere.
- 4.72. It is also suggested that the policy needs to make specific reference to the 3-form entry primary school and new secondary school capacity.
- 4.73. Consultation with school leaders would be welcomed to help inform the Reg 19 plan and ensure a joined-up strategy is developed.
- 4.74. A general objection to development at Saffron Walden was received. This suggests that the development will be of great detriment to the town with increased traffic and impacts on all infrastructure, including healthcare, education, waste processing, sewage, and water supplies. Another objection suggests that the proposal doesn't make any sense without a relief road to the south of the town linking to Newport Road – yet this area is described as having the highest landscape value.
- 4.75. There are conflicting comments relating to transport and highways proposals in Saffron Walden, but it is suggested that most people will use their car and that the proposals are on the wrong side of town for accessing the wider strategic network and employment. Another respondent provides support for the link road. Some comments suggest that a link road around to the Newport Road would be preferable, along with more roads around the town to the north.
- 4.76. It is suggested that any cycle lanes should be separate to roads to encourage cycling. It is also suggested that it is important that any new developments are linked to good bus routes that are fully funded and link to any nearby employment sites.

How did the consultation comments inform the Regulation 19 version?

4.77. It is noted that there was both support and opposition to development at each of the locations where development were proposed. However, the Reg 19 Local Plan does address the most significant issues identified. For example:

- Strategic development at Newport is removed from the Reg 19 Plan. A lower quantum of development will be planned for in the Neighbourhood Plan and it is envisaged this will consist of a series of smaller, non-strategic sites. This helps to reduce any impact, improve opportunities for mitigation, reduce the likelihood of constraints being negatively affected and enabling more effective planning for new infrastructure.
- Strategic development at Saffron Walden is retained, but the masterplan has been greatly improved, the policy detail has been greatly increased to reflect many of the concerns raised and in particular to ensure infrastructure is planned for appropriately. For example, there was considerable opposition towards delivering a new and separate sixth form, but it is now thought the existing secondary school can expand on site. This will allow capacity to be increased at Saffron Walden and is by far the most preferred outcome for a wide range of stakeholders.
- A small additional allocation is included in the Plan at Elsenham, but this is principally to enable delivery of a primary school and early years provision, which has hitherto not been provided. There has been a significant level of growth at Elsenham through completions and commitments, so a modest additional allocation is helpful to enable infrastructure delivery.
- The developments at Stansted Mountfitchet have been retained, but the scale of development has been reduced from 390 to 325, with improvements to the masterplanning and policy detail.

Core Policy 10: South Uttlesford Area Strategy

4.78. Core Policy 10 accounted for the largest proportion of the comments received during the Regulation 18 consultation, the key points are discussed below.

4.79. Several comments welcome the proposed Country Park at Easton Park as a way to relieve visitor pressure on Hatfield Forest. However, many urge that this historical area of open space is retained for public enjoyment. The size of the new Country Park will have to be large to provide a valid alternative recreational and environmental space to equal the draw of Hatfield Forest.

4.80. There are requests that the Country Park is created before any residential allocation sites commence. The Trustees of the Gardens of Easton Lodge Preservation Trust, Little Easton are concerned that especially with the planning approval of the 1200 homes at Easton Park there would not be any future implications for the Gardens arising from this development, such as higher demand to access the gardens, which cannot be met with the current facilities or major change to the operating model.

- 4.81. Several comments were received in relation to education in South Uttlesford. It is considered essential to provide for secondary schooling as part of the allocations, as the new site for the Helena Romanes school will not provide for additional places. Clarification is sought on the nature of the new school proposed at Takeley to ensure there is no overlap in catchment with Helena Romanes. There are also suggestions that one single establishment to combine the new Helena Romanes and the proposed Takeley school would provide greater economy of scale and the opportunity to expand the curriculum breadth of academic, technical and vocational studies, plus the inclusion of a sixth form.
- 4.82. Questions have been raised about locating a secondary school abutting the A120 boundary fence because of air and noise pollutions where the latter may exceed WHO recommendations.
- 4.83. The additional primary school planned in Takeley would mean there will be three primary schools located close together in the west of the town, with children in the east having to travel a greater distance to school. Concerns were raised for children's safety around schools arising from parking and drop-off points, and the lack of safe walking routes to school. Suggestions were also made that a new primary school towards the south of the town is needed.
- 4.84. There has been support for the recognition of South Uttlesford as a "significant location for employment" and the allocation of three employment sites in Core Policy 10 to complement the existing employment facilities. The Employment Strategy does not mention Northside consent for 195,100 sqm on 61.86ha which is on non-airport-related B8 and E(g), B2 with supporting uses. UDC should consider this area functionally as the south Uttlesford employment centres along with the Weston Homes office development and the Little Canfield Bluegates Distribution Centre. Several respondents consider that the Takeley Street employment site is not required and would impact on the environment and heritage in the area, putting added pressure on the B1256 which is used as the transport route for local quarry lorry movements.
- 4.85. In relation to the Countryside Protection Zone (CPZ) and Stansted Airport, concern is raised that the allocation of sites and the dilution of the CPZ might favour some sites hitherto precluded if the policy retained wider boundaries. With a proposed 1600 houses in Takeley this major change in the area also questions how sustainable or desirable the environment would be for new housing so close to the airport, with the impact of noise, pollution, and airport traffic.
- 4.86. There is support for the proposed amendment to the CPZ area because it is thought to strike an appropriate balance between preserving the rural setting of the airport and support for sustainable development in accordance with national and local priorities. There are insufficient employment opportunities to support the Dunmow proposal where it is estimated that 1700 jobs would be required to support this development alone and because of this there will be a high number of car

journeys-to-work despite sustainable travel proposals. Developing an employment site to the south of Dunmow would give easier access to the road network with suggestion of a preferred alternative site along the A 120 corridor on the Uttlesford and Braintree District boundary, and to allocate a proportion of the 30 hectares in this highly sustainable location, at the juxtaposition of the A131 and A120 only some 10 minutes from Dunmow town.

- 4.87. Support is provided for the sustainable transport objective but with the withdrawal of bus services this will be difficult to achieve, this is said to be an unrealistic aim of the South Area Strategy because of shortcomings in road safety, bus services, everyday cycling, and difficult access to the airport by cycle or on foot. New sites should be located close to railway stations, though Stansted Airport railway station is not easy to access particularly on foot or bicycle. The proposed school at Takeley will encourage additional car use from student drop-offs and rat-running through local villages. Relatively poor transport infrastructure in rural areas unable to support increase in traffic.
- 4.88. Concern raised over increased traffic using Start Hill and going through Great Hallingbury arising from proposed employment uses on top of existing commercial uses such as Meadway Industrial Estate and Thremhall Priory. Combined with the quarry lorries at 400+ aggregate HGV movements through Start Hill, as they are not permitted to use the airport roads to Elsenham. High Roding Parish Council expressed concern over knock-on effect of development on the wider network including the B184 through High Roding which suffers with local speeding.
- 4.89. In terms of impact on heritage, some comments query why the largest amount of development is located close to the Grade I Listed building of Warish Hall and the Scheduled Monument where it will destroy the countryside setting of the heritage assets and of the Essex Protected Lane (one of the highest rated in Essex) as well as a detrimental effect on the character of the countryside around the Conservation Area of Smith's Green. Respondents believe there is a conflict with the Council's Corporate Plan that advocates a custodian approach to the district's rural environment.

How did the consultation comments inform the Regulation 19 version?

- 4.90. It is clear the Reg 18 consultation identified a high level of opposition for development, particularly at Takeley. However, the Reg 19 Plan does set out a number of significant changes which address the majority of the concerns raised. These include:
- excluding development from the western parcel of land, thus providing more effective protection for the heritage asset and enabling expansion of the Ancient Woodland, and reinstating this area within the Countryside Protection Zone (CPZ)

- the CPZ is greatly expanded from the Reg 18 version and there are even proposed increases from the 2005 version. It has been found that appeal decision have not always been supportive of the CPZ and that it has been eroded significantly by speculative development. The new policy and proposed area will greatly improve its effectiveness
- the proposed school is re-located away from the A120
- the policy is improved, including the need for development to support Garden Village principles on this site to ensure it is planned for comprehensively, achieves high quality and environmental standards and delivers appropriate infrastructure, and
- the masterplan is greatly improved, with increased areas of open space and more detail added to improve its effectiveness.

4.91. There was also opposition to development at Great Dunmow, but again the Reg 19 proposes a series of significant changes and improvements. These include:

- removing development from the whole of the southern extent of the site
- this greatly increases the level of open space that can be provided, including a Country Park, with improved consideration for landscaping and for the environment
- a small additional site is included to the west of the originally proposed allocation, but this also includes extensive areas of open space, which can connect with the adjoining site and thus provide improved access to open space and enhance wildlife protection, and
- the additional site also provides for specialist accommodation needs, elderly living, care home, some self-build plots, this providing for a specific identified need in Uttlesford.

4.92. Other key changes including safeguarding land to provide opportunities for accessing the A120 directly from employment development proposed at Takeley Street and enhancing detail and policy detail in the Plan to improve the effectiveness of the proposals.

4.93.

Core Policy 16: Thaxted Area Strategy

4.94. There are a significant number of comments which state that Thaxted is not a sustainable location for development. An increase of 489 dwellings is considered excessive due to the extent of previous development which has occurred and the nature of the existing settlement.

4.95. Numerous comments claim that the draft Local Plan has not taken account of the made Thaxted Neighbourhood Plan, particularly in relation to its consideration of landscape evidence that was used to support the Neighborhood Plan.

4.96. There are a significant number of comments which relate to development beyond site allocations. They claim that the countryside beyond the existing settlement and the draft allocations are not sufficiently protected from further development by the Local Plan. Some comments referred to the likelihood of infill development between the allocations and the solar farm to the north east.

- 4.97. Concern has been raised about the prospect of flooding in Thaxted. It is stated that the recent increase in development has seen an increase in flooding, with the water and sewerage capacity described as being at capacity. One comment states that the Council should have applied the sequential test in relation to surface water flooding when allocating sites.
- 4.98. Several comments state that the proposed allocations at Thaxted would harm the historic environment. Specific reference is made to the preference of retaining unrestricted views of the Grade I listed Church of St John the Baptist and John Webb's Windmill as well as the setting of the Conservation Area. Some comments state that the priority for Thaxted should be to preserve its heritage, rather than accommodating development.
- 4.99. In relation to the allocation at 'Land North East of Barnards Field', several comments mentioned the need to stipulate that only vehicular access should be taken from Bardfield Road and that Copthall Lane should not be used for this purpose. One comment suggests that, of the two vehicular access to this allocation, one requires third party land and the other appears too narrow.
- 4.100. Several comments were also received in relation to the allocation at 'Land North of Holst Lane'. These state that a singular point of access off Holst Lane is insufficient to serve 339 dwellings and a school, whilst an access off the B1051 has previously received objections from Essex County Council. Some comments state the allocation is too far from the centre to walk. One comment questions why this allocation is not accessible from Moscotts / Burns Way and requests details on the impact of traffic flows onto Sampford Road and its Junction with Walden Road. Lastly, there is a query related to how the proposed primary school would be serviced.
- 4.101. Many respondents stated that Thaxted Primary School is oversubscribed, and the financial resources do not exist to develop a new school. A 1-form entry school would not be sufficient to accommodate the new dwellings proposed.
- 4.102. Core Policy 16 does not make provision for a new healthcare facility and the current doctor surgery is also at capacity.
- 4.103. The existing highways infrastructure within and surrounding Thaxted is said to be unsafe, at capacity, and unable to accommodate additional traffic. Comments commonly reference the B184 in this context, with some citing the tension between its retail offering and its role as a throughfare. Moreover, a lack of parking availability within Thaxted is mentioned several times.

How did the consultation comments inform the Regulation 19 version?

4.104. As described above, the proposed strategic sites at Thaxted are removed from the Reg 19 Plan. These sites were the only proposal to receive an objection from ECC. This means there will be no development proposed at Thaxted in the Local Plan.

Core Policy 19: Rural Area Housing Requirement

4.105. In general, there is support in principle for the approach in Core Policy 19 including the broad areas for development and process for making allocations through the Regulation 19 Plan or Neighbourhood Plan process. There are a couple of comments which offer support in principle but raise also concern regarding the scale of development and whether there is support from Parish Councils to make the allocations.

4.106. A number of comments relate to the commitments and completions data for Henham and Elsenham. They state there is inconsistency with the way that completions and commitments data has been prepared for the larger villages, which has carried through into the Core Policy 19 Rural Area Housing Requirement Figures. This is most apparent at Henham Parish, which contains a significant number of completions and commitments adjacent to Elsenham built up area. Furthermore, the decision in Core Policy 3 for Elsenham to have no further strategic development should mean that Henham also receives no further development. A few other general comments point out that the commitments and completions data in the plan, upon which the Core Policy 19 Housing Requirement Figures are based, are out of date.

4.107. Some comments refer to the inconsistency in with the way that the settlement hierarchy and service scoring data has been prepared for Elder Street and Wimbish which has carried through into the Core Policy 19 figures. At Elder Street and Wimbish Parish the data is presented for the Parish when Elder Street and Wimbish are smaller settlements with a significant MOD presence where many facilities are not accessible to the public.

4.108. One comments states that the impact of developing infrastructure on strategic sites has not been taken into account and another comment claims there has been no consideration of the impact on local infrastructure in calculating the figures in Core Policy 19.

4.109. There are a number of comments relating to Neighbourhoods plans, firstly that Core Policy 19 does not support Neighbourhood Plans in making allocations and ignores existing Neighbourhood Plans. There is also thought to be a lack of clarity over the timeline for Neighbourhood Plans to be prepared which allocates housing sites to meet the housing requirement set out in Core Policy 19. Some Parish Councils have confirmed their positions with Clavering Parish Council stating they

will prepare a Neighbourhood Plan and allocate sites as well as Stebbing Parish Council. Hatfield Broad Oak have objected to Core Policy 19's approach and intend to identify their own housing need and site allocations in a new Neighbourhood Plan. While Ashdon Parish Council wishes to be involved in discussions about non-strategic allocations, they have not committed to delivering a Neighbourhood Plan. Debden Parish, High Easter and Great Easton and Tilty will also not be preparing Neighbourhood Plans therefore non-strategic allocations will need to be made by the Council.

4.110. There are a number of comments which question how the village housing requirement figures were calculated. Several comments object to the housing requirement figure for High Easter, Clavering, Debden, Ashdon, Hatfield Broad Oak, Ashdon and Stebbing. While other comments state that the housing requirement at Henham, Felsted and Manuden should be higher. There is a specific objection to developing a site on All Saints Playing Field in Ashdon.

4.111. There are queries as to why the green belt around Hatfield Heath has not been re-assessed to provide a larger village housing requirement figure and concerns that the requirement does not take account of Green Belt at Great Easton.

How did the consultation comments inform the Regulation 19 version?

4.112. This matter is largely covered earlier in this report. The Settlement Hierarchy has been updated so that five villages move into the Smaller Village category and will no longer require any non-strategic allocations. The housing requirement for Larger Villages comes down from 1,000 to 600, this the remaining Larger Villages do not have to plan for significantly more housing. And, its worth noting that the level of housing planned in the Larger Villages for the remainder of the Plan period is a substantial reduction to what has come forward in next 2 to 3 years (since April 2021) in the absence of a Plan, and that would undoubtedly continue without a new Plan.

Key Planning topics

Core Policy 1: Addressing Climate Change

4.113. In general, there is strong support for the principle of CP1 and the overall climate change objectives.

4.114. Clarification is needed in the Climate Change and Sustainability Statement (CCSS) to make its requirements proportionate to the scale of development beyond the two categories identified for below and above ten units; this needs to be explained that it refers to 'minor' and major' development. There are suggestions that additional categories are added so the requirement for the small and medium developers are not unnecessarily onerous. A few comments agree that the requirement for the CCSS is an efficient way for the Council to determine whether a development is policy compliant, but queries how this would work in practice. As a requirement for validation, a template or guidance note would be

useful and clarify the level of information that is proportionate to each type of development with assurance over who would be assessing it.

- 4.115. A number of comments oppose the use of the best and most versatile agricultural land for development, and the implications this may have on food security and domestic food production.
- 4.116. Several comments welcome the focus on protection of the natural environment and role in carbon capture but urge the inclusion of another policy that focuses on Nature Recovery. Policy wording should be strengthened to include 'enhancement' as well as 'protection' to capture the biodiversity duty under the Environment Act 2021. The Local Plan should recognise the role of green infrastructure in aiding climate change adaptation such as natural flood management, reducing air pollution, tree planting. Policies should set out appropriate nature-based solutions for climate mitigation and adaptation such as woodland/wetland creation.
- 4.117. There is general support for the policy and encouragement of wildlife corridors and connectivity including the Big Green Internet project for hedging between Epping Forest and Maldon linking Hatfield Forest and Easton Park. There is further commentary that eco homes and the adoption of SUDs should be compulsory to avoid private maintenance charges.
- 4.118. Several comments note that the policy wording needs to be reviewed. Respondent asserts that there is no mention of solar panels, nor heat pumps as an expectation for new builds, nor disabled access and a contradiction between two paragraphs 4.10 and 4.15 regarding net zero requirements for re-using existing buildings.

How did the consultation comments inform the Regulation 19 version?

- 4.119. Several consultation comments noted that the policy wording needs to be reviewed to express a greater commitment to tackling climate change. This has been reflected in the Regulation 19 version, with an overall strengthening of policy wording in a number of cases that reflects a greater show of support for policies that address climate change. This is reflected in, for example, the added measure of electric charge points in domestic and public spaces rather than just the electrification of small vehicles. The start of the policy has also been reworded to reflect this renewed vigour, now saying that development proposals must demonstrate how they will support "radical" reductions in greenhouse gas emissions and contribute to achieving local and national climate targets.
- 4.120. Another important change of note in the policy is the additional focus on climate adaptation and resilience, rather than just mitigation alone, which a number of

consultation comments stressed the importance of that although this is addressed elsewhere in the Local Plan (v – implementing the cooling hierarchy and the overheating policy CP24; viii in CP1 covers promoting the efficient use of natural resources and CP 35 addresses Water Supply; the required Climate Change Sustainability Statement (Table 4.1 and para 4.15) which sets out topics to be included in development proposals requires overall consideration ‘adaptation’), this has now been added to the policy.

- 4.121. The revised policy also puts greater emphasis on active travel, adding “it is acknowledged that with the existing rural settlement pattern across the district, use of the car will continue but the plan aims to increase and to provide for a greater element of travel choice.”
- 4.122. Likewise, with biodiversity, although also discussed in CP40: Biodiversity, the revised plan explicitly mentions the requirement for biodiversity net gain to go over what is statutorily required at 20%” for development proposals. This goes beyond national requirements, demonstrating the commitment Uttlesford is making to matters relating to biodiversity in response to a number of comments that suggested biodiversity is being eroded by building into countryside so any policy must be strong.
- 4.123. Health and wellbeing is another area which has benefited from a strengthening in policy wording. The new plan now states that “proposals should have regard to integrating the Sport England ten Principles of Physical Activity”.

Core Policy 40: Biodiversity

- 4.124. A number of general comments were received concerning BNG provision. In relation to the Plan seeking 20% BNG rather than 10% as set out in national policy, some comments supported this, including the EA and Natural England and others objected. One representation referred to the Government’s opinion that 10% strikes the right balance between the ambition for development and reversing environmental decline. MAG London Stansted Airport stated that the percentage increase would need to be evidenced including the local need and opportunities for a higher percentage; viability for development; and policy implementation. As with others above, most additional comments contest the delivery of BNG at 20%, as it’s over the minimum requirement of 10%, and is not evidenced or justified. One comment suggested the evidence base is out of date and another noted that it did not account for the Metric 4 that BNG calculations are now required to be assessed against.
- 4.125. Anglian Water supports the policy requirements for Biodiversity Net Gain (BNG), and the links to the Green and Blue Infrastructure Strategy and emerging LNRS to guide any offsite requirements to ensure opportunities for priority areas for nature recovery can be summariz.

4.126. A number of comments raised issues relating to viability and deliverability of the BNG proposed policy. These included the lack of justification for going above national policy requirements. The lack of consideration in viability proposals for non-residential development including for employment proposals. Some comments suggest the Council has underestimated the cost of delivering 20 % BNG. The assumption that 20 % BNG relates to 2.86 % of the build cost is questioned. It is also suggested that the BNG policy could threaten the Councils affordable housing policy.

How did the consultation comments inform the Regulation 19 version?

4.127. The Regulation 19 version again reinforces the importance of biodiversity as a central tenet of Uttlesford's strategy, something that was well received by many respondents to the Regulation 18 version. This is reflected by the policy that now more clearly sets out how development will be required to demonstrate a minimum of 20% Biodiversity Net Gain calculated using the most recent Statutory Metric, rather than 10% as set out in national policy. In response to those who have queried this approach, the Council considers 10% BNG the point at which biodiversity enhancements become meaningful at a landscape scale. Local authorities are encouraged to require more than 10% where strong evidence of need through past habitat and species losses and of feasibility is provided. UDC is currently collating evidence to support the requirement of 20% Biodiversity Net Gain and has considered the issues raised by Natural England. Biodiversity Net Gain will again be required for watercourses, hedgerows and other terrestrial habitats. These measures, in addition to the emerging Essex Local Nature Recovery Strategy, will ensure that biodiversity enhancements bring meaningful enhancement. The revised plan also demonstrates explicit support for the creation of BNG units in locations of strategic importance according to the Statutory BNG metric.

4.128. Wording of the new policy provides greater protection to "Irreplaceable Habitats" (such as ancient woodlands, ancient & veteran trees, lowland fens etc.) by stating that development that impacts these areas will not be approved unless in exceptional circumstances and where significant, bespoke mitigation is deemed appropriate as determined by UDC.

4.129. A number of comments commented on the need for a requirement for developers to maintain and manage natural areas and newly created habitats, where these are integral to development. The policy now includes wording requiring a stewardship arrangement, and the potential need for off-site BNG units, to be discussed with the local planning authority at the earliest opportunity.

4.130. Following comments regarding aviation safety, the Regulation 19 version now makes explicit mention of the need to safeguard aviation activity within the

Stansted Airport Protection Zone by stating that “consideration must be given to airport safeguarding (e.g. bird airstrike avoidance) when creating new habitat within the Stansted Airport Protection Zone including consultation with stakeholders representing Stansted Airport, as any proposals that may attract water fowl and other birds could present problems.

4.131. The revised plan also now makes reference to the Essex Local Nature Partnership commitments, ensuring that the plan is integrated with the goals at the county level. Likewise, there is reference to national schemes also, such as the National Recovery Network (NRN).

Core Policy 56: Affordable Dwellings

4.132. A large proportion of comments relate to the proposed affordable housing ratio of 35%, claiming it is insufficient and should be increased. Comments note a number of reasons to increase the ratio, namely the increasing housing affordability pressures in the district, particularly for young people; to be in line with certain adopted Neighbourhood Plans; to guard against negotiations which seek to reduce affordable housing contributions at application stage; allocations will not come forward quickly enough to cool local house prices through increased supply; and other Councils have adopted a 40% affordability requirement. A few comments suggest that the requirement for 35% affordable housing should be viability tested, taking account of the higher energy efficiency standards held within the plan, the proposed tenure split, and the M4(3) requirement.

4.133. It is not guaranteed that the proposed housing will be genuinely affordable, particularly for first time buyers. Particular emphasis is placed on the need for more smaller homes.

4.134. One comment suggests that social housing has not been accounted for within the Local Plan whilst being supported within the evidence base. Several comments raise that the proposed affordable housing mix in Core Policy 56 results in an undersupply of affordable/social rent when compared to affordable home ownership. A higher percentage of affordable/social rented properties should apply to residential developments, to then be retained in perpetuity. Several comments suggest this is necessary as other types of affordable home products are not always genuinely affordable. One comment provides a suggestion as to how the policy could be reworded to increase affordable rented housing in light of the viability evidence gathered. Lastly, a comment suggests that the ‘shared equity’ schemes should be ruled out of any potential affordable housing mix within the policy.

4.135. Some comments have outlined that the policy should be worded such that applicants should only need to ‘have regard’ to the Local Housing Needs Assessment (LHNA), not definitively ‘accord’ with it. Other comments have outlined

that the policy wording should be made sufficiently stringent to avoid deviation from the LHNA within future planning applications.

How did the consultation comments inform the Regulation 19 version?

4.136. The main change between this policy as it appears in the Regulation 18 Local Plan compared to the Regulation 19 version is an alteration to the specific tenure mix of affordable homes. Several comments suggested that the 70:30 split (for the remaining qualifying development following the 25% First Homes allocation) of affordable / social rented to other forms of affordable homes would lead to an undersupply of affordable/social rent housing stock. Several comments also suggested that this is particularly important as other types of affordable home products are not always genuinely affordable. Therefore, following a review of the consultation comments, this has been changed to a 90:10 split to ensure there is a strong pipeline of affordable/social rent homes coming through, especially when compared to affordable ownership homes.

4.137. There was a mix of responses regarding wording of policy surrounding the Local Housing Needs Assessment (LHNA) proposals on dwelling mix, with some suggesting that applicants should only need to 'have regard' to it whilst other argued the policy wording should be made sufficiently stringent to avoid deviation from the LHNA within future planning applications. The sentence "the dwelling mix should be in accordance with the most up-to-date LHNA (Table 11.1) unless an alternative approach can be demonstrated to be more appropriate where proven to be necessary due to viability constraints" was removed, however the sentence following this was maintained, stating that that "the exact tenure split on each site will be a matter for negotiation, taking account of up-to-date need assessments and the characteristics of the area". Overall this wording provides more clarity to the policy and strikes a balance between the two viewpoints by ensuring developments take account of up-to-date LHNAs, whilst still providing flexibility within the approach.

Conclusion

- 4.1. In conclusion, this statement has demonstrated how Uttlesford District Council has effectively engaged with stakeholders for the Regulation 18 Consultation (Town and Country Planning Act 2012). It summarises the key issues raised in the consultation from consultees and looked at some of the key policies and how they have been amended based on these comments.
- 4.2. As well as summarizing some of the key issues, the appendices to this report also shows how individual responses to all the issues raised in the consultation have been considered. This follows the council's commitment to respond to every issue raised.

Appendix 1: Link to Local Plan Press Releases and Social Media Posts

Press Releases

19 September – Uttlesford prepares to take back control as consultation approaches for new draft Local Plan: <https://www.uttlesford.gov.uk/article/8827/Uttlesford-prepares-to-take-back-control-as-consultation-approaches-for-new-draft-local-plan>

26 September – New draft Uttlesford Local Plan presented to councillors ahead of consultation: <https://www.uttlesford.gov.uk/article/8847/New-draft-Uttlesford-Local-Plan-presented-to-councillors-ahead-of-consultation>

31 October – Draft Uttlesford Local Plan approved for public consultation: <https://www.uttlesford.gov.uk/article/8926/Draft-Uttlesford-Local-Plan-approved-for-public-consultation>

6 November – Draft Uttlesford Local Plan drop-in exhibitions: <https://www.uttlesford.gov.uk/article/8949/Draft-Uttlesford-Local-Plan-drop-in-exhibitions>

28 November – Uttlesford Draft Local Plan drop-in exhibitions: <https://www.uttlesford.gov.uk/article/8976/Uttlesford-Draft-Local-Plan-drop-in-exhibitions>

19 December – Uttlesford Draft Local Plan consultation closed: <https://www.uttlesford.gov.uk/article/9013/Uttlesford-Draft-Local-Plan-consultation-closed>

Social Media Post Examples

19 December – Facebook Uttlesford Draft Local Plan consultation closed: <https://www.facebook.com/share/p/XgvfnqFYXbNFzivT/>

19 December – Instagram Uttlesford Draft Local Plan consultation closed: <https://www.instagram.com/p/C1B2B2ErGJa/?igsh=Mjk3aWFjcDB3aDFnn>

Appendix 2: Full-page advert to promote the local plan consultation exhibitions

The Uttlesford Draft Local Plan Consultation

The consultation on the first draft of our new Local Plan for Uttlesford (Regulation 18) is now open.

A Local Plan is a district-wide plan which identifies the vision and aspirations for the future of the area, planning policies, and identifying the sites or areas which can be developed and those which should be protected.

Further details, including The Draft Plan, evidence base and background studies, and the different ways in which people can have their say, are available at:

www.uttlesford.gov.uk/2023-Draft-Plan-Consultation

Exhibitions

A number of drop-in exhibitions have been organised so that residents and businesses can find out more about the proposals within the new Uttlesford Draft Local Plan.

The events are on:

- **Monday 13 November, 5pm to 8pm** - Priors Green Community Hall, Bennet Canfield, Little Canfield, Dunmow CM6 1YE
- **Tuesday 14 November, 5pm to 8pm** - Saffron Walden Town Hall, Market Street CB10 1HR
- **Wednesday 15 November, 5pm to 8pm** - Manuden Village Community Centre, David Collins Drive CM23 1EH
- **Thursday 16 November, 5pm to 8pm** - The Dourdan Pavilion, The Causeway, Great Dunmow CM6 2AA

The consultation period runs until 5pm on 18 December 2023

Appendix 3: Consultation Summary Booklet Content



Welcome to the Uttlesford draft local plan consultation.

We are getting closer to taking back control and being able to stem the tide of speculative development - each step taken towards adopting a new local plan is a step in the right direction for the district.

Our draft plan sets out a vision for how Uttlesford should develop and grow until 2041, taking into account the unique nature of the district and also climate change.

Uttlesford is a wonderful place with a rich rural and historic heritage, but it's also home to cutting-edge science and technology. It's a great place to live, work and visit.

There are some tough decisions that need to be made, but getting the public's constructive feedback on this draft will be a key part of the process as we continue to refine and shape the plan.

This is not the final version of the plan - it is a set of draft recommendations that look to realise the long-term aspirations for Uttlesford.

This consultation is the next stage of the process for producing our plan. We would like to involve everyone who has an interest in the future of our district and give them the chance to comment.

I encourage everyone to have a say on the proposals and let us know their views.

John Evans
Cllr John Evans
Portfolio Holder for Planning



What is a local plan and why do we need one?

The new Uttlesford Local Plan gives us an opportunity to plan positively for the future of the district.

It is important we plan for sustainable development that helps to address the climate change emergency, enhances biodiversity and protects the environment, but also ensures everyone can afford somewhere to live and have a job.

Alongside these things, we must also plan for appropriate infrastructure (services and facilities), such as for schools, healthcare and leisure.

The current local plan was adopted in 2005 and is now out of date. This has meant the council has had less control over planning for the district and it is more difficult to deliver infrastructure.

This is why there has been more speculative development across Uttlesford in recent years. The new local plan will help us to overcome these challenges.

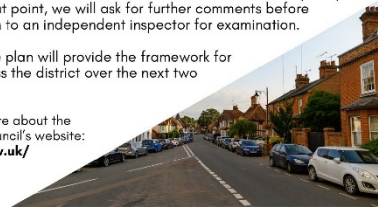
We must prepare a plan that plans for an appropriate number of jobs and homes, alongside supporting infrastructure.

The draft plan is accompanied by a wide range of technical and other evidence including infrastructure and transport assessments. The evidence will continue to be refined and updated as the plan progresses.

Once this consultation is finished, we will use the feedback to help shape a final draft. At that point, we will ask for further comments before submitting the plan to an independent inspector for examination.

Once adopted, the plan will provide the framework for development across the district over the next two decades.

You can find out more about the local plan on the council's website: www.uttlesford.gov.uk/local-plan-faqs



Our emerging strategy

The council needs to prepare for 13,680 homes over the next 20 years - a figure calculated in accordance with the government's standard method - although about 8,000 of these have already been built or have planning permission.

Therefore, with a built-in buffer (which is common practice in local plan-making and provides flexibility), this draft plan proposes allocations for 6,076 additional homes over the plan period 2021 to 2041.

We need to make sure that we plan for this development in the most sustainable way, minimising the need for travel and maximising opportunities for walking, cycling and public transport.

Homes need to be sustainable, near to jobs, shops, services and other facilities.

We need to support existing town and village centres and ensure any new infrastructure benefits as many people as possible.

We also need to ensure the plan meets all the government's requirements and we must have a range of sites of different sizes, type and location.

For these reasons, our draft plan has a focus on development in the most sustainable existing locations, with strategic development proposed at Great Dunmow, Newport, Saffron Walden, Stansted Mountfitchet, Takeley and Thaxted.

Some non-strategic development is also proposed in our larger villages.

The plan does not propose any development in the smaller villages, other than very modest infill, nor in open countryside.



As well as delivering the quality of homes that people expect, we must make sure the homes being provided meet the needs of our residents - in terms of affordability, size and type.

Affordability is a key issue and the plan seeks to ensure that 35% of the housing allocation is affordable for local people.



Supporting a sustainable economy

The plan seeks to provide a positive policy framework which supports jobs, business and investment to build a strong and competitive economy.

The aim is to encourage large and small-scale opportunities in appropriate locations.

Taking into account existing employment floorspace commitments (which have planning permissions), the plan proposes 5ha of office floorspace and up to 30ha of industrial floorspace in the district.

A number of sites have been allocated for this - in Elsenham, Great Dunmow, Little Canfield, Saffron Walden and Takeley - with enough flexibility built-in to cope with any changes in economic circumstances and market conditions.

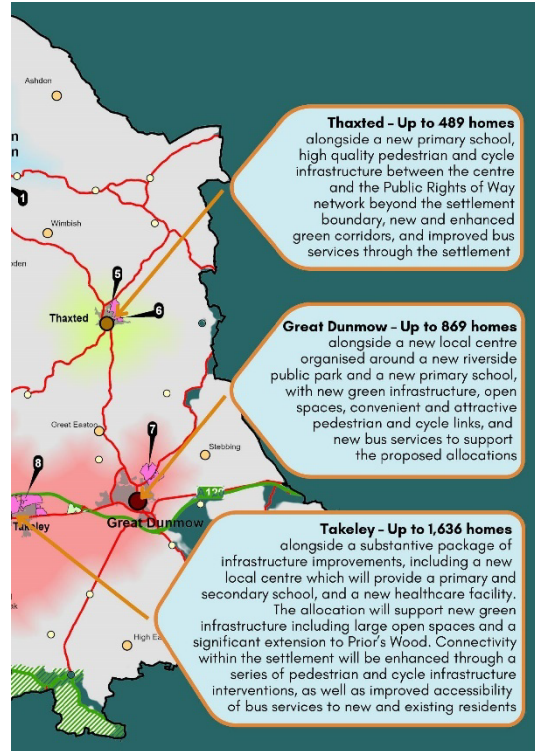


Housing allocations + infrastructure at key sites

Saffron Walden - Up to 1,280 homes alongside new school provision, high quality walking and cycling links and other transport improvements including improved bus frequencies, comprehensive packages of infrastructure enhancements towards new healthcare, open space and leisure facilities, in addition to new and enhanced green infrastructure

Newport - Up to 412 homes alongside expanded primary and secondary school provision, improved footway and crossing infrastructure at Wicken Road, new green infrastructure and open spaces, and enhanced pedestrian connectivity between the settlement and the wider Public Rights of Way Network

Stansted Mountfitchet - Up to 390 homes alongside an additional community use such as a health or leisure facility, a new two-form entry primary school and contributions toward the expansion of local secondary school provision, substantive green open spaces and new pedestrian connections to the existing Public Rights of Way network, as well as enhanced pedestrian and cycle connectivity between the allocations and the town centre along Cambridge Road



Other proposed allocations

Non-strategic development within the larger villages (as shown in the table) will make a meaningful contribution towards the overall housing requirement.

It is important that the scale of development remains modest and reflective of these areas.

Parish	Number of homes*
Elder Street (Wimbish)	115
Henham	112
Clavering	111
Hatfield Broad Oak	111
Great Easton	110
Stebbing	109
High Easter	104
Felsted	95
Debden	92
Ashdon	41

*figures correct at the point of printing, for the latest information visit [www.Uttlesford.gov.uk/new-local-plan](http://www Uttlesford.gov.uk/new-local-plan)

We will continue to support communities that wish to engage in neighbourhood planning.

The larger villages in the district will have the opportunity to plan, if they wish to, for the development identified in the table above.

In areas where no neighbourhood plan is proposed to come forward we will plan for the development identified in the table above, in consultation with the parish.



Addressing the climate emergency and protecting the environment



Uttlesford District Council declared a climate emergency in 2019 and pledged to take local action with the aim of achieving net-zero carbon status by 2030 and protecting and enhancing biodiversity in the district.

The local plan is seeking to contribute to this ambition by:

- Reducing the need to travel for local services and facilities, particularly by private car, by ensuring that new developments are in the most sustainable and better served locations.
- Ensuring new developments are required to minimise the use of energy and achieve a high standard of energy and water efficiency which will make homes warmer and the cost of living in the new home cheaper.
- Applying an approach that prioritises green and blue infrastructure from the outset of new developments, achieving biodiversity net gain and the protection and enhancement of environments, including through new planting, connecting natural areas and creating natural sustainable urban drainage systems, where possible.



Building healthy and sustainable communities

The new draft local plan strives to achieve healthy and sustainable communities.

In practice, this means ensuring existing and future residents are served by the homes and facilities which promote healthy choices and social cohesion.

The design of new places can substantially contribute to this goal by delivering the necessary services and facilities.

There are several policies in the plan which ensure the foundations for healthy and successful communities are required of all new developments.

This will set the standard for the appropriate mix of housing – such as addressing affordability issues, specialist needs, number of bedrooms, and custom or self-build housing.

The plan also sets out design criteria against which the appearance and functionality of new development is assessed. This includes policies which protect and support the conservation of the district's landscape and historic environment, which are key to providing a sense of place.

At the same time, the plan seeks to ensure that future development preserves and enhances the experience of existing communities.

Providing a range of new facilities and infrastructure, whilst ensuring these are well integrated and accessible to current residents, will mean the vitality and sustainability of existing communities can be supported.

The proposals and policies within the plan therefore seek to address local needs and challenges, providing fit for purpose solutions that make Uttlesford an attractive and distinctive place to live, work and visit



How to view the consultation documents

Copies of the Draft Uttlesford Local Plan, the evidence base and background studies used in preparing the plan can be found on the council's website:

www.uttlesford.gov.uk/new-local-plan

Paper copies of the draft local plan document are available to view at local libraries and at Uttlesford District Council's offices in Saffron Walden.

Information point

An information point will be in place until 18 December. This will provide an overview of the proposals and details of how to respond to the consultation.

The information point is available during normal opening hours at:

Uttlesford District Council Offices
London Road
Saffron Walden
CB11 4ER



How to submit your views

There are a number of different ways to send in your comments:

• Online

Visit www.uttlesford.gov.uk/new-local-plan

This is the most convenient way of submitting comments and ensures you will be kept informed of future stages of plan preparation.

• Via email

Responses should be sent to localplaneuttlesford.gov.uk

A comments form is available to download from the website.

• Via post

A paper copy of the comments form can be used, which is available on the website, at the District Council offices and local libraries.

Written responses should be posted to: *Local Plan Team, Uttlesford District Council, London Road, Saffron Walden, CB11 4ER*

All consultation responses must be received by
5pm on 18 December

It is a requirement of the local plan process that comments can only be accepted if they are received in writing (online, email or post). Comments made verbally or anonymously cannot be accepted.

The council is obliged to make all representations available for public inspection on its website.



Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 1: Introduction

July 2024

Table 1: Chapter 1: Introduction 2

Table 1: Chapter 1: Introduction

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2576	Stebbing Parish Council				5-Year Housing Land Supply Requirement	What evidence exists in relation to housing growth on a yearly basis that shows Uttlesford will meet its 5-Year Housing Land Supply requirement at the point of Local Plan adoption?	The Council have published a Housing Trajectory 2021-2041 which sets out projected housing delivery over the Local Plan period based upon research of typical lead-in times and build-out rates of development sites. This document sets out that the Council will be able to demonstrate a 5-year housing land supply upon the point of adoption. This trajectory will be updated for the Regulation 19 Local Plan publication.
NDLP2346	Richard Haynes				Call for Sites' Assessment	Why weren't Neighbourhood Plan Policies considered when assessing the parcels of land submitted under Uttlesford's 'Call for Sites'?	The Site Selection Topic Paper sets out the procedure taken for sifting and assessing each of the potential sites submitted through the Call for Sites process. This procedure operated under a 'policy off' position, whereby Development Plan policies were not weighed into the assessment of sites, given that the legal requirements and strategic objectives of the draft Local Plan are contextually different to either the adopted Local Plan or made Neighbourhood Plans.
NDLP2558	Geoff Bagnall						
NDLP941	Sarah Brewin						
NDLP2419	Saffron Walden Town Council				Community Stakeholder Forum	The Community Stakeholder Forum was last held in 2021 and should be re-run to ensure community feedback is as up to date as possible.	. The Council have a Local Plan Panel that meets monthly for a range of cross party District Councillors that replaces the forum. However, the Regulation 18 Draft Plan was subject to six weeks consultation and the Regulation 19 will be subject to eight weeks consultation which fully meets or exceeds the regulatory requirements.
NDLP2544	Geoff Bagnall				Conflicts of Interest	The introduction should state the organisations with commercial interests in the allocation of land within the Local Plan.	There are no conflicts of interest as implied by the comment. The selection of sites is a transparent process that follows consistent methodology - and in no cases have any proposals or decisions been based on who does or does not own any particular land.
NDLP2717	Paula Griffiths				Core Policy Placement	Overarching Core Policies should all be set out nearer the beginning of the Local Plan.	The Council is satisfied the structure of the document is logical with overarching policies first, strategic focus on locations second, and then any wider development policies third. This is considered important as it is the places of Uttlesford that should take greater precedence over more generic development-based policies.
NDLP2417	Saffron Walden Town Council				Council Culture and Governance Auditing	Council culture and governance auditing should be added as a bullet point beneath paragraph 1.2.	Noted. The Council will review the bullet points following paragraph 1.2, however, it is noted that these concern themselves with planning considerations as they relate to development, therefore the suggested inclusion may not be appropriate in this context.
NDLP2718	Paula Griffiths				Cross Referencing	The main text should cross refer to the appropriate appendices, especially the Site Development Templates.	Noted. The Council will seek to improve cross-referencing to appendices within the next draft of the Local Plan.
NDLP297	Sally Taylor	Councillor Birchanger Parish Council			Delivery and Maintenance of Supporting Infrastructure	Existing infrastructure is already overstretched, and it is not guaranteed that the proposed infrastructure will be delivered. Further, the ongoing maintenance of such infrastructure from third parties is not guaranteed and more detail should be provided on future provision.	The Local Plan has sought to deliver housing growth, accompanied by infrastructure, at the most sustainable settlements within the district. Where possible, it is sought that new infrastructure (including primary and secondary school provision, country parks, health facilities etc.) helps to alleviate existing shortfalls in infrastructure as a result of previous speculative development. Given that so much development has come forward on a speculative basis without sufficient planning for infrastructure, this approach is the best available - not supporting development in this way would make it even more difficult to address the shortfall in provision. The inclusion of infrastructure requirements within the Site Development Templates will ensure that the Council will be in the strongest possible position to require future planning
NDLP319	Mrs Jane Sharp						
NDLP813	Susan McCarthy						
NDLP1265	Julian Sayer						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP443	Jennie Jones						applications to meet the necessary infrastructure provision. The Site Development Templates and associated infrastructure requirements are being reviewed as part of the Regulation 19 Local Plan following the feedback received from the Regulation 18 consultation.
NDLP1895	Keith Exford				Delivery of a New Local Plan once adopted	Requesting that the trust be regained from UDC to deliver on the policies in the adopted local plan in accordance with national planning policy.	The Local Plan includes a monitoring policy and monitoring framework that ensures effective delivery of local plan policies.
NDLP2416 NDLP2421	Saffron Walden Town Council Saffron Walden Town Council				Development Beyond the Plan Period	The wording of Paragraph 1.2 should be amended to remove assertions on the sustainability of development beyond the plan period which may prejudice future planning policies and decisions. Paragraph 1.19 should be clearer in stating that a Local Plan Review is not merely administrative but may include significant changes, including additional allocations for development. What will trigger the Local Plan reviews?	Paragraph 1.2 doesn't make any reference to development beyond the plan period - it simply states that the Local Plan will help to inform future development, which is factually correct. Reference to Local Plan reviews is consistent with national policy. Local Plan Reviews are triggered every 5 years and are necessary ""to ensure that policies remain relevant and effectively address the needs of the local community"" (Planning Practice Guidance: Plan-making). Reviews should be proportionate to the issues in hand.
NDLP319 NDLP927	Mrs Jane Sharp Rachel Backshall				Doesn't Comprise Sustainable Development	The proposed allocations would result in unsustainable development which overburden existing infrastructure.	The spatial strategy deliberately focuses on the main and most sustainable settlements, these will help to maximise use and enhancement of public transport.. Delivering housing at these sustainable settlements is the only mechanism available to the Council to help to redress the significant infrastructure deficit created as a result of speculative development.
NDLP2653	East Herts District Council				East Herts District Council - Omission of a Policies Map	A Policy Map to accompany the draft Local Plan would be helpful by providing a geographic representation of the proposed changes.	Acknowledged, a Policy Map will be produced to support the Regulation 19 version of the Local Plan.
NDLP2652	East Herts District Council				East Herts District Council - Reference to the 2012 NPPF	Reference to the tests of soundness in the 2012 National Planning Policy Framework (NPPF) should be replaced with reference to the 2023 version of the NPPF.	Acknowledged, this will be picked up within the Regulation 19 version of the Local Plan.
NDLP3306	24/7 Investments Limited				Inclusion of Amended Settlement Boundaries	A visual representation of amended settlement boundaries are necessary to account for previous development and the site allocations within the Local Plan.	Acknowledged. Updated settlement boundaries for the Key Settlements and Local Rural Centres will be produced in support of the Regulation 19 Local Plan as part of the Policies Map. It is not proposed to include any development boundaries for any other category of settlement as this provides greater flexibility for Development Management.
NDLP1895 NDLP2022	Keith Exford Little Canfield Parish Council				Issues with existing development	The existing development in the district has been of poor quality and that the local plan must take priority to address insufficient infrastructure contributions.	Noted, the local plan will provide clear direction for policy by properly planning housing and commercial sites with the sufficient infrastructure to support them.
NDLP2548	Geoff Bagnall				Lack of a Community-led Plan	Councillor involvement in the development of the Local Plan was not sufficient to respond to local community needs.	The Local Plan is the Councils Plan - and has been subject to full and normal democratic processes. The Local Plan Panel met regularly to consider progress on the Plan, but there were also full Cabinet and Council meetings before proceeding with the consultation. Informal meetings are also held on a regular basis with the Portfolio Holder for Planning and LPP Chair (for example).
NDLP3207 NDLP3744	Ceres Property Denise Gemmill				Local Plan Evidence	The evidence includes bias and omissions, with a more balanced and complete assessment needed. The need to meet the deadline to submit the Local Plan (June 2025), issued by the Government, has resulted in a rushed evidence base which is difficult to comment on and doesn't include a new Green Belt Review.	The Council consider that the evidence informing the Local Plan has been brought forward in an unbiased manner. The published Addendum to the Green Belt Review 2016 is clear that an updated review was not undertaken due to the lack of exceptional circumstances required to justify Green Belt release. It should also be noted that the suite of evidence

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response	
NDLP3746	Denise Gemmill						published for Reg 18 consultation is more substantive than for many Councils Local Plan consultation, that often only include 'issues and options' at Reg 18 stage. Undertaking a full consultation on a substantive evidence base at Reg 18 has enabled a much fuller consultation which helps to inform the Reg 19 stage of the process, which will also be subject to publication.	
NDLP3788	Belinda Challenger							
NDLP3904	Pelham Structures Limited							
NDLP3911	Pelham Structures Limited							
NDLP3928	Pelham Structures Limited							
NDLP4102	Tye Green Farm							
NDLP2689	Pascale Muir							
NDLP2418	Saffron Walden Town Council							
NDLP2543	D J Bagnall							
NDLP2545	Geoff Bagnall							
NDLP2546	Geoff Bagnall							
NDLP3857	Lands Improvement Holdings							
NDLP146	Mr Bill Critchley				Local Plan Timetable	Will there be a consultation on an amended plan which has taken into consideration the comments submitted at Regulation 18 stage?		Yes, the Regulation 19 version of the Local Plan will be published in Summer 2024 for a further round of public consultation. The comments made by the public within this second round of consultation will then be provided to a Government appointed Inspector who will examine the Local Plan following its submission by the Council.
NDLP3784	Ministry of Defence Safeguarding				Ministry of Defence - Consultation	The Ministry of Defence note their role as a statutory consultee of the Local Plan in safeguarding certain technical sites.		Acknowledged. The Council will work with the MoD to ensure the appropriate safeguarding of sites/assets.
NDLP2719	Paula Griffiths				Missing Hyperlinks	Certain links within the footnotes are not functioning. It would also be beneficial to have a link to the Habitat Regulations in paragraph 1.33.	Acknowledged. The Council will look to rectify any issues with the hyperlinks within the Regulation 19 version of the Local Plan.	
NDLP2422	Saffron Walden Town Council							
NDLP297	Sally Taylor	Councillor Birchanger Parish Council			National Policy Changes	National policy changes could render the draft Local Plan redundant.	The Council are obligated to prepare a new Local Plan in as efficient a manner as possible to provide greater certainty within the planning process and ensure significant improvements in development outcomes. Whilst national policy is always capable of changing, Government have published clear transitional arrangements will provides an opportunity for	

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							Councils to submit plans up to June 2025 within the current framework.
NDLP502	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Neighbourhood Plans	How will villages that already have a made Neighbourhood Plan provide for their dwelling allowance?	Where the Parish Council of a larger village has agreed to accommodate their dwelling requirement, this will occur through the preparation of a new Neighbourhood Plan with appropriate site allocations. If the Parish for any identified Larger Villages have an existing Neighbourhood Plan, and they do not wish to update their Plan, the allocations will be included in the Local Plan.
NDLP319 NDLP443 NDLP3746	Mrs Jane Sharp Jennie Jones Denise Gemmill				Omission of a New Settlement	The Local Plan should account for the delivery of a new settlement, rather than distributed growth.	There may be a need to plan for a new Garden Community in Uttlesford in the future, but this plan needs to plan for c. 5,000 additional homes in total and it wouldn't be appropriate to plan for all of this on one site. The plan must be capable being found sound at examination and that includes, for example, achieving a five-year land supply. This means that a range of sites of different size, type and geography are essential to ensure the housing can be delivered quickly enough. This was also a concern raised by the Inspector to the rejected plan in 2019. There is also a need to plan for new infrastructure and affordable housing that benefits are main and most sustainable communities across the district and to start addressing the shortfall in provision at these locations. On this basis, planning for a new settlement at this time, would constitute additional growth, it would not be a replacement for what is currently being proposed.
NDLP2891	Martyn Everett				Plan Ambition	A comment that states the plan is lacking ambition, particularly in relation to environmental needs. They also state that the plan is poorly presented in comparison with the 2005 plan.	The plan has amongst the most ambitious climate change and biodiversity policies of any plans being prepared. However, these will be updated appropriately for inclusion in the Reg 19 Plan.
NDLP774	Mr Neil Reeve				Planning Control of Minerals and Waste Sites	Policies/maps should be included in the Local Plan to prevent breaches of planning control in relation to minerals and waste sites.	Policy Maps relating to minerals and waste sites are the remit of Essex County Council, however, the Council will review if there is the potential to overlay these in some form through the Local Plan Policies Map.
NDLP3729 NDLP3741 NDLP3742 NDLP3743 NDLP3745 NDLP3855 NDLP3856	Countryside Partnerships Plc Denise Gemmill Denise Gemmill Denise Gemmill Denise Gemmill Grosvenor Property UK Grosvenor Property UK				Policy Context	These comments provide contextual information only. This typically comprises of quotations of the National Planning Policy Framework, the Planning Practice Guidance, or comments made by the Inspector in relation to the previously withdrawn Local Plan.	The Council acknowledge the comments and the NPPF requirements against which the Local Plan must be found 'sound'.

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NDLP3857	Lands Improvement Holdings						
NDLP3858	Grosvenor Property UK						
NDLP3872	Grosvenor Property UK						
NDLP3879	Grosvenor Property UK						
NDLP3958	The Streeter Family						
NDLP3964	The Streeter Family						
NDLP3971	AC Streeter						
NDLP3979	Hawridge Strategic Land						
NDLP4056	Salacia Ltd						
NDLP4129	Endurance Estates Land Promotion Ltd						
NDLP4150	Endurance Estates Land Promotion Ltd						
NDLP3631	C J Trembath						
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Previous Speculative Development	The Local Plan strategy should take account of the increase in housing that has occurred speculatively over the past decade.	The Council acknowledge the scale of residential development which has occurred in the absence of an up-to-date Local Plan. The completions and commitments will be updated to April 2024 for inclusion in the Reg 19 Plan.
NDLP2780	Lorraine Flawn						
NDLP2923	Chelmsford City Council				Publication of a New Local Plan	Comments which are, in principle, supportive of the decision to publish a new draft Local Plan and the emphasis on climate change.	The Council acknowledge these comments.
NDLP3303	24/7 Investments Limited						
NDLP3312	The North West Essex Constituency Labour Party						
NDLP3355	Gladman						

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3477	Richstone Procurement Ltd						
NDLP3532	Ashdon Neighbourhood Plan Steering Group						
NDLP3735	Enterprise Residential Development						
NDLP85	Katy Payne						
NDLP202	David Higginson						
NDLP64	Robert Woods						
NDLP66	Albert Gerhard						
NDLP128	Colin Day						
NDLP435	Diana Frost						
NDLP783	Roderick Jones						
NDLP1259	Mr Andrew Taylor						
NDLP1877	Mike Mitchell						
NDLP1849	Catherine Figge						
NDLP2169	Jennifer Versey						
NDLP2574	Stebbing Parish Council						
NDLP2619	Jonathan Ashe						
NDLP2647	Future Workplace						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2690 NDLP2715 NDLP2780 NDLP1895 NDLP1781 NDLP1895 NDLP4238	Property Unit Trust Pascale Muir Paula Griffiths Lorraine Flawn Keith Exford Littlebury Parish Council Keith Exford Essex County Council						
NDLP464	Jim Pink				Purpose of the Local Plan	The Local Plan will only deliver new housing, not improve the quality of life for existing residents. Why is the previous Local Plan being superseded?	The Local Plan, through its policies and Site Development Templates, seeks to meet Uttlesford need for residential development whilst also delivering a range of supporting infrastructure. It is necessary to produce a new Local Plan as the adopted Local Plan is significantly out of date and results in residential development coming forward in an unplanned, piecemeal fashion. Further, the new Local Plan will drastically improve the requirements for sustainability measures within new developments, including for building emissions, water efficiency and biodiversity enhancements. This is an integral part of the Council's response to the climate and ecological emergencies.
NDLP394 NDLP2618	Ian Vance Jackie Cheetham				Quantity and Quality of Consultation	The quantity and quality of public consultation was insufficient.	The Council have sought to actively engage all residents in the Regulation 18 Local Plan consultation through advertisement within social media, newspapers, the Council's website, public exhibitions and the delivery of a leaflet to all households within the district. The approach fully meets or exceeds the relevant regulatory requirements.
NDLP777	Mr Neil Reeve				Reference to Heritage in Chapter 1	Reference should be made in Chapter 1 to the extent of heritage assets within the District, proportionate to the population.	Acknowledged. This change will be reviewed for the next draft of the Local Plan, however, this detail may be more appropriate for inclusion within Chapter 2.
NDLP3010 NDLP3541 NDLP3542 NDLP3543	Mr Graham Jolliffe Ashdon Neighbourhood Plan Steering Group Ashdon Neighbourhood Plan Steering Group Ashdon Neighbourhood				Relationship between the Local Plan and Made Neighbourhood Plans	The Local Plan has not taken account of made Neighbourhood Plans and it should be made clear within Chapter 1 that the strategic policies within the Local Plan may supersede Neighbourhood Plan policies where they conflict.	It is necessary for a Local Plan to be capable of being sound in itself, that is that it must be consistent with national Govt. policy, guidance and legislation. National policy makes clear that Local Plans should set 'strategic' policy, including meeting the districts housing requirement across a variety of sites and settlements. It is not always possible to do so without conflicting with 'made' Neighbourhood Plans which, by definition, look at non-strategic matters, however, the Council will continue to look to minimise conflict between these documents as far as possible.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP266 NDLP2538 NDLP2420	Plan Steering Group Mr Richard Gilyead D J Bagnall Saffron Walden Town Council						
NDLP2759	Paula Griffiths				Glossary - Scheduled Monument Reference	Scheduled Monument' should be in bold and given its own space for a definition.	Acknowledged, the Council will review this potential amendment for the next version of the Local Plan.
NDLP1177	Neil Bromley				Section 62A 'Special Measures' Designation	The Local Plan should provide context on Uttlesford's 'Special Measures' designation from the National Government.	Acknowledged, the Council will consider the inclusion of this context for the next draft of the Local Plan.
NDLP3976	AC Streeter				Small Sites	The Local Plan should not exclude sites of <100 dwellings within the site selection process, so as to facilitate short/medium term delivery.	By virtue of the substantial number of committed developments, alongside the windfall allowance and larger village allowance, the Council consider that the requirement for small sites can be met without the need to allocate sites specifically for this purpose. The Council also consider that given the extent and type of existing commitments, it will be able to demonstrate a 5-year land supply from the point of adoption of the Local Plan.
NDLP3639 NDLP3747 NDLP3980 NDLP899	Newport Parish Council Denise Gemmill Hawridge Strategic Land Mike Hannant	Newport Parish Council			Spatial Strategy	One comment suggests the Council should be planning for a higher level of housing to address affordability issues. One comment suggests that housing development at Thaxted, Saffron Walden and Great Dunmow is less preferential than Green Belt release elsewhere. Lastly, one comment states that the inspector's comments on the withdrawn 2012 Local Plan refused a distributed strategy, and that this strategy has become more challenging given historic speculative development at existing settlements.	The Council considers that it is delivering a quantum of growth which allows it to meet the affordable housing need set out within the Local Housing Needs Assessment. The Regulation 19 version of the Local Plan will also have a greater buffer above the housing need figure when compared against the Reg 18 version. As is set out within the Addendum to the Green Belt Review 2016, it is not considered that the 'exceptional circumstances' needed to justify Green Belt release exist. The Council can meet its housing need on sites of a range of geography and scale whilst benefitting from and enhancing the services of existing sustainable settlements. The strategic and policy context within which the Council are preparing the current spatial strategy varies substantially from that of the previously withdrawn Local Plans.. The distribution of residential development in a more even manner will also generate supporting infrastructure at each of the respective settlements which can help alleviate existing deficits.
NDLP443	Jennie Jones				Use of Brownfield Land	Allocating brownfield land is preferential to the release of greenfield land to meet the District's housing need.	Acknowledged. Whilst brownfield sites may exist within the district, these are, individually, not of sufficient scale to support the strategic scale of growth the Council are required to plan for.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 2: Spatial Portrait

July 2024

Table 1: Chapter 2: Spatial Portrait..... 2

Table 1: Chapter 2: Spatial Portrait

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2435	Saffron Walden Town Council				Add and check references	<p>There were a number of comments received requesting that all facts presented are referenced and checked. Other related comments include:</p> <ul style="list-style-type: none"> • Incorrect reference in paragraph 2.24 relating to chalk streams. Comment stating SSSI's not shown. • Comment requesting a link to the public health report referenced in the plan, and another comment stating an omission of footnote references in the text on page 15. • Comments suggesting that different Uttlesford villages have grown by different rates • Despite the description of the district as an affluent area – the Uttlesford Foodbank distributed 1670 food parcels to residents across Uttlesford, representing 4300 people, thus highlighting some inequality. • It is suggested that Paragraph 2.17 is being used to justify inappropriate decisions - Cambridge has grown more than Uttlesford, but that is a City. The level of growth in other nearby places is stated, such as South Cambridgeshire 9%, Braintree by 5.6%, etc. The comment provides a reminder that Uttlesford is rural. 	<p>Noted. At a parish level, the most up to date data available to us is from the 2021 Census. The Spatial Portrait Chapter will be updated for the Reg 19 version of the Plan and this process will be informed, in part, by the Consultation responses. Any inaccuracies will be corrected wherever possible. In relation to the comments at Paragraph 2.17 – the Council understands this is factually correct.</p>
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP2427	Saffron Walden Town Council						
NDLP2440	Saffron Walden Town Council						
NDLP2577	Stebbing Parish Council						
NDLP2423	Saffron Walden Town Council						
NDLP2425	Saffron Walden Town Council						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP2431	Saffron Walden Town Council						
NDLP3553	Ashdon Neighbourhood Plan Steering						
NDLP3640	Newport Parish Council						
NDLP2434	Saffron Walden Town Council	Newport Parish Council					
NDLP2426	Saffron Walden Town Council						
NDLP402	Louise Johnson						
NDLP541	Desiree Ashton	Parish Clerk Elsenham Parish Council					
NDLP543	Desiree Ashton	Advocacy & Campaigns Officer Uttlesford Foodbank Advocacy & Campaigns					

NDLP273	Mr Bill Critchley	Officer Uttlesford Foodbank					
NDLP382	Stephen Pye						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP3557	Ashdon Neighbourhood Plan Steering				Ashdon	A number of comments relates to Ashdon. These include: <ul style="list-style-type: none"> • Noting that Ashdon has 2 Conservation Areas. • The comment proposes adding Ashdon Meadows SSSI to the discussion of chalk streams due to its adjacency to the River Bourne, a designated chalk stream. The River Bourne flows to the River Granta and then the Cam, and is included in several official lists of chalk streams – and that the Ashdon chalk stream is protected by a specific policy called ASH11. The Ashdon NP also has policies in place to protect its biodiversity. These policies are designed to protect the rich biodiversity of the area. • Comments describing the rural nature of Ashdon, highlighting the lack of connectivity and poor public transport. 	Noted. The Spatial Portrait Section will be updated as informed, in part, by the consultation responses, although it is clearly not possible in a high-level overview to reference all issues affecting all of Uttlesford's rural settlements. Issues around the River Bourne and its status as a chalk stream have been considered in the updated Water Cycle Study
NDLP3550	Ashdon Neighbourhood Plan Steering						
NDLP3555	Ashdon Neighbourhood Plan Steering						
NDLP3556	Ashdon Neighbourhood Plan Steering						
NDLP3552	Ashdon Neighbourhood Plan Steering						
NDLP3551	Ashdon Neighbourhood Plan Steering						
NDLP3880	Grosvenor Property UK				Broad support	Comments supporting the spatial portrait and the key opportunities and objectives highlighting the positive outlook that the chapter has.	Noted. Uttlesford welcome the support for the spatial portrait
NDLP4107	Siemens Benefits Scheme Limited						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP3052	Mrs Christina Cant				Car Ownership	Agreement that car ownership in the district is too high but question on how this is going to be reduced in areas with poor public transport and few safe walking and cycling pathways.	The Spatial Strategy will focus the majority of growth to the Key Settlements and Local Rural Centres which offer the best opportunities to support sustainable development and maximise sustainable travel choices - it also means that any investment in new sustainable travel infrastructure also benefit the maximum number of existing as well as new residents, thus helping to improve the viability of schemes.
NDLP320	Mrs Jane Sharp						
NDLP3812	Uttlesford Citizens Advice				Charity Services demand	The comment highlights two missing points: 1) the growing population, especially the ageing demographic, will strain charities like Uttlesford Citizens Advice, and 2) high private vehicle use burdens residents financially and environmentally. It recommends adding these points, suggesting reduced vehicle usage could combat climate change and living cost pressures.	Noted. Uttlesford will consider this and address these 2 points in the regulation 19 draft
NDLP3812	Uttlesford Citizens Advice						

NDLP3136	Stop Easton Park				Easton Park	A comment arguing that the portrait overlooks the importance of Little Easton's heritage. While the plan acknowledges the abundance of listed buildings in the district, it fails to mention Little Easton's high concentration and its link to Easton Lodge, one of two key estates shaping the district's history. This omission, the commenter argues, contradicts the plan's emphasis on understanding the spatial aspects and strategic objectives of the district. They find it particularly unfair given the prominence given to Audley End in another chapter.	Noted. Uttlesford understand that stronger wording could be used to reflect areas of historic significance we will consider when drafting the regulation 19 plan.
NDLP3129	Stop Easton Park						
NDLP1939	Mr Loftus Buhagiar				Employment	Questioning where jobs will be located as referenced in Paragraph 2.4.	This Paragraph refers to growth across the whole region, not just for Uttlesford, although the housing and employment evidence supporting and informing this plan does ensure the plan makes an appropriate contribution to both of these. This is set out more in Chapter 4.
NDLP2931	Mr and Mrs John and Gillian Broomfield				Essex Highways	A comment stating that all attempts by Saffron Walden Town Council were rejected by Essex Highways.	Uttlesford will continue to consult with Essex Highways to ensure that all active travel options are considered in the Local Plan.
NDLP2660	Mr and Mrs John and Gillian Broomfield						
NDLP299	Sally Taylor	Councillor Birchanger Parish Council			General Comment	A few general comments were received, including: <ul style="list-style-type: none"> • Criticizing the Local Plan for lacking reliable data, proposing unrealistic solutions, and omitting crucial information. • Questions the accuracy of house price figures and highlights issues with planned infrastructure improvements like roadworks and an irrelevant "airport interchange". The comment also suggests a single, larger school would be more efficient and address the lack of technical/vocational education options in the area. Finally, it criticizes the plan for missing data sources and unclear information on aspects like the number of train lines. • One comment suggests that Uttlesford need to acknowledge the pride that people take in their town, village and Uttlesford as a whole. • Concerns are also raised about the transition from rural to urban. 	Noted. The accuracy of information will be checked to inform the Reg 19 Plan, although the Council are content the majority of the information included is accurate. Matters relating to planning for infrastructure and the Spatial Strategy are dealt with separately. The Council recognise the pride people take in their settlements and local areas and are working hard to not only get a new plan in place as quickly as possible, but also to ensure that it maximises protection to the district from inappropriate development, whilst also ensuring that good quality and sustainable development is supported in the right circumstances.
NDLP1941	Mr Loftus Buhagiar						
NDLP2580	Stebbing Parish Council						
NDLP3052	Mrs Christina Cant						
NDLP2773	Mrs Isobel Grayson						
NDLP2432	Saffron Walden Town Council				Headings	Comment requesting that infrastructure and transport aren't put under the same heading.	Noted. Uttlesford believe that for the purposes of the spatial portrait having these under the same heading will be sufficient to give context to these topics.
NDLP3640	Newport Parish Council	Newport Parish Council			Heritage Section	A comment from Newport Parish Council asking for the heritage section to include reference to the streetscape and it should reflect the look and feel of the place.	Noted. Uttlesford have policies that have regard to the look and feel of places, but wording to this extent might be useful when drafting the regulation 19 version of the plan.
NDLP3640	Newport Parish Council	Newport Parish Council			Key opportunities and challenges	Various comments suggesting changes to the wording in the key opportunities and challenges section of the Spatial Portrait including for example requesting further bullet point in "Key Opportunities and Challenges": "Maintaining and Enhancing the quality of the local environment (both built and natural)"	Uttlesford will consider the amendments suggested to the wording of the key opportunities and challenges.
NDLP1216	Mr Richard Walford						
NDLP2437	Saffron Walden Town Council						
NDLP2438	Saffron Walden Town Council						
NDLP2439	Saffron Walden Town Council						
NDLP3290	Uttlesford Citizens Advice						

NDLP2430	Saffron Walden Town Council						
NDLP3640	Newport Parish Council	Newport Parish Council			Lack of supporting infrastructure	Comments stating that Uttlesford doesn't have sufficient infrastructure to support new development.	Noted. The challenges associated with planning for infrastructure are understood and is in part, a product of years of speculative and relatively unplanned development, where planning for infrastructure is more difficult. Getting an up-to-date Local Plan adopted and planning for development will enable a more effective approach to delivering infrastructure to be achieved. By focusing development at the key Settlements and Local Rural Centres, we can also ensure that any new infrastructure benefits the maximise number of existing as well as new residents.
NDLP2203	Christine Griffin						
NDLP1943	Mr Loftus Buhagiar						
NDLP2579	Stebbing Parish Council						
NDLP1942	Mr Loftus Buhagiar						
NDLP3719	CH Gosling 1965 Settlement						
NDLP3812	Uttlesford Citizens Advice				Missing Data	Comments suggesting that poverty data should be added to the spatial portrait along with relative deprivation and should refer to the UDC health and wellbeing strategy. Comment requesting a bit more detail within the spatial portrait to give full balance to the relevant factors at play.	Noted, the health and wellbeing strategy has been considered when redrafting the chapter and poverty data has been added to paragraph 2.19
NDLP2428	Saffron Walden Town Council						
NDLP2720	Paula Griffiths						
NDLP4130	Endurance Estates Land Promotion Lt				Neighbouring District	A comment that states the status of Bishops Stortford should be reflected better in the spatial portrait.	Noted. Uttlesford will consider this when drafting the chapter for regulation 19.
NDLP1781	Littlebury Parish Council				North connection with Cambridge Arc	Comment highlighting the reference of Uttlesford to an outlier of the Cambridge Phenomenon and Oxford Cambridge Arc. They believe that UDC should align with the policies and initiatives of South Cambridgeshire and Cambridge City Council.	Comment noted, Uttlesford , through workk with surrounding districts but understands that it has a different context to Cambridgeshire but will explore similar initiatives to meet out objectives.
NDLP2424	Saffron Walden Town Council				SELEP	Page 13 - 2.5 & 2.6 reference to the SELEP and LEP. How do the policies of these impact on the local plan? More information required on the policies and strategic development plans in SELEP and LEP	Noted. Uttlesford will provide this information when drafting the regulation 19 plan
NDLP1940	Mr Loftus Buhagiar				Stansted Airport	A number of comments refer to Stansted Airport in the context of the Spatial Strategy. These include: <ul style="list-style-type: none"> Concerns with claims Stansted is the "Country's second busiest airport," but data shows it's actually fourth, behind Heathrow, Gatwick, and Manchester. Also, concerns with the local plan calling Stansted the "biggest single site employer in the East of England," based on its own figures. However, company filings and broader airport campus data reveal roughly 12,250 employees across 200 employers, with Stansted itself only accounting for about 14%. The nearby Addenbrookes campus employs significantly more people, mostly in the public sector. Another comment strongly supports the Draft Local Plan's identification of Stansted Airport as a key economic driver and logistics hub. It highlights the airport's strategic location near major transport links like the M11 motorway and existing business centres, making it ideal for large-scale employment areas. The comment also commends the plan's focus on sustainable development in the M11 corridor and the allocation of employment land near Takeley Street, acknowledging its benefits for the district's economy. Concerns about the suitability of Stansted Airport for use by commuters, stating that fares from Stansted have significant premium over and above other stations. Also highlighting the significant premium that the airport charges for drop off and that there is no parking for commuters. Another comment requesting site of the draft plans regarding airport growth. 	Comments Noted. Uttlesford recognise that expansion of Stansted Airport is now approved and will happen. It is important the new Local Plan reflects the up to date evidence and situation. Stansted is one of the most significant employment areas in the district, the majority of the need for additional employment in Uttlesford falls in proximity to the airport, and focusing development in this area provides an opportunity to maximise sustainable development, the wording suggested will be considered when drafting the Reg 19 spatial portrait. In addition to the Airport representing a significant employer, thus improving opportunities for people to access the site using sustainable modes is to be welcomed, it is also the case that a Public Transport interchange already exists at the airport, which could be used to further improve access to sustainable modes – given the Climate Change emergency this should be a priority for all.
NDLP273	Mr Bill Critchley						
NDLP1497	Stansted Airport Watch	Office Manager Stop Stansted Expansion					
NDLP2578	Stebbing Parish Council						
NDLP3214	Pigeon (Takeley) Ltd						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP559	Mr Michael Young						

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NDLP273	Mr Bill Critchley						
NDLP4001	MAG London Stansted Airport						
NDLP2322	Mr Edward Gildea				Transport	A number of comments relate to transport, including: <ul style="list-style-type: none"> • Suggestion to encourage walking and cycling means upgrading of the existing cycling and walking network • Comments highlighting the deficiencies of public transport in the rural areas of Uttlesford, mainly highlighting the fact that the public transport links only link the district north to south. There are also concerns about the emphasis of the airport because of the climate crisis • Concerns about the limitations of the train network to accommodate sustainable growth, and the phrase that Uttlesford is a 'well connected district. • Notes that the increase in dwellings and businesses within Uttlesford will result in further vehicle trips within, into and out of Uttlesford. Suggestions that the Local Plan will need some assessment on the impacts of development on the Local Road Network. • Comment highlighting the emissions produced from transport and the need to increase public transport and use Battery Electric Vehicles. 	Comments noted. Uttlesford is located between Cambridge and London with good road and rail connectivity and a major international airport. The Council has a legal obligation to plan effectively for the future and to ensure that identified housing and employment need is planned for in the most effective and sustainable way. The Local Plan is being informed by appropriate and proportionate evidence, including transport assessments, and the Spatial Strategy is focusing the majority of growth to the largest and most sustainable places.
NDLP2790	Nick Dukes						
NDLP736	Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association					
NDLP2433	Saffron Walden Town Council						
NDLP2322	Mr Edward Gildea						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP327	Mr Edward Gildea						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP901	Mike Hannant						
NDLP901	Mike Hannant						
NDLP3640	Newport Parish Council	Newport Parish Council					
NDLP2691	Pascale Muir						
NDLP953	Stephen Thompson						
1781	Littlebury Parish Council						
NDLP3289	Uttlesford Citizens Advice				Uttlesford Demographic Makeup	Further information should be provided with regard to the demographic make-up of the district, including poverty, charity dependence, and age metrics. The financial implications of car dependence should also be noted.	The comments are acknowledged, and the Council will consider the requested additions, subject to the availability of the necessary data.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 3: Vision and Objectives

July 2024

Table 1: Chapter 3 Vision and Objectives 2

Table 1: Chapter 3 - Vision and Objectives

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3316	The North West Essex Constituency Labour Party				Balanced Objectives	Comment criticizing the plan based on an imbalance in the objectives highlighting the fact there is 5 objectives set for environmental whereas only 2 for economic	Noted, Uttlesford believe there is sufficient objectives in the plan to meet the needs of the district. Although the balance between environmental, social and economic may seem off. The council still gives equal weight when considering policies to meet the objective of sustainable development as set out in the NPPF.
NDLP3277	Andrew Martin				Broad Support for vision and objectives	Comments showing broad support for the vision and objectives stated in the draft local plan.	Noted. Support welcome.
NDLP3539	Ashdon Neighbourhood Plan Steering Group						
NDLP3558	Ashdon Neighbourhood Plan Steering Group						
NDLP4108	Siemens Benefits Scheme Limited						
NDLP2243	Ian Butcher						
NDLP1781	Littlebury Parish Council						
NDLP2957	Mike Tayler Little						
NDLP3356	Gladman				Economic Objectives	Comments requesting that the economic objectives be worded more positively in support of development promoting a balance in sustainable development. Another highlighting that regard to the demands of the market needs to be acknowledged with the promotion of a site in Braintree stating that Uttlesford needs to compete by allocating additional sites.	Noted. Uttlesford is committed to sustainable development and will make a judgement to the balancing of wording in regards to economic objectives.
NDLP3412	Mr Mark Jackson						
NDLP4131	Endurance Estates Land Promotion Ltd				Economic Strategic Objective - Numbered.	Comments noting that part of the strategic economic objectives "allocate sufficient and to accommodate development needs" should become part of the numbered objectives.	Noted. This has been amended in the Reg 19 Plan.
NDLP4002	MAG London Stansted Airport				Economic Strategic Objective - Numbered.		
NDLP2581	Stebbing Parish Council				General comment - Details	It is suggested that the objectives should be more detailed with greater information provided on how they will be achieved.	The Objectives are intended to be sufficiently broad to help inform preparation of the Plan, which have been used, in part, to inform the Policies set out in the rest of the document. These, along with the Monitoring Framework, provide sufficient detail and information about their delivery.
NDLP1945	Mr Loftus Buhagiar						
NDLP2679	National Trust				National Trust - Welcoming the commitment to preserve the	The National Trust appreciates Uttlesford District Council's efforts to address the recreational pressures on Hatfield Forest caused by new housing developments. They acknowledge the forest's importance and the challenges it faces. Also they especially welcome the commitment to develop a program with them to preserve the forest, lessen visitor impact, and expand access to other	Uttlesford will continue to engage with the National Trust on finding a strategic solution to address the recreational pressures on Hatfield Forest associated with the delivery of new housing.

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					value of Hatfield Forest	green spaces also emphasizing the importance of their ongoing collaboration with local authorities on a strategic plan and new infrastructure to ensure the forest's long-term health.	
NDLP322	Mrs Jane Sharp				Neighbourhood Plans	Saffron Walden has a neighbourhood plan but there is no mention about complying with the objectives contained within. There must be no conflict between the two plans.	Whilst the Council supports neighbourhood planning and is keen to enable communities to plan effectively for their local areas, it is ultimately the case that neighbourhood plans must be in conformity with strategic policies set out in Local Plans and as such, it may be necessary for some elements of neighbourhood plans to be updated if they become superseded by the new Uttlesford Local Plan.
NDLP2721 NDLP2722	Paula Griffiths Paula Griffiths				Second Runway Concerns	Comments stating that a second runway at Stansted airport should not be considered.	Any future decision about expansion of Stansted Airport is a matter for Central Government and is not a matter for Local Plan Policy. Local Plans must be positive and supportive of economic development in order to be capable of being Sound and thus capable of adoption.
NDLP327 NDLP1601	Mr Edward Gildea Anglian Water				SO1	It is suggested that the plan will fail to deliver Strategic Objective 1 for reducing energy usage. Detail is provided for how the objective could be delivered more effectively. Also a suggestion that the objective should include references to the long term impacts of climate change.	The Local Plan includes amongst the most stringent climate policies in the country, echoing the most cutting edge authorities like Central Lincoln and if adopted, these policies will go much further to help us achieve our net zero ambitions.
NDLP2323 NDLP322 NDLP327 NDLP503 NDLP300	Mr Edward Gildea Mrs Jane Sharp Mr Edward Gildea Nigel Tedder Sally Taylor	Managing Director New Homes Project Managements Limited Councillor Birchanger Parish Council	Nigel Tedder		SO10	It is stated that the affordable housing requirement should remain at 40% and not be changed or reduced. The importance of being able to heat homes in an affordable way is also stressed and asks why net zero energy consumption isn't referenced in the context of affordable housing. It is also stated that strategic objective 10 does not mention the needs of those with disabilities or for older people or those with other specialist needs.	It is the amount of affordable housing that is delivered that is ultimately important rather than the percentage requirement. Some Councils seek 50% affordable housing but in many cases do not achieve anywhere near this level of housing delivery. It is however also important the plan is viable overall, and so to ensure all the policy requirements are met, including the necessary infrastructure is delivered, it may be necessary to slightly adjust the affordable housing need. Amendments to SO10 have been made to reflect this.
NDLP2661 NDLP2791 NDLP2932 NDLP3881	Mr and Mrs John and Gillian Broomfield Nick Dukes Mr and Mrs John and Gillian Broomfield Grosvenor Property UK				SO11	Comment stating that the wording in strategic objective 11 is underwhelming and it won't have any impact on reducing traffic movement. Also it asks that the objective should include links to services and facilities in existing settlements and transport hubs.	Uttlesford is committed to encouraging mode shift away from the car, although Uttlesford is an inherently rural district - through the establishment of mobility hubs and active travel links in relation to our allocated sites we will encourage mode shift as much as possible. Our allocations are also in the most sustainable places meaning that services will be located to where new development will go, therefore reducing traffic movements

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1781	Littlebury Parish Council						
NDLP3559	Ashdon Neighbourhood Plan Steering Group				SO3	In relation to Strategic Objective 3, it is suggested that the Council should be protecting 30% of the district for nature and that the UK has one of the worst records in the developed world for protecting biodiversity with another comment from Anglian Water supporting this objective and stating that sufficient regard be placed to the LNRS for Essex, another comment states that this objective should specifically reference ancient woodlands. Another comment that highlights the limited powers that the council has to achieve it.	As is stated elsewhere, the plan has very strong policies relating to addressing climate change. The plan also has strong policies support biodiversity net gain and protection. The council will also continue to consider the outputs from the LNRS for Essex. Uttlesford will consider including ancient woodland. The council is working with the relevant stakeholders to ensure these objectives are achieved
NDLP274	Mr Bill Critchley						
NDLP1601	Anglian Water						
NDLP1781	Littlebury Parish Council						
NDLP3641	Newport Parish Council	Newport Parish Council			SO3 and SO4	Further clarity on how issues affecting water supply and river ecology as identified in South Cambridgeshire may affect Uttlesford.	The Water Cycle Study produced alongside the regulation 19 plan will ensure that all water abstraction issues that affect Uttlesford and as stated will consult with a wide range of consultees to ensure that the reg 19 plan is informed by the latest evidence, the council will consider having wording in the objectives to reflect this.
NDLP300	Sally Taylor	Councillor Birchanger Parish Council			SO4	The respondent highlights that Uttlesford is already at risk before additional development and that Thames Water has already defined issues in the locality as their infrastructure is overwhelmed and as a consequence, discharges sewerage into local water courses. Another comment states that the development in Church End does not comply with this objective.	Noted. The Council consult with a wide range of consultees including water and infrastructure providers and the Environment Agency and will continue to do so to ensure the Reg 19 plan and all allocations within it are informed by the latest information, along with being informed by technical evidence.
NDLP3014	Mr Graham Jolliffe						
NDLP366	Sharon Critchley				SO5	It is suggested that protection to high quality agricultural land is not being supported where new homes are proposed around Takeley, or at Thaxted, and that the protection should apply to these areas. Another comment suggests that the quality of our soil and agricultural land should be improved rather than simply protecting soil that is already in good condition.	Whilst the Council supports the protection of high-grade agricultural land as far as that is possible, the Local Plan also needs to meet the identified housing need and deliver sustainable development, along with all the other local and national requirements for what the plan should achieve. It is therefore necessary to consider the Strategic Objectives in the round and it may be necessary to compromise on some elements in some cases. In terms of improving soil quality, the Local Plan can only influence activity that requires planning permission and this doesn't extend to changing or influencing agriculture directly.
NDLP274	Mr Bill Critchley						
NDLP327	Mr Edward Gildea						
NDLP1069	Alison Cummings						
NDLP300	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1643	Alison Keene						
NDLP2323	Mr Edward Gildea						
NDLP3015	Mr Graham Jolliffe						
NDLP274	Mr Bill Critchley				SO6	It is suggested that the chapter does not reference any historical assets apart from supporting protection for Hatfield Forest. One comment links Strategic Objective 6 to 'allocating sufficient land to accommodate development needs' as an opportunity for Stebbing to receive more development.	Strategic Objective 6 states: 'protect and enhance the historic environment, including protecting and enhancing heritage assets and archaeology'. The strategy for
NDLP1063	Toby Young		Toby Young				

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1217	Mr Richard Walford						development in villages is clearly set out in Chapters 4 and 8.
NDLP274	Mr Bill Critchley				SO7	It is suggested that Strategic Objective 7 is a developers charter 'by embracing planned expansion' and suggests that the objective should be updated to include: "and sufficient infrastructure that is not to the detriment of existing communities, wildlife areas, and good quality agricultural land so as to minimise the impact of such development on the wider communities. Existing protection policies must supersede any presumption of development". One comment relating to Strategic Objective 7 suggests that there should be no development at Elsenham including resisting any further development to the north of the airport or the proposed waste facility adjacent to Elsenham Church.	Strategic Objective 7 seeks to recognise that expansion of Stansted Airport is now approved and will happen. It is important the new Local Plan reflects the up to date evidence and situation. Stansted is one of the most significant employment areas in the district, the majority of the need for additional employment in Uttlesford falls in proximity to the airport, and focussing development in this area provides an opportunity to maximise sustainable development. The waste facility in question is not a proposal included in the Local Plan.
NDLP360	Mrs Margaret Shaw						
NDLP3215	Pigeon (Takeley) Ltd						
NDLP4002	MAG London Stansted Airport						
NDLP1781	Littlebury Parish Council				SO7 and SO8	No recognition in the plan of the significance of the Cambridge economic area to the prosperity of north Uttlesford, highlight a need to focus on transport links.	The local plan recognises the importance of its strategic location in relation to the Cambridge economic area but also seeks to recognise the strategic significance of the Stansted Airport, our strategy recognises transport links through allocating development at our most sustainable settlements.
NDLP327	Mr Edward Gildea				SO8	It is suggested that nowhere in this Plan is there any sense of emergency around our climate, nor any attempt to measure our progress towards net zero. It is also suggested that the Strategic Objective should be amended to include specific reference to Larger Villages to become more sustainable – with particular reference to increase development at Stebbing.	The Local Plan includes amongst the most stringent climate policies in the country, echoing the most cutting edge authorities like Central Lincoln and if adopted, these policies will go much further to help us achieve our net zero ambitions. As stated elsewhere, the strategy for Larger Villages is clearly set out in Chapter 4 and 8.
NDLP1063	Toby Young	Toby Young					
NDLP2323	Mr Edward Gildea						
NDLP641	John Howett				SO9	It is suggested that there is no objective relating to addressing the needs for education, for healthcare or the needs for shops and facilities ensuring these are more community based. Another comment states that this objective won't be met in our large villages.	Strategic Objective 9 states: 'help sustain existing and deliver new local community facilities and services through development to promote healthy, sustainable and safe communities', Uttlesford believes that through allocating non strategic housing in our large villages this will increase the viability of these services . On reflection it is considered that this objective could be strengthened with more specific reference to education, healthcare and local facilities including for retail.
NDLP3560	Ashdon Neighbourhood Plan Steering Group						
NDLP1601	Anglian Water				SO9 - Anglian Water	A comment stating that UDC needs to work with them to ensure that existing and planned housing developments phasing can work with the existing drainage infrastructure capacity and further investment priorities for capacity in locations that will enable sustainable economic and housing growth.	Uttlesford will continue to consult the relevant infrastructure providers to consider how development can be supported by sufficient infrastructure.
NDLP3106	Higgins Group				Vision	The Spatial Vision is described as admirable and clear with comments that are supportive, that question the deliverability and also raise concerns about whether the plan is meeting its expectations – for example the vision states that homes and jobs will be linked but the respondent points out that no homes are planned at Great Chesterford Research Park and that the vision states that Uttlesford will be 'well connected' but that the plan includes no infrastructure to deliver that.	Noted. The plan focuses the majority of the housing and employment in sustainable and accessible locations and makes a number of specific proposals for infrastructure to improve sustainable connectivity. The reasons the Plan does not allocate housing at Great Chesterford are described elsewhere, but there is already housing coming forward in this area and the Council will need to prepare another new plan for 2030/31 where it may be able to plan more effectively for some of the constraints associated with the area.
NDLP300	Sally Taylor	Councillor Birchanger Parish Council					
NDLP327	Mr Edward Gildea						
NDLP3881	Grosvenor Property UK						
NDLP1944	Mr Loftus Buhagiar						
NDLP1601	Anglian Water						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP908	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP322	Mrs Jane Sharp						
NDLP4131	Endurance Estates Land Promotion Ltd				Vision - Economic	Comment suggesting improvements to the economic part of the vision specifically looking at the local, national and international scale.	Noted. Uttlesford will consider emphasising this for the regulation 19 draft.
NDLP4002	MAG London Stansted Airport				Vision - Wording - Airport Improvements.	MAG suggest that the council should amend the economic part of the vision to reflect the airports role as an international gateway for air travel as well as the districts largest employer.	Noted. Amendments have been made to the Reg 19 Version.
NDLP3813	Uttlesford Citizens Advice				Vision - Wording - equity	Suggestions to add social equity to the vision to acknowledge that not all residents enjoy a high quality of life.	Noted. Uttlesford recognise this view and will consider it when drafting the vision for the regulation 19 draft
NDLP2323	Mr Edward Gildea				Vision	The Spatial Vision is described as admirable and clear with comments that are supportive, that question the deliverability and also raise concerns about whether the plan is meeting its expectations – for example the vision states that homes and jobs will be linked but the respondent points out that no homes are planned at Great Chesterford Research Park and that the vision states that Uttlesford will be 'well connected' but that the plan includes no infrastructure to deliver that.	Noted. The plan focuses the majority of the housing and employment in sustainable and accessible locations and makes a number of specific proposals for infrastructure to improve sustainable connectivity. The reasons the Plan does not allocate housing at Great Chesterford are described elsewhere, but there is already housing coming forward in this area and the Council will need to prepare another new plan for 2030/31 where it may be able to plan more effectively for some of the constraints associated with the area.

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Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 4: Spatial Strategy

July 2024

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Table 1 Core Policy 1: Addressing Climate Change

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2086	Councillor Fiddy				Adaptation	Respondent states that neither the Climate Change Evidence nor the IDP mention adaptation to climate change. References the need to counter overheating and the potential use of public buildings as 'cooling centres'. Water stressed areas and water supply at times of low rainfall should be addressed (under adaptation) too.	These matters are addressed elsewhere in the draft plan. The overarching Core Policy 1 requires development proposals to demonstrate mitigation including in relation to point v - implementing the cooling hierarchy and the overheating policy CP24; viii in CP1 covers promoting the efficient use of natural resources and CP 35 addresses Water Supply; the required Climate Change Sustainability Statement (Table 4.1 and para 4.15) which sets out topics to be included in development proposals requires overall consideration 'adaptation'. Despite these references, the review of the policy will consider in more detail how these aspects have been covered.
NDLP2193 NDLP2200 NDLP2495 NDLP2764	Robin Grayson Mrs Isobel Grayson Miss Kathryn Woods Mrs Isobel Grayson				Agricultural land	Opposes use of the best agricultural land for development, and the implications for food security and domestic food production.	Most of the agricultural land in the District is of high quality and the plan seeks to protect the best and most versatile agricultural land in accordance with national policy. However, this needs to be balanced against a wide range of others factors, including the importance of the plan supporting sustainable development, such as ensuring development is located where it can maximise the use of sustainable modes of travel.
NDLP1275 NDLP1889	Mr Robert Jones Karen Quinn				Airport	Difficult to take the climate change policies as a means to help meet net zero targets in the context of the airport and its polluting operations and permitted expansion. Air travel contributes significantly to carbon emissions and hence expansion of Stansted activity is of great concern but is not sufficiently addressed in the Local Plan.	It is important the Local Plan seeks to minimise emissions associated with development influenced by the Local Plan, such as planning for new development and these are designed and implemented. Other mechanisms will help to address emissions from other sectors including from air travel, including the development of low carbon fuels and technologies.
NDLP600 NDLP2586 NDLP3201	Stephanie Gill Stebbing Parish Council J Damany-Hosman				Biodiversity	Biodiversity is being eroded by building into countryside so any policy must be strong. Wildlife corridors, green spaces, planting of trees and biodiverse habitats are essential. Support for the Chalk streams policy.	Noted. CP1 will be reviewed in order to include a general reference to biodiversity but CP40 covers protection and enhancement of Biodiversity in detail, CP38 on the Natural Environment and CP39 on Green and Blue Infrastructure. These biodiversity protection policies focus on the need to put the environment at the fore in development proposals, avoiding the loss of irreplaceable habitats like ancient woodlands and protecting trees and hedgerows whilst requiring an enhanced biodiversity net gain over what is statutorily required, potentially at 20%. Chalk streams protection policy 35 will be refined to ensure it is effective and enforceable
NDLP3419 NDLP3436 NDLP3453	Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern)				Climate Change and Sustainability Statement	Supports the principle of CP1 but recommends clarification of the CCSS to make its requirements proportionate to the scale of development beyond the two categories identified for below and above ten units; this needs to be explained that it refers to 'minor' and 'major' development. Suggests additional categories so the requirement for the small and medium developers are not unnecessarily onerous.	The CCSS will be reviewed to ensure its requirements for different types and sizes of development are clear and consideration will be given to a template or guidance note.
NDLP324 NDLP744 NDLP950 NDLP2143 NDLP3563	Mrs Jane Sharp Mr Neil Reeve Kim Crow Mr David Kent				Environment	Welcomes focus on protection of the natural environment and role in carbon capture but urges inclusion of another policy that focuses on Nature Recovery. Policy wording should be strengthened to include 'enhancement' as well as 'protection' to capture the biodiversity duty under the Environment Act 2021. Plan should recognise role of green infrastructure in aiding climate change adaptation such as natural flood management, reducing air pollution, tree planting. Policies should set out appropriate nature-based solutions for climate mitigation and adaptation such as woodland/wetland creation. Natural England references their	Consideration can be given to adding to an appropriate policy such as CP 40 (Biodiversity) to address nature recovery and enhancement. Policy CP39 on green infrastructure (GI) will be reviewed in the Regulation 19 draft Plan to integrate the role of GI in climate change adaptation and nature-based solutions. CCSS requires demonstration of how these requirements are addressed and (x) in CP1. There are several policy and statutory tools to retain trees including TPO, the site development guidance, the Design Code etc. It is acknowledged that unprotected trees may be removed before

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1513	Ashdon Neighbourhood Plan Steering Group Natural England					'Climate Change Adaptation Manual, Carbon Storage and Sequestration by Habitat and National biodiversity climate change vulnerability model' . Removal of trees for new development means the loss of the carbon store which is impossible to replace except over a very long time period with new planting. Need to find a mechanism to prevent tree loss in the build-up to planning consents and in new development. Para 4.13 applies to Ashdon, protection of environment, enhancement to biodiversity and access to the countryside. There is general support for the policy and encouragement of wildlife corridors and connectivity including the Big Green Internet project for hedging between Epping Forest and Maldon linking Hatfield Forest and Easton Park. Further commentary that eco homes and the adoption of SUDs should be compulsory to avoid private maintenance charges.	the site comes to the attention of the Planning Authority. The new Biodiversity Net Gain requirement ignores the loss of trees removed in this way from its calculations and this should act as a disincentive because of the requirement to provide biodiversity net gain across the site under the Environment Act 2021. The Green and Blue Infrastructure Strategy encourages the creation of wildlife corridors and achieving biodiverse and relevant areas of habitat, especially woodland. It shows the proposed link to Thaxted from Hatfield Forest and the emerging revised proposals for the Takeley site embrace this. All the strategic sites encourage a green infrastructure-led approach. The eco home standard is essentially encompassed in the climate change policies in chapter 9 requiring high standards of energy efficiency. The design of SUDs is expected to be to adoptable standard but there are some locations and instances where this is not always possible. Policy encourages working with the Council at an early stage in the design process through Design Codes and the strategic site guidance principles so that the design of all green infrastructure conforms to the highest standards. Policy also requires consideration of (community) stewardship principles.
NDLP642 NDLP1023 NDLP1404 NDLP1684 NDLP1909	John Howett Mark Bulling Kathryn Chatto Essex Police Louise Johnson	Planning Advisor Essex Police			Housing	The changes in sustainable design and the construction of zero carbon housing needs to be done from the publication of the plan and not phased in over the 20 years to 2041. Supports the aim for well-designed, sustainable, high design quality homes that are properly insulated and low in carbon footprint. They should be built to the highest possible low carbon standards that will last longer and in doing so have a reduced carbon footprint. Safe and secure homes will prolong their lifespan and future proofing. This must include a high proportion of affordable homes in any development. Agrees with importance of providing a range of housing to suit different needs in different locations including access to good transport links for commuting and provision of adequate parking for domestic and self-employed/working-from-home vehicles, helping to create a sustainable community.	Policies on energy and sustainable construction will apply from the adoption of the plan by the Council. The overall climate change policy CP1 together with individual policies on energy and overheating, and the Design Code, aim for the highest standards that are achievable. They require high standards of insulation to reduce the carbon footprint and the need for a high level of expenditure on heating and energy use. Housing policy CP56 requires a high proportion of affordable homes, and these must be built to similar standards. The Housing policy seeks to fine tune the housing requirements to the range of needs identified in the Housing study. The Design Code applies to the layout of sites including parking spaces to achieve convenient and usable housing areas.
NDLP1031	Mark Bulling				Noise	Noise derives from additional housing as well as planes.	Housing will not be located in the vicinity of the airport where the noise levels are considered excessive noise within the airport safety zone or Countryside Protection Zone around the airport. Any unsociable or nuisance noise associated with housing residents is separate from planning but may fall within the remit of Environmental Health.
NDLP721 NDLP1221 NDLP3222 NDLP1218	Kim Crow Mr Richard Walford Weston Homes Plc Mr Richard Walford				Corrections	Suggests that there is an additional Core Policy which aims to cover "Maintaining and enhancing the quality of the local environment, both built and natural." Some policy reference numbers are incorrect. There is a general suggestion for use of terms 'must' rather than 'should' in order to provide tighter policy control. There are several suggestions to supplement the initiatives and requirements relating to renewable energy and environmental amenity: key measures to achieve net zero should include buses as well as small vehicles (para 4.8 , bullet point 4) and suggests adding : 'Consider replacement of car use by mass transit for end-to-end travel e.g. ropeways (or bubble lifts)'; potentially piping hydrogen to new development , possibly in the community-based initiatives mentioned in para 4.12; in para 4.14, add: "Provision of shops, schools, cafes and other facilities within, or within easy reach of, new developments in excess of [30] units will reduce the need for people to travel, and will create a greater	The Spatial Strategy sets out five core policies on climate change, housing, the settlement hierarchy, business and employment and supporting infrastructure. These lead on from the eleven overall strategic objectives in the Plan set out in Table 3.1. This includes Objectives SO2 to protect quality landscape; SO3 to protect the natural environment ; SO6 to protect heritage and the historic environment. It is considered that the proposed new objective is covered by these existing strategic objectives though the precise wording will be reviewed as part of the Regulation 19 draft Plan. Text will be checked and references to the correct numbers. The various suggestions will be considered in the review of the plan for the Regulation 19 draft. Some may not yet be practical with current infrastructure such as the increased use of hydrogen. In general, the word 'should' is considered more appropriate than

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						sense of community in these new localities." In para 4.15 and Table 4.1 add references to light pollution and to post development/construction waste disposal.	'must' although the policy wording will be reviewed to inform the Reg 19 Plan.
NDLP230	Mr Roy Warren	Planning Manager Sport England			Physical activity	Sport England supports the aim of the core climate change policy and its Active Travel and green open space elements. Requests that the policy include the Sport England ten Principles of Physical Activity as a requirement to address in new developments, and hence comply with the Government's aim for the planning system to contribute to health and well being as well as climate change. Supports the Climate Change and Sustainability Statements.	Local Plan Policy can be reviewed to reference the Sport England principles although this may be more appropriately included in the policies related to sports and leisure facilities.
NDLP244 NDLP1749	Tim Wilkinson Tony Crosby				Planning Conditions	Requests clarification over the road map to net zero in operation - how to work towards this in the design and heating/powering of new buildings using better insulation, air source heat pumps, solar panels and batteries, controlled through planning condition. There must be an implementation back-up system of checks to ensure that new houses are built only using renewable energy sources for example - and this should be a planning condition and enforced.	The policy and explanatory text has detail on the techniques and expectation of different aspects of building design and energy usage to work towards the net zero target and which are designed to apply to new build. This can be reviewed to clarify further these implementation and design aspects including reference to the Climate and Planning Unit support at the County. The use of planning conditions will apply to certain aspects of building design and will underline the requirements set out in the applicant's Energy Statement also. The Plan has robust policies that cover most areas relating to heat loss/gain/energy generation etc. Accompany any planning application must be the Climate Change Sustainability Checklist and for larger schemes, the Energy Statement. This gives several areas of control for the design and over what is built - the performance gap. The wording of relevant policies will be reviewed to ensure they are robust and cover follow-up on implementation.
NDLP3108 NDLP3109	Higgins Group Higgins Group				Policy implementation	Agrees that the requirement for the Climate Change and Sustainability Statement is a good and efficient way for the Council to determine whether a development is policy compliant but queries how this would work in practice. As a requirement for validation, a template or guidance note (that cannot contain any additional policy) would be useful and clarify the level of information that is proportionate to each type of development with assurance over who would be assessing it. Support for strategy and overarching themes of CP1 to ensure that homes built will meet Government targets. Concern over operating the policy in practice such as how adjoining developers would work together over connectivity and cumulative impact emphasising that a master plan is needed to set out proposals from the start, to coordinate infrastructure and/or whether developments come forward at the same time. Statement on the cooling hierarchy should be clarified regarding building cooling requirements. (NB conflict between the policy and table 4.1).	The CCSS will be reviewed to ensure its requirements for different types of development are clear and consideration will be given to a template or guidance note. For all the strategic sites, concept master plans have been prepared and are being reviewed following commentary and further evidence precisely to co-ordinate design, implementation and infrastructure needs. For other sites, allocated or coming forward, there will be a master site plan and it is expected that promoters would liaise with adjoining land owners as part of the normal development process, facilitated by DM and urban design officers as appropriate. The cooling and overheating of buildings is covered in CP24 and will be reviewed to ensure clarity over cooling.
NDLP445 NDLP302 NDLP1999 NDLP3220	Kim Rickards Sally Taylor Home Builders Federation Weston Homes Plc	Planning Director Durkan Homes Councillor Birchanger Parish Council			Policy Wording	Respondent asserts that there is no mention of solar panels, nor heat pumps as an expectation for new builds, nor disabled access and a contradiction between two paragraphs 4.10 and 4.15 regarding net zero requirements for re-using existing buildings. Agrees with the intention to reach net zero and apply high standards in new build, but it is not clear what evidence is required for different scales of development. This should be clarified and relates to table 4.1 . Developer is committed to tackling climate change and has a business target to reach net zero carbon by 2040. Supports the promotion of low carbon ways of living including the principle of electric vehicle charging. Concerned that the existing electricity grid capacity and costs associated with upgrading, reinforcement and implementing need to be	The forms of energy generation that would work towards net zero, such as solar panels, are covered in the climate change policies in chapter 5; disability access is covered in the housing policies in chapter 11. It is noted that there may be a contradiction in the wording of the text and the standards for new and re-used buildings but the clear intent is that the new build has to meet the standards in the energy policies and that, wherever possible, buildings should be re-used. It is often not possible to achieve the required high standard in a converted building and especially in a heritage building where the policy seeks 'best endeavours' and will be assessed in the Climate Change Sustainability Statement. It is important for policy to be clear what evidence is required in the planning submission

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NDLP3897	Saffron Walden Town Council					considered, recognising changing technologies for which the policy should allow flexibility across the plan period and development viability considerations. Suggests that the wording of the first paragraph be amended to: 'Development proposals must demonstrate how they seek to mitigate the impacts of climate change and support an overall reduction in greenhouse gas emissions, including the following measures wherever feasible.' Regarding all the climate policies considers that there is no need for policies with technical standards because this is covered by Government through the Future Homes Standard and building regulations to which strict adherence will attain the overall reduction in emissions. In the light of SUDs legislation, suggests that the policy is reworded so that new developments MUST provide recycling and waste disposal infrastructure, including food waste (ix), and that an additional comment be added that local rewilding and/or re-meadow Ing initiatives would be encouraged (x). Suggests that for "Applications of 1+ dwellings" change " is expected to..." to "must" complete a climate change and sustainability statement.	for the Climate Change Sustainability Statement for different scales of development. Amendments are supported regarding waste, rewilding and recycling. It is a requirement that proposals will submit a CCSS that will demonstrate (i) -(x) compliance. The Council has an obligation to contribute to the national targets to the achievement of net zero by 2050 across a host of criteria; the planning process operates with regard to new build and it is fitting that strict new build policies around resource efficiencies are included in the Local Plan. The Plan will be subject to further viability testing which will include a cost for net zero technologies. In terms of the capacity of the grid, this is part of a national issue that is being addressed at a scale beyond the local plan but in the meantime the policy will not permit fossil fuel use in new building; the wording of the policy will be reviewed at the Regulation 19 stage to ensure it is flexible and can cater for these different circumstances regarding demand and supply, and to consider the proposed addition of the phrase "wherever feasible" at the end of the first paragraph of CP1.
NDLP1457	Pink Fairy				Refutation of Climate Emergency	Concerned that the climate change urgency is more fabrication and means of control than actuality. Objects to new housing in Great Dunmow and feels people should have access to cars as they see fit to do so.	The Local Plan responds to the national Government requirement to address the need to reduce carbon emissions as it is required to do so. Furthermore the Local Plan is one of the tools for the council as Local planning authority to use to help address the objectives and the Climate Emergency plan, currently undergoing revision. The policies in the Plan are intended to assist the council in meeting its overall aims for net zero carbon over the lifetime of the Local Plan.
NDLP2959	Mike Taylor				Retrofitting	Stresses importance of 'environmentally proofing' existing homes in rural areas and protecting heritage assets using viable means, and points out conflict with heritage protection policy especially for listed properties. Requests policy change to permit adaptations in heritage settings.	The potential conflict between climate sustainability and carbon reduction measures and impact on design or setting of heritage and listed buildings is acknowledged. A review of policy CP1 and CP62 where this impacts will be undertaken for Regulation 19 draft plan.
NDLP3564	Ashdon Neighbourhood Plan Steering				Settlement hierarchy	Agrees with the need to reduce transport by private car and to support public transport and walking and cycling routes but questions the categorisation of Ashdon as large village accordingly.	This matter is addressed in relation to CP3: Settlement Hierarchy, however, in the case of Ashton, following an update to the hierarchy assessing services and facilities by settlement rather than parish, Ashdon is moved to the Smaller Village category for the Reg 19 Plan.
NDLP3223	Weston Homes Plc		Peter Biggs		Site allocation	States that a key way to address climate change is to select sustainable housing development sites which are well served with employment, facilities and infrastructure. The larger and greenfield sites offer more scope to deliver this and to provide for biodiversity, green infrastructure and amenity. Commentary queries how the plan can deliver climate change objectives when sites are proposed that create traffic, harm a conservation area, are in locations where there is pressure on water supply and it is alleged that there is no green energy mandated in new building. Support for the settlement hierarchy using the most sustainable settlements to locate growth and for the core climate change policy to underpin growth especially its requirement to reduce traffic movement through the location and design of new development. Disputes how development allocations at Ashdon can help to address climate change from a transport, settlement hierarchy and service perspective because the village has very limited services. The respondent suggests that with this in mind the southern side of Stansted Mountfitchet is the more sustainable and cites Pines Hill (003 RES) submitted site as a non-strategic allocation. It was described by the planning inspector as a sustainable location	The Local Plan proposes the majority of development sites at the Key Settlements or Local Rural Centres, which are the most sustainable locations in the district, provide good access to a range of services and facilities and employment and maximise the opportunities for sustainable travel, by public transport or walking and cycling. There are no developments proposed at Ashdon. The Southern side of Stansted Mountfitchet is Green Belt - the Council considers that there are no exceptional circumstances to justify development in the Green Belt especially given the wide range of potential development sites available located outside the Green Belt.
NDLP3549	Ashdon Neighbourhood Plan Steering						
NDLP750	Christopher Muir						
NDLP1064	Luxus Homes Stoney Common Limited	Director Luxus Homes Stoney Common Limited					

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						though the application was otherwise refused. On balance the respondent urges that this site is sustainable, meets climate change objectives, and should be included as a non-strategic allocation.	
NDLP2725	Paula Griffiths				Solar energy	The policy wording implies that solar panels will be expected in all new homes and this needs to be made explicit.	The objective of the policy overall is to reduce the use of energy so that it is effectively net zero. Policy CP22 expands on how this can be achieved by reducing the demand for space and energy heating and usage to specified standards. In order to achieve this, and to comply with the policy, however, it will in most domestic cases require the use of a renewable energy source and solar panels or pv cells are the most convenient and effective. The wording in this overall climate change policy can be clarified.
NDLP1088 NDLP754 NDLP1055 NDLP912 NDLP226 NDLP323 NDLP462 NDLP1028 NDLP1610 NDLP1441 NDLP1448 NDLP1826 NDLP1782 NDLP2277 NDLP2527 NDLP2585	David Learmonth Roderick Jones Richard Hughes Catesby Estates Ltd (Stacey Rawlings) Mr Richard Gilyead Dr Peter Stuart Withington Mrs Margaret Hudson Joan Boulton Anglian Water Savills - Audley End Estate Savills - Audley End Estate Essex County Council Littlebury Parish Council Mulberry House Farms LLP Gillian Mulley	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Support	A number of comments provided support to CP1. Some of the main points included: <ul style="list-style-type: none"> • Support the overall climate change objectives and measures expressing the boldness of the policies and the strength of the Council's commitment. • Strong support for working towards net zero in particular for the setting of high standards for building design to improve energy efficiency, reduce embodied carbon, and manage excess heat, water consumption, green and blue infrastructure, open spaces, landscape character and public rights of way. • Support to require developers to meet high standards of insulation and air tightness to ensure that the dwellings are really efficient because current Building regulations parts L and F are not sufficient. • The Local Plan ambitions accord with those of Anglian Water and their ambition to be a net zero business by 2030 for operational emissions and achieving a 70% reduction in capital (embodied) carbon. However, the Plan should reference more climate change adaptation measures. Suggests that utilising existing water infrastructure capacity is the most carbon-efficient within the sustainability hierarchy. Where investment in infrastructure is required to support delivery, the level of growth in a location should then be of a quantum that would support carbon efficiencies of scale for both operational and embodied carbon. • Respondent feels that the level of information required should be tailored to the type of application (outline or detailed) and the stage of development of the project when the application is made. 	Support noted. Policies on energy, embodied carbon, overheating and sustainable construction are designed to ensure the plan can deliver against the climate change objective and address the carbon aspects of climate change. All the infrastructure requirements from utilities to community infrastructure are being assessed as part of the local plan process and once the preferred sites have been agreed, a detailed analysis through the Infrastructure Delivery Plan, working with providers, will identify gaps in provision and the need for enhancement in order for development to proceed. Policy CP5 (infrastructure), CP33(waste), CP34 (water supply) and CP43 (air quality) require that all these infrastructures are in place in a timely way in response to the implementation and occupation of the development scheme.

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NDLP2587	Stebbing Parish Council						
NDLP2662	Stebbing Parish Council						
NDLP2723	Mr and Mrs John and Gillian Broomfield						
NDLP2792	Paula Griffiths						
NDLP2827	Nick Dukes						
NDLP2933	Mr and Mrs Roberts						
NDLP3055	Mr and Mrs John and Gillian Broomfield						
NDLP3077	Mrs Christina Cant						
NDLP3565	Mrs Christina Cant						
NDLP3566	Ashdon Neighbourhood Plan Steering						
NDLP4120	Ashdon Neighbourhood Plan Steering						
NDLP1020	Tim and Alexandra Bradshaw						
NDLP3206	Louise Pepper						
NDLP3357	J Damany-Hosman						
NDLP3612	Gladman						
NDLP1602	Hill Residential Ltd						
	Anglian Water						
NDLP3175	Phoenix Life Limited and Mulberry S				Sustainable Construction	Notes that policies overall promotes new developments to embed sustainable design with careful consideration given to renewable energy systems. Comments on (iv) of CP1 which promotes sustainable design and construction, and the re-use of materials and reduction in waste, and suggest that in recognition of the	The policy requires the applicant to demonstrate how they would promote sustainable construction. If there are any special circumstances this can be included in their Climate Change and Sustainability Statement which itself will be an evolving document as technologies addressing the re-use
NDLP3221	Weston Homes Plc						

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NDLP1166	Mr David Mayle					limitations on recycling of construction material the phrase " as far as possible" is added.	aspects of the development process are developed and improved.
NDLP1866	Paul Plowman				Sustainable Transport	Supports the statement : "development proposals must demonstrate how they mitigate the impacts of climate change and support an overall reduction in greenhouse gas emissions, ..."and urges the imposition of a spatial strategy which minimises the need for travel via car and where residents can access employment opportunities within easy reach of their homes. "Notes that the Plan relies on sustainable transport to help reduce carbon emissions which the respondent fully supports, along with future proofing homes and reducing waste as essential components of sustainability. Questions how realistic it is to expect people to walk and cycle in different weather and times of day and year. In the policies on active and sustainable transport, there is a need for connectivity of routes not just to the town centre but also to where major facilities like schools, jobs and supermarkets actually are. Otherwise, partly complete routes from origin to general destinations will not provide sufficient pressure or opportunity to achieve behaviour change. Department of Transport Active Travel Design Guidelines and the 5 PROW cycle route design principles should be applied, and should allow for mixed use with cycle, walking and wheelchair use. One respondent advocates a development site south of Dunmow Road which they believe has good sustainable travel possibilities. Considers that the three subpoints in CP1 relating to travel, connectivity and locating new development to reduce the need to travel are not met in the proposed Great Dunmow site allocation.	The Spatial Strategy aims to achieve a balance between locating development in services centres with easy access to facilities including by non-car means but it also has to recognize the role of the car in the district's rural and dispersed settlement pattern. The focus on transport as the major source of emissions is useful at the local level when planning the layout and mix of uses so that as many journeys as possible can be local and walkable. The relevant transport policy and site guidelines will be reviewed to reflect the principal point about connectivity to key 'destinations'. The DoT guidelines will be applied wherever possible. The Sustainable and Active Travel policies are designed to encourage use of non-car modes of travel wherever possible. The design of layouts will have convenient walking routes to facilities in the area around the home or workplace. It is acknowledged that use of the car will continue but the plan aims to increase and to provide for a greater element of travel choice. The allocated sites were subject to scrutiny across a range of criteria including all aspects of transport.
NDLP1568	David Perry						
NDLP2371	Douglas and Ruth Burton						
NDLP145	Graham Statter						
NDLP3019	Mr Graham Jolliffe						
NDLP3882	Grosvenor Property UK						
NDLP3610	Hill Residential Ltd				Takeley	States that Hill have been awarded the contract from Essex County Council to develop land at Warren and Parker's Farm, Takeley/Little Canfield.	Noted.
NDLP2324	Mr Edward Gildea				Targets and Standards	The Energy policy aligns to the overall national five year carbon budgets to reach net zero by 2050 whereas the Council ambition is to aim for 2030. Urges the Council to retain the earlier target date. Developer acknowledges the important role the development industry has in the national move to a low carbon society and supports the construction of energy efficient homes but considers that the building regulations are the appropriate means to impose a consistent and national standard. Respondents feel that it is difficult for the authority to require standards that differ from Building Regulations in order to achieve net zero. Considers that there should be a similar attack on embodied carbon within the local plan . The Council's own Climate Action Plan needs to be monitored and evaluated to chart progress . Queries how Biodiversity Net Gain is to be measured and whether it includes soils. Assumes transport infrastructure will relate to the site development requirements rather than be district-wide. The role that footpaths and cycle routes have in providing sustainable access to local services is important. Climate change ambition is achieved by focusing housing development on key locations that are close to A-roads, motorways, railways and centres with major job opportunities and business, and supported by the Local Plan to build a strong and competitive economy.	The Local Plan's lifetime is to 2041 and policies need to endure or to retain flexibility until that time. Nevertheless the energy policies are more strict than required by Government through Building Regulations or the proposed Future Homes Standard which means that the Plan will help to deliver more comfortable and cheaper-to-run homes and non-residential property that achieve net zero energy from when the Local Plan is adopted in early 2026. The policies on Net Zero emissions, renewable energy, overheating and embodied carbon align to the most ambitious local plans in preparation or adopted elsewhere.
NDLP3325	The North West Essex Constituency						
NDLP3712	La Douglas and Ruth Burton						
NDLP1990	Mr. Charles Pick				Technology	Observes that the technology to achieve net zero now may be obsolete by the end of the Plan period and hence it would be advisable not to specify a particular type of equipment such as air source heat pumps. In turn, the phasing out of gas boilers has been extended to 2035.	The local plan does not require any particular technology but seeks the achievement of certain standards and these are the standards considered necessary at this point to mitigate climate warming. The review of the plan could add text that

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							covers flexibility regarding technological advance in future years.
NDLP154 NDLP144 NDLP152 NDLP599 NDLP744A NDLP1021 NDLP1102 NDLP890 NDLP1030 NDLP462 NDLP1352 NDLP2216 NDLP2219 NDLP2220 NDLP3713	Graham Statter Graham Statter Graham Statter Stephanie Gill Mr Neil Reeve Mark Bulling Theresa Trotzer Wilson Simon Carpenter Mark Bulling Mrs Margaret Hudson Sarah Eley N/A N/A N/A Douglas and Ruth Burton	Clerk Hatfield Broad Oak Parish Council Clerk Hatfield Broad Oak Parish Council Clerk Hatfield Broad Oak Parish Council			Transport	<p>Further comments relating to Transport include:</p> <ul style="list-style-type: none"> • The most effective way of addressing climate change is to consider the transport implications of spatial planning because significant carbon emissions from vehicles which amount to around 34% though higher in Uttlesford because of the reliance on the car@ 53%. • There is a non-alignment with green policies of proposing growth along the B1256 at Takeley in addition to the new homes approved west of Great Dunmow because of impact on traffic flow. • The Plan should provide for related vehicle requirements such as bus garage, servicing, commercial parking. • Plan encourages use of Stansted Airport to grow as a transport hub but rail fares from here are more costly than from Stansted Mountfitchet. • Respondent encourages wider deployment of the on-call digibus service to cover the north of the district and to establish more transport hubs especially at Stansted Airport. • Limiting the provision of parking spaces in new residential developments especially for larger houses in order to try to reduce dependence on the car does not work because residents park on streets instead . • Comment on need to enhance traffic flow and capacity to reduce air pollution from static and slow moving traffic. Query that the plan seems to design more for car than for cycling and walking. 	<p>The Local Plan focuses the majority of growth at the Key Settlements and Local Rural Centres which maximises opportunities for sustainable modes use, including for public transport, cycling and walking and to ensure that enhancements in these sustainable modes also have the maximum benefit.</p> <p>Matters relating to Transport are addressed in more detail in Chapter 9 and the suite of policies covering transport. The plan supports a wide range of policies, proposals and interventions in this regard.</p>
NDLP855 NDLP1047	Mr Neil Hargreaves Mr John Britten				Urban Design	<p>Focus development where there are more facilities and respond to the needs of communities rather than development opportunities. Create village 'centres' rather than linear development where this is the historical form, and protect the character of villages like Clavering. Suggestion for a policy to prevent use of artificial grass.</p>	<p>Local Plan policy on design guidance, the design code and site guidance all focus on creating a sense of identity and community, often called 'placemaking'. There is a strong preference to locate growth where there are supporting facilities and hence to make the settlement itself more sustainable and with a more cohesive morphology. With regard to materials, the Design Code will resist the use of inappropriate materials in different places but it is difficult to impose strict standards in all areas of landscape design. However, the use of non-permeable material in external front garden landscaping is not permitted. The use of appropriate landscaping surfaces will be covered in the final version of the Design Code.</p>
NDLP2295 NDLP2296	Stuart Hastie Stuart Hastie				Viability	<p>A local plan should not be pushing up the capital cost of building houses, nor pushing up the running costs of new builds as this plan does by insisting on net zero. Reliance on electricity alone is not appropriate and development the use of hydrogen as a fuel should</p>	<p>The Council has an obligation to contribute to the national targets to the achievement of net zero by 2050 across a host of criteria; the planning process operates with regard to new build and it is fitting that strict new build policies around resource</p>

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						be addressed in the local plan. The capacity of the electricity grid may not be sufficient with the growth in demand e.g. electric vehicle charging.	efficiencies are included in the Local Plan. The Plan will be subject to viability testing which will include a cost for net zero applications. In terms of the capacity of the grid, this is part of a national issue that is being addressed at a scale above the local plan but in the meantime the policy will not permit fossil fuel use in new building; the wording of the policy will be reviewed at the Regulation 19 stage to ensure it is flexible and can cater for these different circumstances regarding demand and supply.
NDLP2503	Mr John Cox				Water	Stresses that new development is putting pressure on water utilities in a dry area of water stress and low rainfall. Climate change has brought sudden and unexpected conditions that food local road infrastructure and covering arable land with built development will exacerbate this.	All sites will be subject to water supply and control measures in accordance with the Water Cycle Study and the water and infrastructure policies (CP4, CP36). The management of drainage for development sites will need to be agreed with the Local Food Authority at the County (CP37) and will be based on a sustainable urban drainage system.
NDLP1912	Louise Johnson				Wind energy	States that the building of wind turbines is essential to combat the climate crisis and the Council should support this with climate change at the heart of the Local Plan .	The strategic objectives of the Local Plan reflects the importance placed on climate change adaptation and mitigation by the Council and as expressed in draft CP1. The use of wind turbines is supported, subject to various environmental and amenity considerations, in CP25.

Table 2 Core Policy 2: Meeting Our Housing Needs

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3992	Hawridge Strategic Land				Alternative sites	<p>Various comments refer to potential alternative sites, including:</p> <ul style="list-style-type: none"> • It is suggested that exceptional circumstances exist to justify development at Little Hallingbury, which should be classified as a Larger Village – details for a potential development site in this location are also proposed. It is suggested that there are a range of issues with other sites proposed by the Council and that the Local Plan does not make provision for sufficient development. An additional site at Flich Green is proposed for consideration for allocation. • The promoter of Land at Stortford Road and Land at Grinstead Lane, offers supporting evidence for the promotion of these two sites as sustainable development that would meet the aims of the draft local plan. • The site promotor notes that the HELAA is supportive of the Clavering 014 RES as a housing site. The next iteration of the plan should allocated all housing sites, including non-strategic sites. • A proposed Employment Site at Saffron Walden (North of Thaxted Road – Rear of Knight Park) is proposed for residential development and omitted as an employment site. • Details of a site at High Easter is submitted for which the respondent considers is suitable. • It is suggested that a wider range of sites are needed including smaller sites and details for a site South of Dunmow Road Takeley is proposed 	<p>The Council doesn't consider that exceptional circumstances exist to justify development in the Green Belt. It is envisaged that the Local Plan will make provision for c. 10% oversupply buffer, but that in any case, there are a wide range of other non-Green Belt omission sites that could be re-considered should the need to plan for more housing was established. The methodology for the site selection process is set out in an accompanying Topic Paper including the reasons potential development sites are either supported or not. This will be updated to accompany the Reg 19 Plan. The Sites Selection process has ensured all appropriate sites have been assessed consistently and overall, the Council is satisfied the Spatial Strategy and selection of sites is appropriate.</p>
NDLP3402	Strategic Land V Limited & Ms Hawke						
NDLP3823	N/A	Taylor Wimpey UK Limited					
NDLP3709	Douglas and Ruth Burton						
NDLP3710	Douglas and Ruth Burton						
NDLP129	Mrs Susan Barker						
NDLP161	Robert Lodge						
NDLP3501	Kier						
NDLP2320	Paul Cronk						

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NDLP3105	Higgins Group					<ul style="list-style-type: none"> • An alternative site at Newport is proposed for development. Details of the site are set out including its proximity to the railway station. • An additional site at Flitch Green is proposed for consideration for allocation. It is suggested that there is too much reliance on the proposed strategic allocations and that additional and smaller allocations will be required. • Some commentary is provided for how the plan is seeking to address housing need. An example of a Neighbourhood Plan is provided that was designated in July 2020, but as yet has not produced a Neighbourhood Plan. Detail is provided for an alternative site at Dunmow, which is suggested should be added to the Reg 19 plan as an allocation. 	
NDLP2274	Mulberry House Farms LLP						
NDLP3475	Richstone Procurement Ltd						
NDLP3862	Lands Improvement Holdings	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Housing Delivery	<p>Support for scale of growth identified using Standard Method. Consideration that the over-supply buffer should be increased to at least 10 % (one comments suggests 20 %) rather than just 5 %. Reference is made to the recent lack of a 5-year land supply and the need to build greater flexibility to deal with unforeseen circumstances. The HBF supports a minimum of 10% buffer in order to ensure that any unexpected changes in the delivery of sites allocated in the plan do not lead to the Council not meeting its housing needs. It is suggested that the Local Plan takes no account of the long lead in times for larger sites, which is likely to be at least four years post plan adoption, and that this needs to be taken into account. It is also suggested that more flexibility (additional sites) are needed to provide for more flexibility.</p>	<p>Noted. The Council is satisfied that lead in times have been adequately considered in development the housing trajectory that accompanies the Local Plan. Support noted. It is envisaged that the Reg 19 Plan will provide for c. 10 % over-supply buffer for the reasons indicated. This will ensure the plan is more robust and resilient.</p>
NDLP3284	Legal and General Property						
NDLP3766	Harlow Agricultural Merchants Ltd						
NDLP2001	Home Builders Federation						
NDLP913	Catesby Estates Ltd (Stacey Rawlings)						
NDLP3359	Gladman						
NDLP3981	Hawridge Strategic Land						
NDLP1450	Savills - Audley End Estate						
NDLP3361	Gladman	Pelham Structures Ltd			Housing Growth	<p>General comments raising concern over why we need to plan for housing, the perceived link to immigration and the harm to the countryside that will 'ruin perfectly beautiful countryside'. It is suggested that if the Standard Method figure was calculated in 2024 rather than 2023 the need would drop to 13,500 rather 13,680. A detailed description/ explanation is provided for how the Standard Method figure is calculated, although no issues are identified. Some general objections also received including that the additional housing is totally unnecessary and that many developers are delivering large houses which doesn't match the need. A question is raised as to what would happen if the Council resisted the need to plan for housing. It is stated that more housing is needed in the north of the country, but not the south (i.e. in Uttlesford). It is also stated that not enough jobs are being planned for to justify the housing figures and that there are large numbers of empty properties that should be utilised first.</p>	<p>The Council has a legal duty to produce and maintain an up to date Local Plan that is consistent with Government national planning policy, guidance and legislation. The Standard Methodology and NPPF sets out how the Council should plan for housing. The evidence will be updated to inform the Reg 19 plan to ensure the proposals remain current. The Secretary of State has written to the Council indicating the Government will step in if the Council do not progress a plan in a timely and effective way. The Council is content that the calculation of housing need takes account of all relevant factors. The Council will prepare the Reg 19 plan on the basis of updated completions and commitments as at April 2024. One option for how the recent permission west of Great Dunmow is considered is to reduce the additional housing to be planned for, providing the</p>
NDLP3020	Mr Graham Jolliffe						
NDLP3909	Pelham Structures Limited						
NDLP2000	Home Builders Federation						
NDLP371	Lewis Coomber						
NDLP561	Mr Michael Young						

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NDLP1094	James Balaam	G W Balaam & Son	Matthew Thomas			There is said to be an error in Table 4.2 where the lapsed rate of 51 is double counted.	identified housing need overall is met and that there is an appropriate over supply buffer to provide sufficient flexibility and resilience. The Settlement Boundaries will be updated to reflect any updated permissions. Given the lack of up to date plan in Uttlesford for nearly 20 years, it is considered prudent to secure an up to date adopted plan that does at least plan for Uttlesford's need in the first instance. The Council has made it clear that the next plan will be progressed quickly for adoption in c. 2030/31. It is also the case that there is considerable uncertainty over planning for Cambridge at the present time and so the next plan is likely to align more closely with planning for Cambridge. At the present time, Cambridge are unable to confirm their own housing need, or how much housing they can accommodate themselves. Furthermore, planning for larger scale growth in proximity to Cambridge will need more work to understand the impact and infrastructure needed, which will also need more time to plan for (as discussed separately under the New Settlement headings).
NDLP88	Maria Clelland					It is suggested that Government are about to announce a new planning system that will give Councils more freedom to set lower housing targets and that targets can be lowered where there is evidence any development would harm the local character or require greenbelt development.	
NDLP77	Lauren Johnson					It is suggested that it is not justified to include completions which occurred before the 'current year' and therefor the plan period should be changed to commence in 2023.	
NDLP837	Malcolm Green					The Uttlesford population growth has grown at a faster rate than seen elsewhere and is roughly double the rate of Essex.	
NDLP1346	Timothy Armstrong					Furthermore, there is also significant affordability pressures in Uttlesford which also need to be addressed.	
NDLP1432	Debbie Blair					The impact for the Council not meeting its identified housing need are listed and include: struggling town centres; emissions and congestion from growing in-commuting; low affordable housing delivery and growing homelessness; more young people living with parents or renting; low supply of family housing; the need to intensify development on brownfield sites; growing old age dependency ratio; loss of contributions towards infrastructure and community facilities.	
NDLP1946	Mr Loftus Buhagiar					By contrast, the benefits of meeting (or exceeding the need) are stated as including: addressing affordability; growing labour force facilitating business investment; more sustainable local finances; funding for the delivery of strategic infrastructure and community facilities; delivery of a mix of housing types (family housing as well as flatted schemes).	
NDLP1556	Paul Chinnock					It is argued that the housing need should be increased. The standard method figure if applied without a cap would be 15,380 and this is considered a more appropriate figure to plan for. It is suggested that the housing figures do not have full regard to the economic potential of Stansted Airport (now expanding to 43 million passengers per year) and Great Chesterford Research Park which is also set to expand. Furthermore, it is considered to be unclear if the Council have had discussions with neighbouring councils and ascertained if they will be seeking assistance to delivery unmet need from elsewhere.	
NDLP1621	Chelsteen Developments Limited					A response suggests that the recent granting of permission for c. 1,200 homes west of Great Dunmow should be taken into account in the Local Plan by either increasing the housing need, extending the Plan period, or increasing the housing over supply buffer. It is suggested that this would provide for more flexibility overall.	
NDLP1973	Gill Gibson					Other responses suggest that the Plan could update to take account of this permission by removing the proposed allocation to the East of Great Dunmow and to amend the Settlement Boundary to reflect the recent permission.	
NDLP2121	Michael and Patricia Fairchild					The HBF support the use of the Standard Method and of the identified need figure, but suggest that the housing need is described as a minimum. The HBF also support the conclusion that there are no exceptional circumstances to justify considering an alternative method. However, it is suggested that Uttlesford should consider housing levels above those identified by the Standard Method, especially in relation to planning for Greater Cambridge.	
NDLP2267	Mr Kemp and Ms Shutes						
NDLP2121	Michael and Patricia Fairchild						
NDLP2517	Michael and Patricia Fairchild						
NDLP2778	Peter Simmons						
NDLP2275	Mulberry House Farms LLP						
NDLP2364	Douglas and Ruth Burton						
NDLP3501	Kier						
NDLP3339	Welbeck Strategic Land						
NDLP3225							

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NDLP3226	Weston Homes Plc						
NDLP3339	Weston Homes Plc						
NDLP3420	Welbeck Strategic Land						
NDLP3437	Bloor Homes (Eastern)						
NDLP3454	Bloor Homes (Eastern)						
NDLP3496	Bloor Homes (Eastern)						
NDLP3709	Mr and Mrs R A French						
NDLP3759	Douglas and Ruth Burton						
NDLP3798	The Hargrove Family						
NDLP3860	Belinda Challenger						
NDLP3502	Grosvenor Property UK						
NDLP4114	Kier						
NDLP1993	Siemens Benefits Scheme Limited						
NDLP1529	Mr Charles Pick						
NDLP4232	P J Thompson						
	City and Country Residential Ltd						
NDLP1997	Home Builders Federation				Housing Growth - General and Surrounding Districts	The HBF support the use of the Standard Method and of the identified need figure but suggest that the housing need is described as a minimum. The HBF also support the conclusion that there are no exceptional circumstances to justify considering an alternative method. However, it is suggested that Uttlesford should consider housing levels above those identified by the Standard Method, especially in relation to planning for Greater Cambridge and London.	Noted. See above.

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NDLP2267	Mr Kemp and Ms Shutes				Housing Need	<p>A number of comments related to housing need, including:</p> <ul style="list-style-type: none"> •UDC should consider unmet need within the SA, and pursue further discussions with neighbouring authorities. It is suggested that housing requirement figures for parishes should only be provided where Neighbourhood Plan updates are in progress, but that the Local Plan allocates any non-strategic sites to provide certainty. Or, if Neighbourhood Plans are to bring forward some housing, the Local Plan should identify reserve sites to provide contingency should any of the Neighbourhood Plans not come forward. It is suggested that there may be uncertainty as to whether Neighbourhood Plans will actually come forward. • The question of unmet housing need is raised, in particular relating to Harlow and Greater Cambridge. It is suggested that no unmet need being identified at the current time may be a product of the different position in preparing local plans in neighbouring authorities, but the importance of planning for any wider needs are set out in the submission. • Uttlesford is projected to grow faster than the region or nation and the area has significant economic potential. On that basis, it is suggested that housing supply to accommodate this potential is required and should be planned through the Local Plan to avoid housing growth acting as a constraint. The total population of the district is expected to grow by 16% from 2021 to 2041, compared to 7.6% for the East of England and 7.7 % for England overall. This will generate continued demand for housing growth and further increases to the already high affordability ratio if not addressed through the allocation. • UDC should wait for changes to national policy which will allow for restrictions on housebuilding on green belt and the countryside. • The plan relies on houses that have already been built or have planning permission and therefore the plan does not confirm with the NPPF, which requires local plans to provide a vision for the local area and look forward at least 30 years. The UDC local plan should be ambitious and focus development on areas that already have strong infrastructure. • Larger and smaller villages should be allocated a housing requirement figure, in line with the potential impacts on existing infrastructure. The plan should reconsider housing requirements, particularly at Thaxted, Flitch Green and Felsted. 	<p>NPPF Paragraph 67 makes clear that housing requirements should be set for any designated neighbourhood area, this is irrespective of whether a Neighbourhood Plan update is currently being prepared. As some parishes may decide to prepare neighbourhood Plans at different times, it is considered prudent to provide figures for all relevant parishes to assist decision making at a parish level. This will assist parishes decide whether to prepare or update a Neighbourhood Plan and will provide clarity on what housing may be required to contribute to the strategic objectives of the Local Plan. As the Council is also required to review and update where necessary its Local Plan every five years and as the non-strategic sites will not be included within the five-year land supply calculation, it is considered that no further contingency is required. The Local Plan Review will provide sufficient mechanism to address any shortfall, should there be one in the future. The Council has and will continue to engage with its neighbouring authorities through the Duty to Cooperate. The Council has not been formally asked to make any contribution to unmet housing needs. It is also noted that at the current time, Greater Cambridge is unable to confirm its own housing need, how much housing it can provide for, and on that basis, it is impossible for any unmet need to be identified for Greater Cambridge. That said, it is recognised that the next plan, to be adopted c. 2030, will align more closely with consideration for planning for Greater Cambridge.</p>
NDLP3227	Weston Homes Plc						
NDLP3992	Hawridge Strategic Land						
NDLP2259	Landsec						
NDLP3420	Bloor Homes (Eastern)						
NDLP3437	Bloor Homes (Eastern)						
NDLP3454	Bloor Homes (Eastern)						
NDLP490	Mr Ken McDonald						
NDLP1883	Vic Ranger	Pelham Structures Ltd					
NDLP2716	Paula Griffiths						
NDLP2726	Paula Griffiths						
NDLP3208	Ceres Property						
NDLP2379	National Highways						
NDLP3390	Strategic Land V Limited & Ms Hawke						
NDLP3593	Pegasi Limited						
NDLP2716	Paula Griffiths						
NDLP2726	Paula Griffiths						
NDLP2445	Anchor						
NDLP1543	Martine Dann						
NDLP555	Stephen High						
NDLP1995	Home Builders Federation						
NDLP3387	Gladman						
NDLP4096	S Payne						

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NDLP3933	Pelham Structures Limited						
NDLP555	Stephen High						
NDLP1024	Louise Howles						
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Housing Supply	It is suggested that the Plan is not accompanied by a full housing trajectory and as such respondents cannot comment on whether the housing requirement can be met in full. It is suggested that when a full trajectory is provided, a total supply figure should be provided for each monitoring year. Confirmation is also sought about the Council's ability to demonstrate a 5-Year Housing Land Supply at the current time. Recently approved development at Little Easton is not mentioned in the Plan, nor how infrastructure will be planned for this recent permission. It is suggested that this permission should replace any proposed allocations at Great Dunmow as both sites coming forward would lead to damage to the environment. It is suggested that the existing commitments should be shown on maps as part of the LP evidence base.	The Plan and supporting documents make clear that the Reg 19 Plan will be updated to reflect commitments as at April 2024. A full housing trajectory will be provided to accompany the Reg 19 plan in summer 2024. The Council will provide an update on its 5-Year Housing Land Supply at the time the Reg 19 version of the Plan is considered through the formal governance (Cabinet/ Council) process in July 2024.
NDLP3605	Knight Frank						
NDLP1342	Sarah Eley				Housing Type and Housing Mix	Support is given for the recognition that Uttlesford requires a range of small and medium sized houses. Concern is raised as to whether this type of development will be viable in Uttlesford. There is a lack of consideration and provision for C2(extra care) dwellings.	Noted. The LP's housing policies ensure an appropriate mix of housing types and sizes are supported, in accordance with the supporting evidence and this has been tested by the updated viability assessment. The Housing Policies are considered in more detail in the context of Chapter 11.
NDLP3040	Susanne Chumbley						
NDLP3765	Harlow Agricultural Merchants Ltd						
NDLP3768	Harlow Agricultural Merchants Ltd						
NDLP3767	Harlow Agricultural Merchants Ltd						
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Need for 2nd Reg 18 Consultation	It is suggested that a second Reg 18 consultation is needed to ensure the full spatial strategy and options for growth are fully considered and commented upon.	The Reg 18 has gone somewhat beyond any legislative requirements by setting out a nearly complete draft plan - this detail helps to ensure a full and meaningful consultation to inform the Reg 19 Plan. It is noted that some Councils Reg 18 consultations only include vague options, sometimes not even identifying which options are preferred. On this basis, it is not considered necessary to undertake any further Reg 18 consultation.
NDLP3502	Kier				Plan Period	It is suggested that the Plan period should be extended to account for the length of Examination which is said to take over two years and thus if the Plan were submitted in January 2025 the Plan could not be adopted until at least July 2026, but could be later. On this basis, it is suggested that the Plan period should be extended.	Noted. Published research indicates the average length of an Examination is 18 months based on 300 Local Plan Examinations. The Council's timetable indicates Plan adoption would be in the second quarter of 2026 which is consistent with this finding. It is envisaged the Plan will be submitted in December 2024 and hence, no changes are considered appropriate to the Plan period.
NDLP1442	Savills - Audley End Estate				Policy Wording	General support is provided for CP2, although it is suggested that the housing requirement is described as minimum and that the over supply buffer should be increased above 5%. It is suggested that reference to a comprehensive and master-planned approach	Noted. Support welcome. As explained elsewhere, it is anticipated the over supply buffer included in the Reg 19 plan will be c. 10 %. The Council is content that the policy provides sufficient clarity in relation to
NDLP1449							

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NDLP3229	Savills - Audley End Estate Weston Homes Plc					needs to be clarified and also included in an updated Statement of Community Involvement. The area of confusion seems to relate primarily to the proposed allocation at Saffron Walden that includes area that benefits from outline planning consent. However, it is suggested that any issues can be resolved through amendment ahead of the Reg 19 plan. Clarification is also sought on whether the proposed allocation figures are minimum or maximum figures. It is also suggested that the non-strategic allocations should not be limited to Larger Villages, but could come forward elsewhere. It is suggested that the allocation figures should be referred to as 'up to' figures. It is suggested that the lapsed permission is set out twice and is confusing and should be removed.	a master-planned approach, especially when read in combination with the Area Strategy policies and policy detail set out in the Site Development Templates. The proposed allocation figures will be clarified and the lapsed permissions issue also corrected.	
NDLP3420	Bloor Homes (Eastern)							
NDLP3437	Bloor Homes (Eastern)							
NDLP3454	Bloor Homes (Eastern)							
NDLP3898	Saffron Walden Town Council							
NDLP1168	Louise Howles				Proposed Allocations - Takeley Education	Concern is raised over the proposed location of a secondary school at Takeley in proximity to the A120 for health reasons.	The proposed location of the school will be reviewed as part of the ongoing masterplanning work, however it is noted that a suitable buffer is proposed along the northern part of the site and that the A120 at this location is set in a cutting, thus any impact would be negligible and mitigated by the buffer. However, this will be investigated further.	
NDLP1025	Catherine Loveday				Proposed allocations - general	The respondent objects to the selection of several of the strategic sites on the grounds of sustainable access to rail stations though considers some of the sites suitable in Newport because of proximity to services and facilities. Views the access to the railway station as an important consideration.	The sites were selected according to a range of criteria including access to local facilities and transport links. Whilst access to railway stations may be important, a wide range of other factors should be considered and it would not be appropriate for development in Uttlesford to, only be located in proximity to stations, as that would fail to plan for the district effectively - the Local Plan is after- all seeking to meet the identified needs of Uttlesford.	
NDLP1025	Catherine Loveday	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Proposed Allocations - Great Chesterford	A number of comments suggest that Great Chesterford should be a location for some strategic growth. It is described as a sustainable location, with access to a railway station and proximity to employment. Reference is made to the Plan supporting expansion of Great Chesterford Research Park yet there is no housing within the Uttlesford Plan in this area. Reference is also made to a planning application for development at Great Chesterford that has been deferred. Specific reference is made for Little Chesterford 005 which has planning permission for up to 76 dwellings and is currently being built. This permission was granted in 2020 and falls before the Plan period that commences in April 2021. Consideration is needed for how this site has been considered in the HELAA and Site Selection Process.	Potential development sites have been considered at Great Chesterford. Some sites were identified as having potential, but some of these are either not available, have issues (such as access being required through a neighbouring district and thus not being deliverable at the current time) and/ or being at an advanced stage of a planning application process where significant objections were raised by statutory consultees. The potential for large standalone Garden Communities are addressed separately. It should be added however that the Council need to prepare and update their plan every five years and given the gap since Uttlesford last updated their plan, it is proposed that the next plan should be adopted in 2030/31 - thus there will be early opportunity to review potential development opportunities at Great Chesterford, at which time planning for neighbouring Greater Cambridge may be clearer. The HELAA and Site Selection Process will be reviewed and updated to inform the Reg 19 Plan.	
NDLP907	Catesby Estates Ltd (Stacey Rawlings)							
NDLP1281	Les Thain							
NDLP674	Robert Fairhead							Vaughan Bryan
NDLP1098	Alison Farrell							Alison Farrell
NDLP913	Catesby Estates Ltd (Stacey Rawlings)							Stacey Rawlings
NDLP222	Mr Richard Johnson							
NDLP250	Ian Vance							
NDLP378								

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	Mr Bill Critchley						
NDLP2484 NDLP2486 NDLP1569 NDLP2639	Alan Wenman Alan Wenman David Perry Chris Loon				Proposed Allocations - Great Dunmow	It is suggested that Great Dunmow and Takeley are becoming a single ribbon conurbation and will no longer be separate settlements. Reference is made to the plan referring to Stansted and Great Dunmow as historic settlements, but it is suggested that the plan does not protect their identity, in particular with development proposed at Great Dunmow that is said to be likely to have significant detrimental impacts. Another respondent suggests that Great Dunmow is not a sustainable location with services and facilities not keeping up with the level of growth and the nearest station at Stansted Airport, which is not suitable for commuters.	The proposed allocations are being subject to detailed and careful masterplanning to inform the policy wording to ensure any proposals are delivered to a high standard and sensitive to their setting and any historic features. More detailed Heritage Impact Assessments are being undertaken for selected sites including for Great Dunmow. Great Dunmow is located on the A120 corridor that is close to a wide range of employment opportunities that are accessible by sustainable modes and where there are opportunities to enhance these links. It is however recognised that services and facilities need to be improved to ensure they are fit for purpose and appropriate for the level of development coming forward.
NDLP1621	Chelsteen Developments Limited				Proposed Allocations - High Roding	Details for a site at High Roding is provided that is described as suitable to meeting any future housing needs for this settlement.	Noted.
NDLP967 NDLP221 NDLP325 NDLP1025	Mary Powe Mr Richard Johnson Mrs Jane Sharp Catherine Loveday	Director Richstone Procurement Limited	Mary Power		Proposed Allocations - Newport	Concern is raised over the proximity of the M11 to proposed development at Newport, even though the settlement is described as having good road and railway links and is a good sustainable location. It is questioned why the smaller site proposed for development in Newport is included as it is below the 100 homes threshold (which is the definition for strategic development as set out in the Plan).	The suitability for development at Newport which is described as a sustainable location is noted. There will be no strategic allocations included in the Reg 19 Plan for Newport, but instead a lower housing requirement figure is identified to be planned for by the neighbourhood plan.
NDLP913 NDLP1025 NDLP303 NDLP325 NDLP2325 NDLP302	Catesby Estates Ltd (Stacey Rawlings) Catherine Loveday Sally Taylor Mrs Jane Sharp Mr Edward Gildea Sally Taylor	Director Roebuck Land and Planning Ltd Councillor Birchanger Parish Council Councillor Birchanger Parish Council	Stacey Rawlings		Proposed Allocations - Saffron Walden	Saffron Walden is described as having capacity to accommodate development and that the proposed allocations will complement the existing settlement. Another comment raises concerns over the suitability of the proposed sites at Saffron Walden, with impacts on traffic congestion, air quality, landscape and heritage. The proposed allocations are not within easy walking distance of the town and there are no good pedestrian/ cycle links. It is suggested that the development will change the landscape setting drastically. A range of shortcomings for the proposed allocation is stated, including the lack of viability evidence, multiple ownership and development to the north that does not safeguard a route for a link road. It is suggested that any proposed allocations should be separated into small components and not linked as a single proposed allocation.	The suitability for development at Saffron Walden is noted. The sites identified to the east of the town are the least constrained and most suitable/ deliverable sites available at the settlement. Other locations at Saffron Walden are not available or suitable. The proposed allocation will deliver a range of benefits including improvements to traffic flows in the town centre and enhanced pedestrian/ cycling linkages. There has been a protracted period of speculative and unplanned development in Uttlesford where an infrastructure deficit has developed. The provision of local plan allocations along with improved provision for infrastructure is the only mechanism available to the Council to deliver improvements to the benefit of the existing and new communities. Allocations are not identified on the basis of ownership – it should be the purpose of the Local Plan to make provision for coherent, comprehensive and high quality development that appropriately provides for the needs of the existing and new communities.
NDLP1098	Alison Farrell				Proposed Allocations - Stansted	It is suggested that even though Stansted is a large employer, it employs people from outside of Uttlesford and that placing all Uttlesford development, including additional employment development in proximity to Stansted, will increase congestion and lead to significant additional issues. Natural England requires further consultation, particularly in relation to Stansted 023+13 due	The Council is satisfied the proposed spatial strategy provides balance between supporting development in sustainable locations across the district, that have good access to sustainable modes of travel and across different parts of the district. It is the case that Stansted is a significant employment area within

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						to the impacts on Sawbridgeworth Marsh SSSI, Thorley Flood Pound SSSI and Little Hallingbury SSSI.	Uttlesford and the majority of the identified employment need arises in this area. Supporting development in this area provides opportunities to support sustainable development, to maximise use of sustainable modes and to ensure that new infrastructure has the maximum benefit. However, development is also supported at the majority of the top tier settlements and appropriate larger villages as explained/ stated elsewhere. Further work will be undertaken and further engagement with Natural England will also be carried out.										
NDLP1025	Catherine Loveday				Proposed Allocations - Takeley	It is suggested that the development proposed at Takeley is disproportionate and too high and that development at Takeley should be reduced. It is stated that development at Takeley is the largest in the district. The Parish Council object as there are no safe cycling/ walking routes to the airport and no reason to think they could be delivered; there is no need for development around the Smiths Green Conservation Area; that Takeley does not need to be bounded by the A120 and that there would be impact on the CPZ. It is also suggested that more sustainable locations are available elsewhere that would not have any impact on the CPZ. The National Trust notes the housing requirement of 13,680 home for the Uttlesford District to be delivered in the plan period between 2021 and 2042. The Trust supports a plan led approach to new development. However, they raise concern about the scale of development proposed in South Uttlesford, particularly at Takeley, in proximity to Hatfield Forest.	The Council must consider what is the most appropriate strategy for the district as a whole having considered the potential reasonable alternatives (potential alternative development options) - and, that help to achieve sustainable development overall. The level of growth at Saffron Walden and Great Dunmow, when commitments are considered, is actually much higher than at Takeley. Overall, Takeley is considered to provide an excellent opportunity to deliver sustainable development. The Reg 19 Plan will provide more detail for what infrastructure is envisaged and how it will be delivered, but there are considered to be very good prospects for improving access to the airport, which is very close-by and is by far the largest area of employment within the district. The area of the CPZ will be re-considered to inform the Reg 19 plan, but it is considered that the proposed development, as amended for inclusion in the Reg 19 plan, does not affect the original purpose of the CPZ.										
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd															
NDLP1068	Jackie Deane	Parish Clerk Takeley															
NDLP303	Sally Taylor	Councillor Birchanger Parish Council															
NDLP305	Sally Taylor	Councillor Birchanger Parish Council															
NDLP378	Mr Bill Critchley																
NDLP1168	Louise Howles																
NDLP2680	National Trust																
NDLP302	Sally Taylor	Councillor Birchanger Parish Council			Proposed Allocations - Takeley - Education	It is proposed that instead of planning for two new secondary schools across Great Dunmow and Takeley, as larger single school could be provided to include more post16 options. Whilst there would be more travelling within the area to access secondary provision, there could be a reduction in travel for students currently travelling out of the district for post 16 courses.	The Council as Planning Authority works closely with the County Council as Education Authority to consider what is appropriate for planning for education. The County Council provided written advice to the Council in August 2023 making it clear their preference for a second secondary school in the Great Dunow and Takeley catchment and their in principle support for a new secondary school at Takeley. This approach was confirmed in the ECC response to the Reg 18 consultation and the emerging LP is consistent with this view.										
NDLP305	Sally Taylor	Councillor Birchanger Parish Council						NDLP305	Sally Taylor	Councillor Birchanger Parish Council			Proposed Allocations - Takeley - Transport	Concern is raised over the impact of development at and around Takeley, both for housing and for employment. Questions are raised over the extend existing improvements to the M11 J8 will accommodate this growth, or the existing proposed expansion of the airport. It is not clear how nearby employment development will benefit from public transport connectivity, nor the likelihood that anyone would walk or cycle to the airport.	The Council is undertaking detailed transport assessment work to inform the emerging plan. This will be updated to inform the Reg 19 stage of the plan and includes consideration of existing mitigation, the proposed development, the need for any new mitigation as well as opportunities for improving sustainable modes (cycling/ walking etc). The role of the public transport interchange at the airport needs	NDLP302	Sally Taylor
NDLP305	Sally Taylor	Councillor Birchanger Parish Council			Proposed Allocations - Takeley - Transport	Concern is raised over the impact of development at and around Takeley, both for housing and for employment. Questions are raised over the extend existing improvements to the M11 J8 will accommodate this growth, or the existing proposed expansion of the airport. It is not clear how nearby employment development will benefit from public transport connectivity, nor the likelihood that anyone would walk or cycle to the airport.	The Council is undertaking detailed transport assessment work to inform the emerging plan. This will be updated to inform the Reg 19 stage of the plan and includes consideration of existing mitigation, the proposed development, the need for any new mitigation as well as opportunities for improving sustainable modes (cycling/ walking etc). The role of the public transport interchange at the airport needs										
NDLP302	Sally Taylor	Councillor Birchanger Parish Council															

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							to be carefully considered given our collective responsibilities for contributing to the climate change agenda in addition to maximising a range of sustainable travel opportunities in the A120 corridor ensuring the housing and employment are successfully integrated.
NDLP1783	Littlebury Parish Council				Proposed Allocations - Thaxted	It is suggested that allocating housing to Thaxted is inconsistent with Core Policy 1, as there is no allocation for employment. Travel to expanding or existing employment sites will rely on a rural and congested road network.	Any proposals for strategic development at Thaxted are removed from the Reg 19 Plan.
NDLP885	Charlie Hamilton				Proposed Allocations - Infrastructure	A general comment is made about the need to plan for infrastructure, for schools, healthcare including dentist and that no new dwellings should be built without infrastructure needs being met.	Noted. The plan makes provision for infrastructure, partly through CP 5 and partly through the policy requirements for the proposed allocations, as informed by the Infrastructure Delivery Plan (IDP). The Local Plan allocations provide a more robust and effective way to plan for infrastructure than for speculative development that has been coming forward in the absence of a plan.
NDLP130	Mrs Susan Barker				Proposed site at High Easter	Details of a site at High Easter is submitted for which the respondent considers is suitable.	Noted. Consideration of potential non-strategic sites will be undertaken following the consultation to inform the Reg 19 plan in consultation with relevant parishes.
NDLP2002	Home Builders Federation				Sites under one Hectare	The Council have not clarified how the LP address the NPPF requirement for 10% of sites to be less than one hectare. This is described as a minimum figure and the Council is encouraged to go further. Data is presented to demonstrate why smaller sites support SME house builders. It is stated that this 10% cannot come from sites that have been delivered or from windfall. It is suggested that this requirement could be met within the UDC plan on the non-strategic sites that are to be added to the Reg 19 version of the plan.	Noted. This matter will be clarified in the Reg 19 version of the Plan.
NDLP999	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain				
NDLP1057	Jackie Deane	Parish Clerk Takeley			Spatial Strategy	A number of comments relate to the Settlement Hierarchy, including:	A proportionate approach to development would significantly increase development in smaller and less sustainable settlements, leading to much less sustainable patterns of development greater harm to the environment and a less effective approach to planning for Infrastructure.
NDLP1106	Theresa Trotzer Wilson					<ul style="list-style-type: none"> It is suggested that making a proportionate increase to all settlements would provide sufficient housing, but reduce the need for new infrastructure and reduce any harm to the environment. 	Planning for housing at the main settlements ensures that proposals are more sustainable, that affordable housing is provided where the greatest need arises, that housing is closer to employment and services and facilities and that infrastructure improvements are delivered where they can help to address the deficit resulting from years of relatively unplanned and speculative development.
NDLP974	Mary Power	Director Richstone Procurement Limited	Mary Power			<ul style="list-style-type: none"> The draft plan does not properly consider the Inspector's report for the previous draft local plan. Housing allocations should be spread more widely across the district, and away from Saffron Walden or Thaxted which are both struggling to cope with recent large scale developments. 	In terms of development at Chesterford Research Park – there is some housing development coming forward at Great Chesterford and there is also c. 1,500 homes coming forward nearby, albeit within neighbouring Cambridgeshire. But, it is also important to remember that a further Plan update will be needed quickly (to be adopted c. 2030/ 31) that may be able to more effectively consider larger
NDLP3399	Strategic Land V Limited & Ms Hawke					<ul style="list-style-type: none"> There is support for the spatial strategy, broad distribution of homes, links with the Strategic Road Network, and support for small scale development to support the viability of smaller settlements. Support is given for the overarching spatial strategy. 	
NDLP3400	Strategic Land V Limited & Ms Hawke					<ul style="list-style-type: none"> Chesterford Research Park is a key employer in Uttlesford and is expected to make up around 16% of all job growth over the plan period. The lack of housing allocations in North Uttlesford will make it difficult to recruit the required workers, limiting growth. The policy will encourage commuting from the south of the district, increasing pollution and congestion. 	
NDLP3405	Strategic Land V Limited & Ms Hawke					<ul style="list-style-type: none"> The largest two allocations within the draft local plan are not justified or consistent with national policy. The plan should 	
NDLP3407	Montare LLP						
NDLP3415	Mr Mark Jackson						

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NDLP4159	G W Balaam & Son					<p>consider evenly dispersing growth throughout the district, particularly the small and medium settlements, and where green belt performs poorly. Sites within the green belt should not be unduly precluded.</p> <ul style="list-style-type: none"> Misleading references to Stansted Airport and more clarity on the importance of the airport as a transport interchange and the contribution to the local economy. 	<p>scale growth in the area, and which is more likely to align more effectively with planning for Cambridge, where there is currently some uncertainty – this could, for example, enable development in proximity to the railway station at Great Chesterford, where access is needed from the neighbouring district. Given that Uttlesford hasn't had an up to date plan for some years, it is important that a new plan is adopted quickly, that can start to address the issues associated without having a plan for so long, but it isn't necessary for the new plan to do everything – it may be that having a plan adopted in 2026 that provides a baseline and another plan adopted in 2030 that deals with some larger strategic matters is a more effective way to plan for a district whose most recent plan dates from 2005. Further considerations to the references to London Stansted Airport will be made for Regulation 19.</p>
NDLP1450	Savills - Audley End Estate						
NDLP366	Sharon Critchley						
NDLP3932	Pelham Structures Limited	Pelham Structures Ltd					
NDLP127	John Devoti						
NDLP3394	Strategic Land V Limited & Ms Hawke						
	Paula Griffiths						
NDLP2726	D J Bagnall						
NDLP2536	Mr Andrew Taylor						
NDLP1260	Grosvenor Property UK						
NDLP3878	Hawridge Strategic Land						
NDLP3990	Higgins Group						
NDLP3114	Adam Davies						
NDLP3165	Weston Homes Plc						
NDLP3255	Gladman						
NDLP3371	Hillrise Homes Limited						
NDLP3828	Pelham Structures Limited						
NDLP3922	Mrs Christina Cant	Pelham Structures Ltd					
NDLP3053							
NDLP2824	Abington Farms Limited						
NDLP76							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2260	Pete Lewis						
NDLP3935	Landsec						
NDLP3934	Pelham Structures Limite	Pelham Structures Ltd					
NDLP3903	Pelham Structures Limited Pelham Structures Limited	Pelham Structures Ltd					
NDLP3114	Higgins Group	Pelham Structures Ltd					
NDLP4003	MAG Stansted Airport Ltd						
NDLP3107	Higgins Group						
NDLP851	Melanie Harris				Spatial Strategy - Takeley	General objection to development at Takeley – it is suggested that the infrastructure cannot cope.	The proposed allocation at Takeley will deliver considerable infrastructure to the benefit of the local community. This is discussed in more detail in relation to the South Area Strategy.
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Spatial Strategy - Appeal Sites	It is suggested that some of the proposed allocations include sites previously rejected planning permission where the decisions were taken at Appeal and that there has been insufficient evidence the relevant matters have been considered.	The areas of land affected by Appeal is generally a very small proportion of the areas proposed to be allocated. In each case, the reasons for refusal have been considered to examine how the issues can be addressed to ensure they can be appropriately overcome. The Council will consider if any additional detail needs to be included in the Site Selection Topic paper.
NDLP2551	Geoff Bagnall	Pelham Structures Ltd					
NDLP3910	Pelham Structures Limited						
NDLP3748	Denise Gemmill				Spatial Strategy - Area Strategies	It is suggested that there does not seem to be any particular logic into dividing the district into specific areas. For example, Stansted Mountfitchet arguably relates more to the M11 and Rail Corridor than the A120. There is no reason why Thaxted is singled out. It is suggested that a hierarchical approach to development would be more logical than an area based one. It is also pointed out that Takeley has more development proposed than Stansted Mountfitchet, despite Takeley having fewer services and facilities than Stansted Mountfitchet. Furthermore, the level of development proposed at Thaxted is said to be out of proportion to development proposed at Great Dunmow (500 vs. 869). It is suggested that proposed development should be more proportionate and commensurate with the service levels and sustainability of each settlement.	The Area Strategies simply help to make the plan more accessible by providing details for areas of Uttlesford for those interested in specific areas, rather than just treating the district settlement, by settlement. The approach enables more bespoke policies to be developed that affect different areas and provide a more coherent approach to planning for parts of the district, rather than having to consider policies under a range of different thematic topics. The actual level of development in any given location is based on a range of factors, as set out in the Site Selection Topic Paper, but include the Settlement Hierarchy (strategic growth is directed to the Key Settlements and Local Rural Centres) and the availability of suitable and deliverable sites. It is also important to consider the total level of growth at each
NDLP3862	Lands Improvement Holdings						
NDLP4132	Endurance Estates Land Promotion Ltd						
NDLP3798	Belinda Challenger						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							settlement (i.e., including completions and commitments) as for example, the total level of growth at Great Dunmow is far greater than at Thaxted and any other settlement in the district. Thaxted is presented in a separate Area Strategy simply as it doesn't relate specifically to either Saffron Walden of the north of the district or Great Dunmow or the south of the district. It does sit separately as part of a more rural area. Stansted Mountfitchet does relate to the M11 and Rail Corridor, but is included in the South Area Strategy, as it also relates closely to Stansted Airport, which is a significant economic feature in the south of the district that falls within the A120 growth corridor. However, this last point is being considered in the context of the updated Reg 19 Plan.
NDLP3567 NDLP3568	Ashdon Neighbourhood Plan Steering Ashdon Neighbourhood Plan Steering				Spatial Strategy - Ashdon	It is suggested that there are no known potential non-strategic development sites available at Ashdon. Reference is made to the Neighbourhood Plan Landscape Appraisal which identifies the area as having limited capacity for development.	Noted. The Settlement Hierarchy will be updated to inform the Reg 19 Plan. The hierarchy included in the Reg 18 plan considered services and facilities for parishes, but this is being updated to ensure that services and facilities are considered for individual settlements. Furthermore, the housing requirement figures for the Larger Villages is being informed by an update to the HELAA that considers any potential development sites. For the Reg 19 Plan, Ashdon is re-classified as a smaller village.
NDLP1823	Essex County Council				Spatial Strategy - ECC	ECC request further discussions to inform the Reg 19 plan following review of the updated completions and commitments at April 2024 to inform the quantum and distribution of growth, in particular in relation to 1,200 homes recently approved through appeal at Great Dunmow.	The Reg 19 Plan is informed by completions and commitments updated to April 2024. The updated figures have enabled some strategic sites to be removed, for example the proposed site at Thaxted for which there was an objection from ECC, to reduce the Larger Village housing requirement, but also to increase the supply buffer to c. 10% as recommended by a number of consultation respondents including the HBF.
NDLP1823	Essex County Council				Spatial Strategy - ECC	ECC request further details on the implications of the 1,000 homes proposed on non-strategic sites that are yet to be identified in Neighbourhood Plans or within the Reg 19 version of the LP.	As noted above, the Larger Village housing requirement has been reduced in the Reg 19 plan. It is a requirement of the NPPF that housing figures are provided for designated neighbourhood plan areas, that development is directed to locations that support the vitality and viability of rural areas and that 10 % of development should be on sites of less than 1 ha. It is also important to note that the quantum of development directed to the Larger Villages is a significant reduction on the level of growth that has been coming forward in these areas in the absence of a plan via speculative development.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Spatial Strategy - Elsenham	Elsenham Parish Council support the decision to not propose any additional strategic allocations at Elsenham which is already subject to a substantial level of development. It is suggested that this should be referenced in policy.	Noted. There are a number of sites considered suitable for development, but at the time of preparing the Reg 18 Plan it was understood that these sites had planning permission. This will be reviewed to inform the Reg 19 Plan. The Reg 19 Plan does include a small allocation for 110 dwellings, although it was thought at the time of preparing the Reg Plan

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							this already had consent – this site will enable the delivery of a new Primary School as requested by ECC.
NDLP3350 NDLP3730 NDLP140 NDLP2623 NDLP3278	The Mackenzie Trust Countryside Partnerships Plc Neil Bromley Matthew Parish Andrew Martin				Spatial Strategy - Existing Commitments	It is suggested that the plan mis-represents the level of housing coming forward and focuses on the 'new' proposals. It is suggested that there is no evidence in the background papers that the total amount of housing coming forwards has been considered. The site selection topic paper is criticised for not showing settlements clearly so it is possible to see the total level of development. The total level of development at Great Dunmow is described. It is suggested that any future consultation documents clearly show the level of development overall. A site at Elsenham has an existing planning permission and a query is raised as to what the Councils approach will be to any such sites that have existing permission in case they should lapse. It is assumed they will be included in the housing trajectory to accompany the Plan and a question is asked whether the settlement boundary will be updated to reflect any existing permissions.	Noted. The housing trajectory will be updated to reflect all commitments as at April 2024 – the Councils 5YHLS does include an lapse rate to cover off the potential that some existing permissions will lapse. In addition, it is proposed that the Policies Map, to accompany the Reg 19 Plan, will be updated and will reflect any commitments at that time. On this basis, should any existing permissions lapse, they would fall within the existing settlement and so any future application would be considered via the Presumption in Favour of Sustainable Development in accordance with Core Policy 3. It is however the case that completions and commitments have been taken into account and informed the evidence supporting the plan. Table 4.2 (part of Core Policy 2) clearly shows the proposed housing supply, with the level of commitments and completions – indeed, these figures enable the proposed allocations to be reduced as much as they are. The supporting evidence includes a housing trajectory that includes existing commitments and the site selection topic paper annotates any sites that already have permission. The supporting papers also make clear that commitments have increased since April 2023 and that on that basis, some reduction in the 'additional' level of housing that will need to be included in the Reg 19 Plan is likely to be reduced. However, it is recognised that the maps included in the sites selection topic paper should be updated to clearly show all of the existing commitments.
NDLP378 NDLP1094 NDLP995 NDLP2158 NDLP444 NDLP2919 NDLP2982 NDLP2990 NDLP3056 NDLP3161	Mr Bill Critchley James Balaam Louise Howles Barry Benton Pete Lewis Chelmsford City Council Mr Gary Slaughter Susan Le Good Mrs Christina Cant BNP Paribas	G W Balaam & Son	Matthew Thomas		Spatial Strategy - General	Further comments are made relating to the Spatial Strategy. These include: <ul style="list-style-type: none"> Concern is raised over the division of different community areas in the plan. It is suggested that Uttlesford is one community and is not divided. It is suggested that the plan is over-reliant on large strategic (over 100) home sites. It is also suggested that is an uneven split between development in the north and south of the district. A number of other comments support the spatial strategy – support is provided for focusing development nearer to jobs, shops, services and other facilities and thereby minimising the need to travel. There is particular support for not allocating sites in Littlebury. The draft plan does not properly consider the Inspector's report for the previous draft local plan. Housing allocations should be spread more widely across the district, and away from Saffron Walden or Thaxted which are both struggling to cope with recent large scale developments. There is support for the spatial strategy, broad distribution of homes, links with the Strategic Road Network, and support for small scale development to support the viability of smaller settlements. Support is given for the overarching spatial strategy. 	Refer to earlier response relating to the split of development between the north and south. The Area Strategies in the Plan are designed to assist readers find detail that affects them rather than having to look through the whole document and to make some of the policies more locally focused. Of the ten strategic sites proposed within the Reg 18 Plan, seven are under 500 units (six under 400); i.e., the majority of the proposed strategic sites are medium or small in size that can be expected to start delivering quickly in the first five years of the plan. Overall, the Council is satisfied the balance of type, size and geography of sites proposed across the plan when taken as a whole. A housing trajectory will accompany the Reg 19 plan and will demonstrate a rolling 5-year housing land supply for the first five years of the Plan and beyond with a good level of flexibility and resilience. Support noted. It has already been made clear that the completions and commitment figures will be updated to April 2024 to inform the Reg 19 plan. The spatial strategy deliberately focuses on the main and most sustainable settlements, these will help to maximise use and enhancement to public transport. Whilst the railway stations are important, care is

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3190	Dianthus Land Limited					<ul style="list-style-type: none"> • Chesterford Research Park is a key employer in Uttlesford and is expected to make up around 16% of all job growth over the plan period. The lack of housing allocations in North Uttlesford will make it difficult to recruit the required workers, limiting growth. The policy will encourage commuting from the south of the district, increasing pollution and congestion. • The largest two allocations within the draft local plan are not justified or consistent with national policy. The plan should consider evenly dispersing growth throughout the district, particularly the small and medium settlements, and where green belt performs poorly. Sites within the green belt should not be unduly precluded. within the green belt should not be unduly precluded. Non-strategic sites within sustainable settlements should also be promoted. • Concern is raised over the level of development at the larger settlements – the towns are already saturated and cannot cope, but that development at larger villages is reasonable (if carefully controlled) and support for infill development at smaller villages by protecting expansion of these settlements – a request is made to add a reference to their village identities being protected. • Some comments consider that there is too much reliance on a small number of large strategic sites, with not enough small and medium-sized sites and not enough development focused on the smaller settlements. • It is suggested that the Council had previously made a commitment to focus development at communication hubs, particularly where there is good access to public transport, especially railway stations. • It is suggested that a previous Inspector rejected a dispersed strategy as the areas infrastructure was inadequate. • Reference is made to the level of development committed since April 2023 and it is suggested that the plan will need to be adjusted accordingly. • It is suggested that many proposed sites are not located near to Railway Stations and will therefore rely on car journeys. Another respondent provides support for the importance of the Plan being progressed quickly under the transitional arrangements and the level of existing growth at Elsenham and Green Belt status of Hatfield Heath providing appropriate justification to limit growth at these settlements. - It is suggested the plan , doesn't deliver enough small or medium sites in accordance with NPPF paragraph 69 	<p>needed that all development isn't directed to be located near to them as this will simply increase out-commuting and may fail to plan for the needs of Uttlesford as a whole.</p> <p>The Council does not recognise the comment that a previous Inspector had rejected development being focused on the most sustainable locations providing for a mix of type, size and geography in accordance with national policy – the previous Inspector recommended precisely this as have other Inspectors elsewhere. Delivering housing at these sustainable settlements is the only mechanism available to the Council to help to redress the significant infrastructure deficit.</p>
NDLP3594	Pegasi Limited						
NDLP907	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP1239	Mr Bill Critchley						
NDLP1569	David Perry						
NDLP2071	Neha Goel						
NDLP2272	Mulberry House Farms LLP						
NDLP2188	Mr Peter Gomm						
NDLP2362	Douglas and Ruth Burton						
NDLP2582	Stebbing Parish Council						
NDLP2584	Stebbing Parish Council						
NDLP2852	Jeanette O'Brien						
NDLP2202	Christine Griffin						
NDLP2366	Douglas and Ruth Burton						
NDLP2375	Douglas and Ruth Burton						
NDLP2588	Stebbing Parish Council						
NDLP2853	Jeanette O'Brien						
NDLP3403	Strategic Land V Limited & Ms Hawke						

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NDLP3224	Weston Homes Plc						
NDLP3272	Weston Homes Plc						
NDLP3388	Strategic Land V Limited & Ms Hawke						
NDLP3394	Strategic Land V Limited & Ms Hawke						
NDLP3394	Strategic Land V Limited & Ms Hawke						
NDLP3402	Strategic Land V Limited & Ms Hawke						
NDLP3597	Knight Frank						
NDLP3709	Douglas and Ruth Burton						
NDLP3722	CH Gosling 1965 Settlement						
NDLP3758	The Hargrove Family						
NDLP3798	Belinda Challenger						
NDLP3798	Belinda Challenger						
NDLP3826	Hillrise Homes Limited						
NDLP3862	Lands Improvement Holdings						
NDLP3906	Pelham Structures Limited	Pelham Structures Ltd					
NDLP3907	Pelham Structures Limited	Pelham Structures Ltd					
		Pelham Structures Ltd					

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NDLP3913	Pelham Structures Limited						
NDLP3984	Hawridge Strategic Land						
NDLP3992	Hawridge Strategic Land						
NDLP4111	Siemens Benefits Scheme Limited						
NDLP3496	Mr and Mrs R A French						
NDLP2552	Geoff Bagnall						
NDLP2724	Paula Griffiths						
NDLP3594	Pegasi Limited	Managing Director New Homes Project Managements Ltd					
NDLP499	Nigel Tedder						
NDLP2824	Abington Farms Limited						

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3891 NDLP3893	Grosvenor Property UK Grosvenor Property UK				Spatial Strategy - Great Chesterford	It is suggested that more residential development is needed close to Chesterford Research Park which is a significant employment site that is set to expand. It is explained that neither Saffron Walden or Newport are sustainable locations for serving Chesterford Research Park and that Great Chesterford provides the only reasonable option. It is suggested that Chesterford Research Park will become increasingly reliant on commuting from further afield.	Noted. The Council has been clear that larger scale development, such as the potential for New Settlements will be considered in more detail in the next plan, that will need to be adopted, c. 2030. It has been explained that the currently emerging Plan seeks to establish an updated baseline, given that there has been a 20 year gap from the last updated plan in Uttlesford, by providing a 5-Year Housing Land Supply and bringing forward sufficient sites for the short term, and reflecting the constrained nature of the timetable available for the Plans preparation. And, as discussed elsewhere, there are currently constraints on planning for Cambridge that will be clearer in the next few years so are likely to align more for considering larger scale opportunities at Great Chesterford, which undoubtedly also relates strongly to planning for Cambridge.
NDLP3018	Mr Graham Jolliffe				Spatial Strategy - Great Dunmow	Comments are received that both support and object to development proposed at Great Dunmow. It is suggested that the site is harmful particularly in landscape terms and that the recent appeal decision on c. 1,200 homes permitted to the West of Great Dunmow will enable the site to be removed. Other comments acknowledge the sustainable nature of Great Dunmow and its suitability for development.	Noted. The Reg 19 Plan will be updated in light of commitments up to April 2024 along with considering all the consultation responses and updated evidence. The proposed strategic allocations set out in the Reg 19 Plan will be amended accordingly to reflect this updated position.
NDLP3496 NDLP3916 NDLP3940	Mr and Mrs R A French Pelham Structures Limited Michael and Sarah Tee	Pelham Structures Ltd			Spatial Strategy - Great Dunmow	Comments are received that both support and object to development proposed at Great Dunmow. It is suggested that the site is harmful particularly in landscape terms and that the recent appeal decision on c. 1,200 homes permitted to the West of Great Dunmow will enable the site to be removed. Other comments acknowledge the sustainable nature of Great Dunmow and its suitability for development.	Noted. The Reg 19 Plan will be updated in light of commitments up to April 2024 along with considering all the consultation responses and updated evidence. The proposed strategic allocations set out in the Reg 19 Plan will be amended accordingly to reflect this updated position.
NDLP3905 NDLP2275 NDLP1307 NDLP748 NDLP504 NDLP505	Pelham Structures Limited Mulberry House Farms LLP Unknown Mr Neil Reeve Nigel Tedder Nigel Tedder	Pelham Structures Ltd Managing Director New Homes Project Managements Limited	Nigel Tedder Nigel Tedder		Spatial Strategy - Larger Villages	A number of comments relate to the Larger Villages, including: • ECC request further discussions to inform the Reg 19 plan following review of the updated completions and commitments at April 2024 to inform the quantum and distribution of growth, in particular in relation to 1,200 homes recently approved through appeal at Great Dunmow. ECC request further details on the implications of the 1,000 homes proposed on non-strategic sites that are yet to be identified in Neighbourhood Plans or within the Reg 19 version of the LP. Greater certainty is required to assist understanding for infrastructure provision and funding. • It is suggested that the level of housing apportioned to the Larger Villages should be increased to ensure greater availability of small and medium sized sites. It is suggested that the current 6% level will not provide the level required by the NPPF. Furthermore, that there is too much reliance on development in the top tier settlements, and that infrastructure requirements for the larger allocations will affect the 5-year housing land supply without more smaller and medium sites. One respondent suggests that there should be a 50 % increase in the non-strategic allocations (to 1,500 dwellings) to increase the number of small and medium sites, increase the contribution from the community and reduce the reliance on windfall sites (discussed elsewhere).	The Council is satisfied that the level of growth proposed for Larger Villages is appropriate, although it has been signalled that the level of 'additional' housing to plan for in the Reg 19 plan is likely to be reduced from that set out in the Reg 18 plan, and so it is likely that any reduction will include some reduction in the level of housing to be planned at the Larger Villages. The Council must balance the need to support the NPPF's requirements to plan for sustainable development, to support the vitality of the more sustainable rural communities, to provide housing figures for any neighbourhood plans that have reached the area designation stage, but also future proof the plan by providing certainty for other villages that may wish to bring forward neighbourhood plans, whilst also ensuring there is a sufficient supply of sites of different type, size and geography and provide for a rolling 5-year housing land supply etc. There is no requirement for any sites that will come forward within Neighbourhood Plans to be identified for the Reg 19 plan. Those sites will come forward through separate Neighbourhood Plans that may take c. two years to be made. Any such instances will

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NDLP671	Ian, Sheena, and Tracy Dale, Dale, and Hunter		Vaughan Bryan			<ul style="list-style-type: none"> • A proportionate selection process for sites in the Larger Villages should also be applied to the rural areas (outside of the Larger Villages). • One respondent provides support for the opportunity for Neighbourhood Plans to bring forward non-strategic sites where they wish to. The value and opportunities associated with neighbourhood planning are outlined although it is requested that the Council should make clearer what support is available to support communities who wish to prepare neighbourhood plans. • Another respondent claims that it will not be possible to identify appropriate sites in the Reg 19 plan and there is no guarantee that the communities or villages will support the proposed allocations. It is suggested that it is not appropriate to leave the 1,000 proposed non-strategic allocations to be identified in the Reg 19 Plan and that any proposals are made available for consultation ahead of any Reg 19 publication. On this basis, it is suggested that the Council cannot claim it is planning for more housing than the identified need, nor that the Plan has been prepared in a transparent manner. • The data used to classify villages and identify the potential for non-strategic allocations needs to be checked. This may alter the proposed approach. For example, Little Hallingbury does not have a Secondary School, the proposed available land in High Easter is about six miles by road from the village centre. 	be clearly labelled in the Reg 19 Plan. It is only sites that will not come forward in Neighbourhood Plans that need to be set out in the Reg 19 Plan and the process will involve some engagement of the local community. As is stated elsewhere, the Reg 18 plan goes somewhat beyond what is required and some Councils only publish vague options at Reg 18, in some cases not even identifying any preferred sites at all.
NDLP666	Robert Fairhead	Director Roebuck Land and Planning Ltd	Vaughan Bryan				
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP1823	Catesby Estates Ltd (Stacey Rawlings) Essex County Council		Stacey Rawlings				
NDLP1741	Salings Parish Council				Spatial Strategy - New Settlements	Some comments refer to previously proposed Garden Communities, including that the plan cannot achieve its aims without the allocation of a garden community, and others that provide support for the removal of garden communities from the local plan.	Noted. See above.
NDLP2261	Landsec						
NDLP2536	D J Bagnall						
NDLP3103	Little Easton Parish Council						
NDLP168	Linda Stephenson						
NDLP3330	The North West Essex Constituency Labour Party						
NDLP4105	Tye Green Farm						
NDLP392							
NDLP1024	Ian Vance						
NDLP220	Louise Howles						
NDLP1289	Mr Richard Johnson						
NDLP2255	Mr Jeremy Veitch						
NDLP436	Landsec						
NDLP468							

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NDLP3209	Alan Carter						
NDLP3748	Gordon Pickett						
NDLP3862	Ceres Property						
NDLP3871	Denise Gemmill						
NDLP3915	Lands Improvement Holdings	Pelham Structures Ltd					
NDLP4103	Grosvenor Property UK						
NDLP2258	Pelham Structures Limited						
	Tye Green Farm						
	Landsec						
NDLP3642	Newport Parish Council	Newport Parish Council			Spatial Strategy - Newport	Responses are received both supporting and objecting to development at Newport suggesting the proposal is flawed, and that it (along with Great Chesterford, Elsenham and Stansted) are amongst the most sustainable settlements in the district due to strong transport links. However, it is suggested that the sites were split up they would deliver more quickly.	Noted. The Reg 19 Plan will be updated to reflect the comments considered in the round and updated evidence.
NDLP3914	Pelham Structures Limited	Pelham Structures Ltd					
NDLP922	Mike Hannant						
NDLP3496	Mr and Mrs R A French				Spatial Strategy - Non Strategic Allocations	It is suggested that the top tier settlements should also be allocated non-strategic allocations, whether they do or do not have strategic allocations. One respondent suggests that their own evidence identified a specific need for between 986 and 1,519 dwellings at Stansted Mountfitchet between 2020 and 2040 and that non-strategic development would be needed in addition to the proposed strategic development. Concern is also raised over what is described as over-reliance on non-strategic sites, especially through Neighbourhood Plans where there is uncertainty over delivery and timescales. It is suggested that more allocations are needed within the Local Plan itself. A number of comments raise concern over the lack of specific detail about the non-strategic sites within the Reg 18 consultation, but also reiterate that the number of dwellings to be delivered through non-strategic sites should be increased. There are a range of comments suggesting that more development should be supported in the rural areas, particularly the smaller villages as well as the Larger Villages. Some comments reference the need for 10 % of sites to be less than one hectare and what is described as over reliance on windfalls.	The Plan and accompanying evidence is clear that where strategic development is proposed (at the top two tier settlements) there is no additional need for non-strategic development, as that would result in the housing need being exceeded. The Plan is clear that at these (and Larger Villages) the presumption in favour of sustainable development will apply within the existing settlement and so this is where the majority of the windfall development will come forward. Thus, there is no need to consider non-strategic allocations in addition to strategic ones at these settlements. Any non-strategic sites that could form a strategic site by being joined to other smaller sites have automatically been considered as part of the site selection methodology. In terms of relying on sites that may come forward through Neighbourhood Plans, the NPPF requires the LPA to identify a housing requirement for any Neighbourhood Plan that has passed the Area Designation stage, but it is considered prudent to future proof the plan by providing clarity to communities who may decide later to prepare a plan. Furthermore, the Council is not proposing to rely on delivery for non-strategic sites within the first five years of the plan – thus, if there
NDLP3798	Belinda Challenger						
NDLP3394	Strategic Land V Limited & Ms Hawke						
NDLP3498	Lois Partridge						
NDLP3231	Weston Homes Plc						
NDLP3273	Weston Homes Plc						
NDLP3339	Welbeck Strategic Land						
NDLP3402	Strategic Land V Limited & Ms Hawke						

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NDLP3594	Pegasi Limited						<p>were any delays to delivery, the five yearly Local Plan review could address any shortfall.</p> <p>Overall, the Council is content that the balance between sites of different size, type and geography has been achieved, with the focus on the Key Settlements and Local Rural Centres for Strategic growth and for non-strategic development at Larger Villages, but that any development at the smaller villages, that are generally more rural and less sustainable, should be restricted to limited infill only. These matters are discussed separately, but the Council is content that at least (more than)10 % of the housing delivery will occur on sites of less than 1 hectare and that the windfall figures is robust and based on sound evidence.</p>
NDLP3594	Pegasi Limited						
NDLP3707	Douglas and Ruth Burton						
NDLP3710	Douglas and Ruth Burton						
NDLP3406	Montare LLP						
NDLP3600	Knight Frank						
NDLP3736	Enterprise Residential Development						
NDLP3767	Harlow Agricultural Merchants Ltd						
NDLP3110	Higgins Group						
NDLP3153	Bellway Homes						
NDLP3478	Richstone Procurement Ltd						
NDLP3632	C J Trembath						
NDLP3760	The Hargrove Family						
NDLP3966	Mary Power						
NDLP962	The Streeter Family	Director Richstone Procurement Limited	Mary Power				
NDLP3163	Adam Davies Strategic Land V Limited & Ms Hawke						
NDLP3394	Lands Improvement Holdings						
NDLP3862	Daniel Jones						
NDLP999	Mr Neil Reeve	Director Silverley Properties Ltd	Sophie Pain				
NDLP748	Luxus Homes						
NDLP1067							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Stoney Common Limited	Director Luxus Homes Stoney Common Limited	Peter Biggs				
NDLP3191 NDLP2442	Dianthus Land Limited Saffron Walden Town Council				Spatial Strategy - Saffron Walden	Support is provided for the Spatial Strategy and the approach to selecting sites and focusing growth at the key settlements, on the basis they have the ability to support the most sustainable patterns of living through their current levels of facilities, services and employment opportunities. Particular support is provided for the suitability of Saffron Walden for supporting strategic growth, but if anything, it is suggested that the quantum of growth could be increased to support additional infrastructure delivery. There is no reference to the historic importance of Saffron Walden.	Noted.
NDLP3941 NDLP168 NDLP1621 NDLP3496 NDLP1532 NDLP1437	Michael and Sarah Tee Linda Stephenson Chelsteen Developments Limited Mr and Mrs R A French Chrishall Parish Council Suzanne Powell				Spatial Strategy - Smaller Villages	Concern is raised for the lack of managed growth at the 24 smaller villages across the district, which is considered necessary to help support the vitality and viability of rural settlements along with supporting rural bus services, etc. It is suggested that with zero growth, the needs of these local communities will not be met and the approach is described as unsound. Another respondent raises the importance of planning for infrastructure and services and facilities in smaller villages, not just for housing. The response reiterates that Chrishall is classified as a smaller village. It is suggested that a map showing the development boundaries would be appreciated in order to protect the countryside that surrounds the village. It is suggested that the Council should review any planning applications in neighbouring parishes (such as within Cambridge). Concern is raised over a planning application at Swards End and the desire of the village to avoid further development. Clear boundaries are requested to protect Swards End and avoid coalescence with Saffron Walden.	Noted. The plan supports limited infill development within the existing built area of smaller villages, thus allowing for some, albeit small scale development, that is proportionate to the size of settlement. It is not appropriate to support specific allocations at smaller villages, unless brought forward through neighbourhood plans, where there is local evidence and support. Overall it is considered this provides a balanced approach to allowing for some limited development at smaller villages, whilst focusing site allocations at more sustainable locations. The matter of development boundaries is discussed separately (see above).
NDLP3604 NDLP3600 NDLP3748 NDLP3917	Knight Frank Knight Frank Denise Gemmill Pelham Structures Limited	Pelham Structures Ltd			Spatial Strategy - Stansted Mountfitchet	It is suggested that the level of housing proposed at Stansted Mountfitchet is too low and should be increased and that the currently proposed approach is unjustified. It is stated that the Development Site Templates for one of the Stansted Mountfitchet sites is missing from the plan appendices and that clarification is sought for how the numbers were identified (in terms of individual sites and areas).	The Development Template for any sites that form part of the Reg 19 Plan will be included in the Plan at that stage. The Site Selection Topic Paper sets out the methodology and approach for selecting the sites and why individual sites have been selected, or not, as the case may be. Development to the south of Stansted Mountfitchet is impacted by the Metropolitan Green Belt – overall, the Council do not consider that exceptional circumstances exist to justify development in the Green Belt, where there are alternative and non Green Belt options available.
NDLP3594 NDLP3594 NDLP2368	Pegasi Limited Pegasi Limited Douglas and Ruth Burton				Spatial Strategy - Strategic Sites	The plan should consider additional smaller scale, but still strategic allocations, instead of reliance on large strategic sites which are at odds with paragraph 61 of the NPPF.	This matter is discussed elsewhere. Overall, the Council is satisfied the Plan supports an appropriate mix of sites of different size, type and geography, that provides for a five year land supply, for a c. 10 % over supply buffer and provides for flexibility and resilience. The smaller non-strategic sites, are not relied upon in the first five years of the plan, thus providing for additional flexibility.
NDLP527 NDLP529 NDLP884 NDLP2987	Peter Hayward Peter Hayward Caroline Staines				Spatial Strategy - Takeley	A number of objections were received relating to the proposed development at Takeley. Key points raised include: • The site doesn't have convenient access to a railway station • The site includes parcels of land that have previously been refused at Appeal • Large allocations do not align with Paragraph 61 of the NPPF that seeks to support smaller sites – the allocation is too large and is unlikely to be delivered in the plan period.	Noted. The Council will take all the consultation comments and updated evidence into account when updating the Reg 19 Plan. The updates will seek to overcome any issues/ constraints as far as possible, maximise benefits, including for infrastructure delivery.

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NDLP2993 NDLP3153 NDLP3594 NDLP3594 NDLP3613 NDLP3710 NDLP3710 NDLP3758 NDLP3918	Susan Le Good Susan Le Good Bellway Homes Pegasi Limited Pegasi Limited Hill Residential Ltd Douglas and Ruth Burton Douglas and Ruth Burton The Hargrove Family Pelham Structures Limited	Pelham Structures Ltd				<ul style="list-style-type: none"> • There are various constraints effecting the site including heritage and Ancient Woodland • A question is raised for why so much (60%) of the housing is being put into one location. • It is suggested that the Local Plan doesn't provide any justification for why Takeley and the South Area is identified for development for housing and employment. • It is suggested that there is no infrastructure being planned to support the development. <p>A number of other comments provide support for the proposed development. Key points include:</p> <ul style="list-style-type: none"> • Takeley is the fifth most sustainable settlement in the district benefitting from w a wide range of local services and facilities • The proposal will provide a range of new facilities including new Primary and Secondary schools, along with a local centre, retail and health provision • The traffic modelling indicates that development can be accommodated successfully and the area is less constrained than many alternatives (outside of flood plain/ Green Belt etc). • The site is located on a strategically important transport corridor, in proximity to the district's largest employer, with opportunities for enhancing public transport, cycling and walking. • It is suggested that additional sites could be brought forward at Takeley that would provide more plan flexibility, support greater infrastructure delivery, etc. 	
NDLP3920	Pelham Structures Limited	Pelham Structures Ltd			Spatial Strategy - Thaxted	There is no need for the level of housing proposed for Thaxted and there is insufficient infrastructure at present, or to support housing growth.	Noted. The Council will take all the consultation comments and updated evidence into account when updating the Reg 19 Plan. The updates will seek to overcome any issues/ constraints as far as possible, maximise benefits, including for infrastructure delivery.
NDLP2575 NDLP2600	Stebbing Parish Council Stebbing Parish Council				Stebbing	The allocation of 109 dwelling in Stebbing Parish is understandable in the context of the Inspector's report into the withdrawn local plan, which required development to be dispersed across the district. Stebbing Parish is heavily reliant on private car transport and the local amenities are under severe pressure. Additional development will exacerbate the problems and lead to increased in pollution. New development should be supported by appropriate infrastructure to mitigate the impacts and help tackle climate change in a meaningful way.	Noted. The Council will take all the consultation comments and updated evidence into account when updating the Reg 19 Plan. The updates will seek to overcome any issues/ constraints as far as possible, maximise benefits, including for infrastructure delivery.
NDLP2692 NDLP997	Pascale Muir Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Transport	The plan should focus economic growth in the north and west of the district, instead of promoting growth and the increase in private transport within the southern key settlements. The plan should ensure there is adequate parking for existing and proposed development.	Noted. The Spatial Strategy is discussed elsewhere, but development is focused on the largest and most sustainable locations and where there is greatest opportunity to deliver sustainable development. The A120 corridor is a key growth corridor located in proximity to the district's largest employment areas and where the majority of employment need is focused - and where there are significant opportunities to improve public transport and walking/cycling.
NDLP2275	Mulberry House Farms LLP				Windfall Development	A number of respondents suggest that there is an over-reliance on windfall development, that the evidence is insufficient to justify it and that it is not a plan-led system as required by the NPPF. One	The Council is satisfied the proposed Windfall figures are appropriate and robust and that the supporting evidence provides sufficient justification. The

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2369	Douglas and Ruth Burton					<p>respondent suggests that the proposed windfall (1,650) homes would account for 21% of the proposed supply (14,377). It is also suggested that combining the non-strategic allocations and windfall allowance would equate to 35% of the total supply where insufficient detail is provided. Another respondent suggests that the Plan does not provide detail for where the windfall sites will come forward. It is suggested that more strategic and non-strategic sites should be allocated and with a reduced windfall allowance. Another respondent provides support for the proposed windfall allowance and approach.</p>	<p>proposed non-strategic development will be set out in the Reg 19 Plan, either by identifying specific allocations, or by clarifying where Neighbourhood Plans will come forward, and in those cases how much development is to be supported at the relevant settlements. Overall, the Council is satisfied the Local Plan provides a sufficient balance between the various factors, including various NPPF requirements. The proposed Windfall allowance is not for 21% of the proposed supply but for around 11% and this percentage may come down in the Reg 19 Plan. Combining the proposed non-strategic and windfall allowance does not equate to 35% of proposed supply but 18%, and as stated above, the percentage windfall contribution may come down as may the level of housing proposed for non-strategic development. Core Policy 3 is clear where windfall development will be supported and clearly states that the 'presumption in favour of sustainable development' will apply within the existing built settlements of the top three tier settlements. Furthermore, that limited infill development will be supported at Smaller Villages. This provides clarity for what type of development could come forward where, it is stronger than the existing policy and is clear where windfall development could come forward.</p>
NDLP2444	Anchor						
NDLP666	Robert Fairhead		Vaughan Bryan				
NDLP669	Ian, Sheena, and Tracy Dale, Dale, and Hunter	Director Roebuck Land and Planning Ltd	Vaughan Bryan				
NDLP913	Catesby Estates Ltd (Stacey Rawlings)	Director Luxus Homes Stoney Common Limited	Stacey Rawlings				
NDLP1067	Luxus Homes Stoney Common Limited		Peter Biggs				
NDLP1621	Chelsteen Developments Limited						
NDLP3230	Weston Homes Plc						
NDLP3339	Welbeck Strategic Land						
NDLP3360	Gladman						
NDLP3393	Strategic Land V Limited & Ms Hawke						
NDLP3394	Strategic Land V Limited & Ms Hawke						
NDLP3402	Strategic Land V Limited & Ms Hawke						
NDLP3710	Douglas and Ruth Burton						
NDLP3766	Harlow Agricultural Merchants Ltd						
NDLP3798							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3862	Belinda Challenger Lands Improvement Holdings						
NDLP3940							
NDLP2267	Michael and Sarah Tee						
NDLP3761	Mr Kemp and Ms Shutes						
	The Hargrove Family						

Table 3 Core Policy 3: Settlement Hierarchy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1185	Ashdon Parish Council				Ashdon	Some comments provide support for the classification of Ashdon as a Larger Village which is described as one of the largest and most sustainable villages within the rural area. Other comments object to the classification of Ashdon with residents spread across four separate villages that do not function as a single place, nor are the services and facilities offered across these settlements easily accessible to residents from different villages. Ashdon is described as having one pub, one school and no shop (detail is provided to explain the level of services and facilities more comprehensively). It is stated that a recent Neighbourhood Plan ratified by the local community is seemingly being ignored.	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, Ashdon is being removed from the Larger Village Category and will become a Smaller Village. On this basis, there will be no allocations identified for Ashdon.
NDLP1186	Ashdon Parish Council						
NDLP3533	Ashdon Neighbourhood Plan Steering						
NDLP3535	Ashdon Neighbourhood Plan Steering						
NDLP3536	Ashdon Neighbourhood Plan Steering						
NDLP3540	Ashdon Neighbourhood Plan Steering						
NDLP3545	Ashdon Neighbourhood Plan Steering						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3546	Ashdon Neighbourhood Plan Steering						
NDLP3548	Ashdon Neighbourhood Plan Steering						
NDLP3561	Ashdon Neighbourhood Plan Steering						
NDLP3569	Ashdon Neighbourhood Plan Steering						
NDLP3570	Ashdon Neighbourhood Plan Steering						
NDLP3571	Ashdon Neighbourhood Plan Steering						
NDLP3572	Ashdon Neighbourhood Plan Steering						
NDLP672	Ian, Sheena, and Tracy Dale, Dale, and Hunter		Vaughan Bryan				
NDLP1103	Harriet BURROW						
NDLP1292	Karen Ainley						
NDLP1201	Ashdon Parish Council						
NDLP2293	Stuart Hastie						
NDLP204	John Moran						
NDLP437	Karmel Stannard						
NDLP1185	Ashdon Parish Council						
NDLP3578	Ashdon Neighbourhood Plan Steering						
NDLP3579	Ashdon Neighbourhood Plan Steering						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3574	Ashdon Neighbourhood Plan Steering						
NDLP3562	Ashdon Neighbourhood Plan Steering Ashdon Neighbourhood Plan Steering						
NDLP1851	Berden Parish Council				Berden	The response notes that Berden is classified as a smaller village however it is requested that development boundaries, for example those included in the 2005 plan are reinstated and presented in the Reg 19 document. It is suggested that these development boundaries provide clarity for where development can and cannot come forward.	Noted. Development boundaries are commented on elsewhere, but overall, it is considered more flexible to rely on the policy wording, rather than an often arbitrary line that will sometimes effectively enable development, rather than restrict it.
NDLP860	Clive Downes				Clavering	A number of objections are raised for the classification of Clavering as a Larger Village. Various details are provided to support this viewpoint, including that Clavering has no public transport and that the nearest health services are in Newport, which is not accessible by public transport. Other comments support the designation of Clavering – the response provides an overview of how Clavering has been assessed and suggests that it achieves the highest score for any of the proposed Larger Villages.	Noted. The Council is satisfied that Clavering should be designated as a Larger Village - it actually scores the highest level for any villages in the district outside of the Key Settlements and Local Rural Centres. It is important the Plan supports development in the largest and most sustainable rural communities to support their vitality and viability. Whilst supporting sustainable travel is important (the majority of development is directed towards locations that can maximise sustainable travel) we also need to consider the social and economic sustainability of the largest rural communities. Furthermore, there may be opportunities associated with development that could improve travel options - for example supporting an electric pool car scheme, or improving the viability of on demand community transport.
NDLP3164	Adam Davies						
NDLP4157	G W Balaam & Son						
NDLP597	Stephanie Gill						
NDLP692	Nigel Wood						
NDLP2057	Mrs Jacqueline Cooper						
NDLP1096	James Balaam	G W Balaam & Son	Matthew Thomas				
NDLP1484	Dr and Mrs R N Woodhouse						
NDLP2058	Mrs Jacqueline Cooper						
NDLP3057	Mrs Christina Cant				CP 3 - General Comments	General support is given to the settlement hierarchy within the draft local plan. Concerns are raised on the classification of specific settlements, and applying a generic increase in development across all settlements without accounting for local characteristics. There is potential for the character of settlements to be lost. The list and classification of villages should be reviewed. There is also a query to why the previous settlement hierarchy wasn't used, which was consulted on by parish councils.	Noted. Support welcome. In relation to other comments: • Elsenham is not missing from CP3, it is identified as a Local Rural Centre. • The distribution of growth is discussed in CP2: Meeting our Housing Need, which also relates to the Spatial Strategy - although the strategy does deliberately focus growth at the top two tier settlements, in order to support sustainable development. • The approach to identifying housing need and potential development sites in an accordance with national policy, guidance and legislation. The Council's ability to direct new development to existing brownfield sites relies on sufficient brownfield sites being available in suitable locations, for which in Uttlesford there are not.
NDLP4058	Salacia Ltd						
NDLP4121	Tim and Alexandra Bradshaw						
NDLP3234	Weston Homes Plc Gladman						
NDLP3362	Rosconn Strategic Land Limited						
NDLP3835	John Collecott						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2501	Nigel Tedder						<ul style="list-style-type: none"> • The lack of adequate planning for infrastructure in recent years is noted. However, the only mechanism available to the Council to support the delivery of new infrastructure is to focus new development to places where the new infrastructure provided by the new development has maximum value to existing communities and settlements as the new ones. • Development in smaller villages is designed to be proportionate to their scale as specified in Core Policy 3. • In terms of the specific categories of individual settlements, the methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, there may be some adjustments made to the classification of individual villages. However, the methodology is clearly set out in the accompanying topic paper. <ul style="list-style-type: none"> - In terms of the previous hierarchy, this used out of date information therefore as set out in the topic paper a parish survey was carried out in Jan 2021 to attain up to date information to inform the new settlement hierarchy
NDLP507	Jackie Deane	Managing Director New Homes Project Managements Limited	Nigel Tedder				
NDLP1080	Catesby Estates Ltd (Stacey Rawlings)	Parish Clerk Takeley					
NDLP914	Jean Johnson	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP125	Julian Sayer						
NDLP1266	Mr Charles Pick						
NDLP1989	Mr David Hall						
NDLP2287	Nick Dukes						
NDLP2793	Mr and Mrs Roberts						
NDLP2828	Paula Griffiths						
NDLP2727	Theresa Trotzer Wilson						
NDLP1108	Mr Roy Pike						
NDLP1935	Gill Gibson						
NDLP1974	Stebbing Parish Council						
NDLP2589	Pelham Structures Limited	Pelham Structures Ltd					
NDLP3924	Maddy Marley						
NDLP1547	Dr Colin Durrant						
NDLP1553							
NDLP1042							
NDLP1057							
NDLP1650	Sue Cony				Debden	Concern is raised over the number of homes proposed for Debden. In particular, concern is raised for development being planned	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring

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NDLP1653	Patrick Harte					without due consideration for providing new infrastructure and services, in part based on previous experience, where development has taken place without adequate infrastructure. Concern is also raised over the classification of Debden as a Larger Village. It is stated that Debden has no shops and no suitable public transport – traffic issues are also reported. The nearest GP is in Thaxted that is four miles away. Debden has no gas supply and many properties do not have mains drainage. Reference is made to existing planning applications that will already increase the size of the village.	for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, there may be some adjustments made to the classification of individual villages. It should also be noted that any commitments up to 31st March 2024 will be considered and so it is anticipated that the level of 'additional' housing to be planned in the Reg 19 plan will be reduced overall, and its relation to any designated Larger Villages. Any approved applications in individual villages will be off-set against the village requirement figures.
NDLP1660	Jane Caroline Collins						
NDLP2066	Andrew Gilling						
NDLP2177	Mr Ian Carter						
NDLP2857	Jeanette O'Brien						
NDLP2204	Christine Griffin						
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Elsenham	The draft local plan identifies Elsenham as a Local Rural Centre but further consideration is not given to protect and enhance the services the village need, given the effects of the level of development that has already taken place.	Elsenham was identified as a Local Rural Centre in the Reg 18 plan, but did not identify any additional allocations. There is however a small allocation being included in the Reg 19 plan, that was previously thought to have permission and that enables the delivery of a primary school and early years provision as requested by ECC. Additional infrastructure, services and facilities etc will be provided through the existing development consents
NDLP3827	Hillrise Homes Limited				Felsted	Felsted should be redesignated as a local rural centre due to size and characteristics in comparison with the other villages.	Noted. The Council is satisfied that Felsted should be designated as a Larger Village. It is important the Plan supports development in the largest and most sustainable rural communities to support their vitality and viability, however this should be proportionate with the majority of growth being directed to the larger settlements.
NDLP4095	S Payne						
NDLP3145	Smith Bros						
NDLP3389	Strategic Land V Limited & Ms Hawke				Flitch Green	Flitch Green should be designated as a 'Larger Village'. It is not clear that the plan has properly considered reasonable alternatives in relation to development in Flitch Green. There is a lack of certainty development can be delivered in larger villages, so smaller villages should not be discounted.	Noted. The Council is satisfied that Flitch Green should be designated as a Smaller Village, which will not be apportioned any proposed allocations. The Council has not considered any development options in the Smaller Villages other than through the HELAA process.
NDLP3391	Strategic Land V Limited & Ms Hawke						
NDLP3395	Strategic Land V Limited & Ms Hawke						
NDLP3397	Strategic Land V Limited & Ms Hawke						
NDLP3404	Strategic Land V Limited & Ms Hawke						
NDLP3371	Gladman						
NDLP3400	Strategic Land V Limited & Ms Hawke						
NDLP3405	Strategic Land V Limited & Ms Hawke						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2254	Landsec						
NDLP1029	Guy Kaddish	Agent Grosvenor Property UK	Claire Galilee		Garden communities	It is suggested that Garden Communities should be supported in this plan, that the previous Inspector did not reject garden communities, but there should be greater balance between different sizes of sites and that soe LPLG Councillors have suggested that insufficient options have been considered by the Council. Also supporting information for a North Uttlesford Garden Community have been submitted by Grosvenor Property UK.	Noted. This is discussed more in relation to CP2. Overall the Council is satisfied that sufficient options have been considered, that LPLG (now LPP) Councillors have adequate information to assist their understanding, and that the proposed approach strikes a reasonable balance between helping the Council to get a plan in place quickly, that addresses those issues necessary for the Plan to be capable of being adopted, whilst still enabling the Council to revisit the potential for a Garden Community in the next plan, to be adopted c. 2031/31. Information on the North Uttlesford Garden Community has been considered in setting out the spatial Strategy
NDLP1138	“						
NDLP1141	“						
NDLP1147	“						
NDLP1152	“						
NDLP1133	“						
NDLP1133	“						
NDLP1147	“						
NDLP1163	“						
NDLP1155	“						
NDLP1162	“						
NDLP1154	“						
NDLP1161	“						
NDLP1165	“						
NDLP1136	“						
NDLP1140	“						
NDLP1152	“						
NDLP1156	“						
NDLP673	Robert Fairhead		Vaughan Bryan		Great Chesterford	The classification of Great Chesterford as a Local Rural Centre is supported and as one of the largest and most sustainable settlements in the district. It is stated that public transport, amenities, employment opportunities available at Great Chesterford offer a strategic opportunity for the delivery of housing.	This is also discussed in relation to Core Policy 2. A number of potential development sites have been considered at Great Chesterford but none are suitable at the current time. Garden Community options are also discussed separately.
NDLP3919	Pelham Structures Limited	Pelham Structures Ltd					
NDLP2251	Ian Butcher				Great Dunmow	There is general support for the identification of Great Dunmow as a Key Settlement. There are concerns at the lack of public transport and the potential increase in traffic from new development. Comments note the proximity to major employers. Objections are raised to the allocation 'Church End East'.	Noted. The Council is updating the site selection paper, evidence and reviewing the strategy in light of consultation comments to ensure the Reg 19 plan is fit for purpose, but is also amended to ensure any issues are addressed, and improvements made wherever possible.
NDLP3021	Mr Graham Jolliffe						
NDLP3497	Mr and Mrs R A French						
NDLP4109	Siemens Benefits Scheme Limited						
NDLP4115							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3011	Siemens Benefits Scheme Limited Mr Graham Jolliffe						
NDLP948	Sarah Brewin				Great Easton	Concern is raised over the classification of Great Easton and the suggestion that it should support some development. It is described as car dependant and a relatively unsustainable location. It is suggested that development will not help to sustain the vitality and viability of facilities if there are no facilities. It is suggested that no information is available as to how the villages have been classified or the housing requirement numbers derived.	The methodology for classifying settlements has been updated to inform the Reg 19 Plan and a consistent approach is being applied across the board. The methodology for the classifications is set out in the Village Facilities study and a separate paper describes the approach to identifying the housing requirements for the Larger Villages. On this basis, Great Easton is re-classified as a Smaller Village and will not have a housing need identified.
NDLP3967	The Streeter Family				Great Hallingbury	The draft local plan does not properly take account of large settlements outside of the plan area, and this places potential allocations in Great Hallingbury at a disadvantage, due to its proximity to Bishop's Stortford.	It is true the Plan does not consider settlements in neighbouring districts. It is a matter for the neighbouring districts to plan for their own settlements and to raise any unmet need issues through the Duty to Cooperate. The Council is not aware of any instances where the Council is being asked to contribute towards unmet need.
NDLP431	Toni Howarth				Hatfield Broad Oak	Concern is raised for the level of development planned for Hatfield Broad Oak. It is questioned why the development needs to be built on one single and large site, rather than on a number of smaller sites. It is suggested that any development will have an impact on local wildlife and the countryside. It is suggested that the local surgery is already over-subscribed, that there are traffic issues and that the village is vulnerable to flooding, in part due to inadequate drainage in the village. There are also a comment of support for this allocation.	The Council is satisfied with the classification of Hatfield Broad Okd as a Larger Village. The methodology for classifying settlements has been updated to inform the Reg 19 Plan and a consistent approach is being applied across the board. The methodology for the classifications is set out in the Village Facilities study and a separate paper describes the approach to identifying the housing requirements for the Larger Villages. There is no requirement for the housing to be delivered on a single site, the expectation is that any development would come forward on non-strategic sites of up to 100, but could easily be made up of a combination of smaller sites. Where communities prepare Neighbourhood Plans they will be responsible for any site selection processes.
NDLP3720	CH Gosling 1965 Settlement						
NDLP3721	CH Gosling 1965 Settlement						
NDLP3723	CH Gosling 1965 Settlement						
NDLP657	Clive Durham						
NDLP1549	Carly Swain						
NDLP2913	Christine Chester						
NDLP280	Rebecca Cox				Hempstead	There is general support for the lack of development proposed for Hempstead. Concerns are raised that development in larger settlements will impact on services for smaller villages.	Noted. Smaller Villages are free to support development where they wish to, for example to support improvements to local facilities through a Neighbourhood Plan.
NDLP500	Richard Wollaston				High Easter	A number of comments raise concern over the classification of High Easter as a Larger Village stating that there are very few facilities in the village. For example, there is no pub, no shops at all and the nearest GO surgery is 6 miles away. Public transport is extremely limited and the local Post Office only operates for two hours a week. The nearest supermarket is in Great Dunmow which is seven miles away.	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, High Easter is classified as a Smaller Village and so does not have any proposed allocations within the Reg 19 Plan.
NDLP1482	Amanda Deans						
NDLP1494	Simon Sutton						
NDLP1656	Christopher Dyer						
NDLP1657	Anne Dyer						
NDLP1981	Rebecca Foley						
NDLP2183							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Amanda Deans						
NDLP1723	High Roding Parish Council				High Roding	The Parish Council for High Roding is generally supportive of CP3 as the village is classified as a smaller village, suitable only for 'limited infill' development, where it is 'in keeping with local character, proportionate in scale, or meets local housing needs'. However, two specific suggestions are made for how the policy could be amended. Firstly, the phrase 'future parts of the local plan' should be deleted as it is considered unlikely that a future local plan would seek to allocate development at High Roding. And, the phrase 'unless supported by other relevant policies as set out in the Development Plan or national policy' in relation to planning for open countryside.	Noted. In relation to the policy wording, the Council will consider if the phrase 'future parts of the Local Plan', although it would be the case that any future Local Plan would need to be subject to consultation and separate Examination, so there would be no prospect of a change happening (the village classification changing or an allocation being added), without an opportunity for interested parties to comment and participate in the process. In relation to the reference to national policy, this was added to a similar adopted policy through a Examination to a different plan by an Inspector, to ensure the policy was consistent with national policy, that does set out some criteria where limited development in countryside may be acceptable. It is also important for internal consistency as there is a Rural Exceptions policy within the Local Plan that also sets out conditions for where development in countryside may be appropriate. Overall, however, it is considered that countryside is afforded a very high degree of protection and that any development would be in the exception.
NDLP377 NDLP2341 NDLP3398 NDLP3939 NDLP3633 NDLP3636 NDLP2713 NDLP2224 NDLP1620 NDLP162 NDLP772 NDLP329 NDLP2934	David Hennings Richard Haynes Strategic Land V Limited & Ms Hawke Michael and Sarah Tee C J Trembath C J Trembath S Luck N/A Chelsteen Developments Limited Tom Duncan EDWARD GITTINS Philip Kay Mr and Mrs John and Gillian Broomfield	Clerk Hatfield Broad Oak Parish Council DIRECTOR EDWARD GITTINS & ASSOCIATES Pelham Structures Ltd			Larger and Smaller Villages	There is general support for the identification of smaller villages. There is some support for the plan to support small scale development within smaller villages, to ensure their ongoing vitality. There are also objections to any further development in smaller villages due to the harm that may be caused. A question is raised for how 'limited infill development' is defined and whether this relates to housing or local employment or retail. There is general support for the identification of larger villages. There is some support for the plan to support development in larger villages. Development should be spread across the plan area, including rural settlements. It is suggested that the criteria for classifying villages in one category or another is not clear. Concerns are raised relating to the classification of some villages, particularly Ashdon and Debden along with how the plan references Wimbush and Elder Street. It is suggested that development could have an unacceptable impact on the rural character of the area, particularly for Wimbush and Elder Street which are separated by only a single field.	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, there may be some adjustments made to the classification of individual villages. CP3 does not prevent development altogether, but makes it clear that neighbourhood plans (or potentially other parts of the Local Plan) could allocate sites at these locations, and that limited infill development may be appropriate, along with criteria to help guide this. This ensures flexibility, does allow some development to support the vitality of these smaller settlements, but also ensures that the majority of growth is directed to the larger and more sustainable settlements. It is the Open Countryside category that restricts development to exception sites etc, which the Council consider would typically be expected. It terms of the policy wording, it is interesting that a developer considers the policy is too restrictive given the number of representatives from parishes suggesting they consider the policy is to flexible. Overall, the Council consider the policy is sufficiently clear. 'local' housing needs does not necessarily need to only apply to 'affordable' housing – there may be cases where some market housing is needed locally (albeit more typically smaller units, like terrace houses, that may be 'more' affordable, rather than larger scale homes). The phrase 'within the existing built up areas' is deliberate and will help to ensure that any development is proportionate to the settlement. Overall, the aim is to ensure that development at Smaller Villages is limited, as a good number of the consultation responses seem to support.

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3111	Higgins Group						
NDLP3923	Pelham Structures Limited						
NDLP3965	The Streeter Family						
NDLP589	G Martyn Porter						
NDLP3114	Higgins Group						
NDLP3242	Weston Homes Plc				Little Canfield	Little Canfield should be identified as Larger Village, particularly considering the proximity to the strategic allocation.	In relation to planning for strategic development, Little Canfield and Takeley have been considered together as the new development will form a single development scheme. It is possible that when a proportion of development has been delivered, the classification of Little Canfield and Takeley should be re-considered.
NDLP3235	Weston Homes Plc						
NDLP3985	Hawridge Strategic Land				Little Hallingbury	The draft local plan identifies Little Hallingbury within the Rural Areas Spatial Strategy and as a larger village. The policies should clarify the status of Little Hallingbury.	Little Hallingbury is classified in Core Policy 3: Settlement Hierarchy as a Larger Village.
NDLP2620	Jonathan Ashe				Littlebury	A number of comments raise concern that Littlebury is classified as a smaller village and it is stated that it should have perhaps been considered within the 'Open Countryside' category. It is suggested that the services and facilities available in the village are limited. It is also assumed that 'limited infill development' would mean a handful of dwellings. Requests are made for the 2005 development boundary for the settlement to be included in the plan. A number of other comments welcome the classification of Littlebury as a Smaller Village agreeing that it has not been identified as a sustainable location for development and will not be allocated any specific development sites.	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, there may be some adjustments made to the classification of individual villages. However, it should be clear that CP3 makes clear that at smaller villages 'limited infill development may be appropriate within the existing built areas of these settlements or if it is allocated within an adopted Neighbourhood Development or future parts of the Local Plan'. Specific criteria are set out in the policy to provide clarity on what this means: ' i) in keeping with local character, ii) proportionate in scale; iii) meet local housing needs, and/ or provide local employment, services and facilities'. Thus, any development at smaller villages can only be small in scale, in keeping with local character and proportionate in scale. Development boundaries are commented on elsewhere, but overall, it is considered more flexible to rely on the policy wording, rather than an often-arbitrary line that will sometimes effectively enable development, rather than restrict it.
NDLP2672	Mr and Mrs John and Gillian Broomfield						
NDLP2802	Nick Dukes						
NDLP2834	Mr and Mrs Roberts						
NDLP2944	Mr and Mrs John and Gillian Broomfield						
NDLP2229	Gabrielle Winter						
NDLP2146	Dennis Prior						
NDLP2146	Dennis Prior						
NDLP2158	Barry Benton						
NDLP1600	Jillian Occomore						
NDLP2829	Mr and Mrs Roberts						
NDLP350	Kelly Osborne						
NDLP2935	Mr and Mrs John and Gillian Broomfield						
NDLP4122							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2092	Tim and Alexandra Bradshaw						
NDLP588	Jane Dukes						
NDLP1630	G Martyn Porter						
NDLP1551	Nikhil Saraswat						
NDLP2100	Dr Colin Durrant						
NDLP1913	Lindsey and Tim Coyne						
NDLP2106	Louise Johnson						
NDLP1502	Amanda Barclay & Iain Black						
NDLP1488	Katie Ransom						
NDLP2046	Kathleen Torbett						
NDLP2159	Mr Robert Osborne						
NDLP2106	Thomas and Isabelle Page						
NDLP2129	Amanda Barclay & Iain Black						
NDLP2154	Malcolm Domb						
NDLP2159	Lucinda White						
NDLP2168	Thomas and Isabelle Page						
NDLP2189	Sally and Stephen Lambert						
NDLP2195	Robin Grayson						
NDLP2196	Robin Grayson						
NDLP2205	Mrs Isobel Grayson						
NDLP2401	Claudia Haisman-Green and Mike Green						
NDLP2407	Michael Hancock						

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NDLP2469	Jennifer Parkinson						
NDLP2476	Rosemary Wild						
NDLP2504	Andrew Figge						
NDLP2518	Michael Cox						
NDLP2522	Tom Hallmark						
NDLP2664	Linda Kelsey						
NDLP2760	Mr and Mrs John and Gillian Broomfield						
NDLP446	Mrs Isobel Grayson						
NDLP591	Mr Bill Garland						
NDLP3031	G Martyn Porter						
NDLP1545	Mr Brian Johnson						
NDLP1769	Maddy Marley						
NDLP1920	Janice Heales						
NDLP1924	Sally Kennedy						
NDLP2129	Carmel Carline						
NDLP2154	Malcolm Domb						
NDLP1485	Lucinda White						
NDLP1850	Mr and Mrs Keith Winter						
NDLP1784	Catherine Figge						
NDLP2794	Littlebury Parish Council						
NDLP2620	Nick Dukes						
	Jonathan Ashe						
NDLP3769	Harlow Agricultural Merchants Ltd				Newport	The classification of Newport as a Local Rural Centre is supported.	Noted.
NDLP3822	N/A						

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		Taylor Wimpey UK Limited					
NDLP536	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Policy Wording - Infilling	The response refers to the conditions on infilling at smaller villages but suggests that these do not apply to the other settlement types and so there is said to be a policy gap with no guidance on infilling at the other settlement types.	CP3 provides clarity on what type of development is appropriate in all types of settlements. It makes clear that the presumption in favour of sustainable development will apply within the existing built areas of Key Settlements, Local Rural Centres and Larger Villages. It is also clear that development in open countryside will not be appropriate unless specifically supported by other relevant policies. On this basis, there is not considered to be any policy gap. Note that CP3 should be amended to refer to Local Rural Centres rather than Small Towns.
NDLP3972	AC Streeter				Role of Bishops Stortford	The plan does not accurately address the presence of Bishops Stortford. Smaller settlements within Uttlesford may be considered more sustainable due to their proximity to Bishops Stortford.	It is true the Plan does not consider settlements in neighbouring districts. It is a matter for the neighbouring districts to plan for their own settlements and to raise any unmet need issues through the Duty to Cooperate. The Council is not aware of any instances where the Council is being asked to contribute towards unmet need.
NDLP3975	AC Streeter						
NDLP4133	Endurance Estates Land Promotion Lt						
NDLP3836	Rosconn Strategic Land Limited				Saffron Walden	The Classification of Saffron Walden as a Key Settlement is supported.	Noted.
NDLP1443	Savills - Audley End Estate						
NDLP675	Robert Fairhead		Vaughan Bryan		Settlement Boundaries	The plan should review all settlement boundaries, as the current settlement boundaries are considered to be out-of-date. New settlement boundaries should consider the proposed extensions to settlements within the emerging local plan.	Settlement Boundaries will be updated for the Key Settlements and Local Rural Centres. There is no proposal to create or update any boundaries for any other settlements. Overall, it is considered preferable to have the flexibility provided by the policy wording to support Development Management decision making on a case by case basis.
NDLP676	Ian, Sheena, and Tracy Dale, Dale, and Hunter		Vaughan Bryan				
NDLP2247	Ian Butcher						
NDLP3479	Richstone Procurement Ltd						
NDLP507	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Settlement hierarchy	A question is raised as to why CP3 has four tiers with the fourth tier split into two (Smaller Villages and Open Countryside). It is also suggested that 'countryside' is not mentioned by CP3. It is considered that 'countryside' is not afforded any protection. There is too great a focus on the upper two settlement tiers. It is suggested that CP3 infers that non-strategic sites will not come forward within (or around) Key Settlements or Local Rural Centres such as Stansted Mountfitchet. It is suggested that the policy should be updated to allow non-strategic sites to come forward at the Key Settlements or Local Rural Centres. There are potential issues for the Strategic Road Network (SRN).	The Council consider that CP 3 provides much clearer and stronger protection for the rural areas and countryside in Uttlesford. It is clear where development will or will not be acceptable - for example that development outside or adjoining the relevant settlements, can only come forward where allocated in the LP or in Neighbourhood Plans. Furthermore, that development at Smaller Villages should be restricted to 'limited infill' only and all other settlements (below the smaller villages category) are classified as 'open countryside' where development is not appropriate, except where consistent with the relevant exception policies or in accordance with national policy. Reference to 'existing built areas' is considered very clear and, as described above, prevents development adjoining settlements from coming forward unless allocated. The policy is clear that development at smaller villages should be proportionate in scale.
NDLP2901	Maggie Sutton		Mary Power Peter Biggs				
NDLP969	Mary Powe	Director Richstone Procurement Limited					
NDLP1071	Luxus Homes Stoney Common Limited	Director Luxus Homes Stoney Common Limited					

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NDLP874	Allison Ward	Parish Clerk Great Canfield Parish Council					
NDLP876	Allison Ward	Parish Clerk Great Canfield Parish Council					
NDLP755	Virginia Barlow						
NDLP3599	Knight Frank						
NDLP3738	Enterprise Residential Development						
NDLP3399	Strategic Land V Limited & Ms Hawke						
NDLP3400	Strategic Land V Limited & Ms Hawke						
NDLP2380	National Highways						
NDLP1062	Jackie Deane	Parish Clerk Takeley			Settlement Hierarchy - Countryside	Reference is made to NPPF 20d relating to protection of the 'natural, built and historic environment'. It is suggested that the draft LP does not provide adequate protection for 'countryside' and that CP3 is too vague – using terms like 'the developed footprint' 'existing built areas' and 'open countryside'. It is suggested that more explicit protection for the countryside along with a clear definition is needed. It is suggested that CP3 does not provide an adequate replacement for the 2005 Plan policy S7 or ENV5 and that this is a serious omission. It is suggested that any development in smaller villages should be proportionate in scale to the original and that any upscaling is not appropriate.	The Council consider that CP 3 provides much clearer and stronger protection for the rural areas and countryside in Uttlesford. It is clear where development will or will not be acceptable - for example that development outside or adjoining the relevant settlements, can only come forward where allocated in the LP or in Neighbourhood Plans. Furthermore, that development at Smaller Villages should be restricted to 'limited infill' only and all other settlements (below the smaller villages category) are classified as 'open countryside' where development is not appropriate, except where consistent with the relevant exception policies or in accordance with national policy. Reference to 'existing built areas' is considered very clear and, as described above, prevents development adjoining settlements from coming forward unless allocated. The policy is clear that development at smaller villages should be proportionate in scale.
NDLP804	Linda Steer						
NDLP342	Mr W R Bargman						
NDLP1426	Katie Rae						
NDLP2345	Richard Haynes						
NDLP2556	Geoff Bagnall						
NDLP2663	Mr and Mrs John and Gillian Broomfield						
NDLP4170	Mulberry House Farms LLP						
NDLP1321	Su Morgan						
NDLP1335	James Redgwell						
NDLP3421	Bloor Homes (Eastern)				Stansted Mountfitchet	The classification of Stansted Mountfitchet as a Key Settlement is challenged, suggesting that it should not fall in the same category as Saffron Walden and Great Dunmow. It is suggested that Stansted has a limited range of shops and industry and one of its only advantages is access to a railway station. It is suggested that the classification is only designed to facilitate a greater level of development. The village centre is described as containing two churches, a Post Office, health centre, pharmacy, railway station, pubs and restaurants, but these are located at Lower Street, not	Noted. The classification of settlements is based on methodology set out in the Settlement Facilities Topic Paper. Whilst it is true that Stansted Mountfitchet does have fewer facilities than Saffron Walden or Great Dunmow, it does nonetheless have many more than any other settlement in the district, including a railway station and secondary school. It is also located in close proximity to one of the largest employment areas in the district that is connected by public transport including
NDLP3438	Bloor Homes (Eastern)						
NDLP3455	Bloor Homes (Eastern)						

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NDLP1234 NDLP1748 NDLP4233 NDLP4230	Alan Bore Tony Crosby City and Country Residential City and Country Residential					along Cambridge Road. There is also a comment of support for the identification of Stansted Mountfitchet as a Key Settlement, because of its location.	by rail. The emerging Local Plan identifies the need for strategic development at both Key Settlements and Local Rural Centres so changing the classification wouldn't impact the level of development identified, which is actually substantially less than that identified for Saffron Walden or Great Dunmow. Furthermore, the classification doesn't change from the 2005 Plan, where Saffron Walden, Great Dunmow and Stansted Mountfitchet are classified as the 'main urban areas'.
NDLP2981 NDLP3049 NDLP3154 NDLP3340 NDLP3614 NDLP3762	Mr Gary Slaughter Anne Cook Bellway Homes Welbeck Strategic Land Hill Residential Ltd The Hargrove Family				Takeley	There is support and objection to the identification of Takeley as a Local Rural Centre. The levels of development proposed will have implications for retail and other services, as well as infrastructure and this should be clearly set out in the plan. The plan should consistently refer to Takeley, Prior's Green and Little Canfield.	Noted. Clearer reference should be made to the proposed development at Takeley falling, in part, within the adjoining parishes.
NDLP1000 NDLP2349	Daniel Jones Richard Haynes	Director Silverley Properties Ltd	Sophie Pain		Thaxted	The classification of Thaxted as a Local Rural Centre is supported which is considered to reflect the sustainability of the settlement and to be a suitable location for growth. There is no need for a new school but there may be need for other services and facilities, which are not considered by the draft plan.	Noted.
NDLP1378	Kate Woods				Uttlesford	The plan places an undue burden on Uttlesford to accept a flawed plan or face opportunistic development. The plan should spread development across the district.	The Plan does focus development across all three Key Settlements, those Local Rural Centres where development is considered appropriate and to a lesser extent at the Larger Villages. This is discussed more in relation to the Spatial Strategy.
NDLP2326	Mr Edward Gildea				Wendens Ambo	It is suggested that Wendens Ambo should be considered as a suitable location for development given that it has the best served railway station in the district. It is suggested that the approach to classifying settlements is flawed and that this essentially means that small places remain small and development is directed to the largest settlements. If the plan were to support sustainable development, consideration would be given to focusing development around the railway station at Wendens Ambo.	Whilst the value of a railway station at Wendens Ambo is understood, consideration is needed for a wider range of services and facilities needed to support development overall. Given the lack of other services and facilities, any development at Wendens Ambo would effectively be a new settlement and that would need to be larger in scale to be justified. The approach to considering site opportunities has considered the potential for new settlements, and whilst none are required in this plan, there are a range of options that will need to be re-considered in a future plan. This could include at Wendens Ambo.
NDLP663	Katrina Levy				Widdington	Additional information has been submitted by the Parish Council in relation to designations, for example, protected lanes.	Noted.
NDLP1254 NDLP1929	Mr Stewart Luck Wimbish Parish Council				Wimbish	Concern is raised over the classification of Wimbush as a larger village. It is suggested that if housing is needed for the Army at Carver Barracks, this should be considered separately. Wimbush no longer has a public house, there are no shops, and it is no longer served by a community bus. It is suggested that the parish of	Noted. The methodology for classifying the villages that informed the Reg 18 plan was based on scoring for parishes rather than for settlements and this will be updated to inform the Reg 19 plan. On this basis, there may be some adjustments made to the classification of

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NDLP2025	Nigel Poad					Wimbush is made up of five settlements, none of which should be considered as larger villages. A detailed description is provided for the level of services available in each of these small settlements.	individual villages. On this basis, Elder Street (Wimbush Parish) is re-classified as a Smaller Village and will not have a housing requirement identified for it.

Table 4 Core Policy 4: Meeting Business and Employment Needs

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3951	Messrs Bull and Robertson				Additional employment allocations required around Stansted airport, including B8	More development should be allocated in the area around Stansted airport, particularly B8, and given the strategic importance of Stansted Airport in the regional economy it should not be delivered through Neighbourhood Plans. The Stansted area should play a greater role in the District's economic strategy with further allocations.	The recommendations for employment land shows that out of the 30.4ha residual need for industrial and logistics land (paragraph 6.13) beyond Stansted airport 15ha of the need is at Stansted; 5-10ha is at Great Dunmow (along the A120) and 5ha is needed at Saffron Walden. The majority of need for industrial and logistics is at Stansted and the A120 corridor. The Reg 18 draft makes provision for 30ha of employment land including industrial and logistics at Great Dunmow and Takeley which is within the Stansted area, as recommended in the Employment Needs Assessment Update.
NDLP4104	Tye Green Farm						
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp				
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp				
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Comment - importance of Stansted Airport and the M11/Stansted corridor to the economy	The role of Stansted Airport in the District and the region is not fully recognised within the plan. There is compelling evidence or a strong industrial and distribution market. The M11/Stansted corridor could become a leading industrial location.	The Employment Needs Update (ENU) recognises the importance of Stansted Airport to the local and regional economy and notes the dual role that the Northside permission will play providing both strategic scale units and units more likely to meet locally derived employment requirements. As a result it is recommended in the ENU that around half of the Northside supply is discounted from that which can support local needs. The strategic role that Stansted Airport plays in the region has been recognised in the decision to have a bespoke policy for the sustainable operation and development of Stansted Airport (Core Policy 11) rather than treating it as a typical "Existing Employment Site" under Core Policy 45.

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NDLP2327	Mr Edward Gildea				Comment - mismatch between jobs and housing will increase car use and travel (Chesterford Research Park)	There is a mismatch between the level of job creation and housing provision in the north of the district at Chesterford Research Park which will not encourage sustainable transport patterns	Some housing is coming forward at Great Chesterford through commitments and there is nearby development within Cambridgeshire. A number of sites have been assessed in this part of Uttlesford, but are currently not available/ suitable. Planning for larger scale growth in this areas should be tied more with planning for Cambridge where there are currently some uncertainties over the progression of the currently emerging Cambridge Plan. It is assumed that this uncertainty will have been resolved more fully to enable more effective cross-boundary working as part of the next Uttlesford Local Plan. With regard to the sustainable transport credentials for Chesterford Research Park, the promoter identifies that recent applications have provided further measures to improve the accessibility of the Park and sustainable transport options, as well as to ensure any impact on the existing communities in Little Chesterford and Great Chesterford is minimised. Mode share travel surveys, have shown that car use to the Park is 8% lower than compared with the 2011 Census mode share for the local area. Similarly, the Park has a higher sustainable travel mode share proportion (22%%), compared with 2011 employment trips to the local area (17%). 15% of staff use the bus and coach services to travel to the Park, which is significantly higher than the 2011 Census TTW proportions at 2%. The Park operates a Travel Plan, and recent permissions will see the scope of Travel Planning enhanced. This will include for those permissions the provision of sustainable transport vouchers enabling staff to access discounted bus, rail and cycle facilities; as well as continued operation of the Park operated shuttle bus services to Great Chesterford Station and coach services to and from Cambridge. The expansion of the Park has the potential to further develop the existing sustainable transport links.
NDLP3890	Grosvenor Property UK						
NDLP3894	Grosvenor Property UK						
NDLP2327	Mr Edward Gildea						
NDLP1356	Sarah Eley				Comment - mismatch between jobs and housing will increase car use and travel: Great Dunmow	There is a mismatch between the level of job creation and housing provision in the Great Dunmow area which will not encourage sustainable transport patterns. Great Dunmow sees limited employment allocations and is not on the rail network, leading to road-based commuting.	Great Dunmow is identified in the Employment Needs Assessment Update as an important industrial location. There are significant existing employment sites and further commitments in this location. The majority of the need is for the Stansted area and allocations have been made at Takeley and land in between Takeley and Great Dunmow in order to meet this. These sites are accessible to residents at Great Dunmow via sustainable transport modes
NDLP1571	David Perry						
NDLP3885	Grosvenor Property UK				Comment about job growth at Chesterford Research Park	Comments about likely job growth as a result of expanding Chesterford Research Park.	Comments are noted.
NDLP3887	Grosvenor Property UK						

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NDLP2771	Mrs Isobel Grayson				Comment on lack of employment at Littlebury	Littlebury has no industry and limited employment and will become a feeder dormitory for the other centres in the district.	It is not clear if the comment is supporting further employment development at Littlebury or not, however the spatial strategy is to have limited residential and employment development within the existing built area at the Smaller Village of Littlebury in order to prevent unsustainable travel patterns.
NDLP4151	Endurance Estates Land Promotion Lt				Comment on the role of Northside in meeting local employment need	Comment noting the role of the permissioned Northside scheme in meeting the identified need over the plan period, as referenced in the Employment Needs Assessment Update and Core Policy 4.	The comment is noted.
NDLP1091 NDLP2245 NDLP2615 NDLP2786 NDLP2807 NDLP3236	Jackie Deane Ian Butcher Jackie Cheetham Lorraine Flawn Jackie Cheetham Weston Homes Plc				Commitments data	Comments are made identifying recent planning approvals for employment sites including Weston Homes/Seven Acres in Takeley, Bluegates in Little Canfield and Land East of Braintree Road in Great Dunmow	Commitments and completions data was correct at 11 September 2023 taking into account the Northside permission. The commitments and completions data will be updated with the latest monitoring information for the Regulation 19 draft of the plan.
NDLP2615 NDLP2786 NDLP2807 NDLP2903	Jackie Cheetham Lorraine Flawn Jackie Cheetham Maggie Sutton				Commitments data - Northside	The Northside permission is for non-airport related uses and should be counted as such in the evidence base.	The Employment Needs Update notes that whilst there is uncertainty over the role of Phase 2, the overall Northside scheme will meet both strategic and local needs. An assumption in the evidence base has been made that half of the site will provide for local needs which has been deducted from the need to calculate the residual need to be met through new allocations in the plan.
NDLP2245 NDLP3304	Ian Butcher 24/7 Investments Limited				Commitments data should be published in full	The commitments and completions data has been used to calculate the residual need to be met through new allocations in the plan under Core Policy 4. This information should be published in full to provide clarity on this source of supply.	The monitoring process is undertaken on an annual basis through the Authority Monitoring Report process. The information will be updated in order to inform the Regulation 19 consultation however the detailed monitoring data may be more appropriately published in the AMR rather than the plan itself.
NDLP2245 NDLP2250 NDLP2252	Ian Butcher Ian Butcher Ian Butcher				Commitments should be allocated	Committed employment sites (sites with planning permission that have not yet been implemented) that are being relied on to meet the identified employment need should be allocated as employment sites in order to ensure their delivery over the plan period, should permissions not be implemented for any reason.	Committed sites fall between being an "existing employment site" under CP45 and an "allocated employment site" under CP4. It is proposed at Regulation 19 stage that employment sites with an extant or recently lapsed permission for employment land are treated favourably for future employment planning applications in

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NDLP3299 NDLP3304	24/7 Investments Limited 24/7 Investments Limited						the policy. This approach will ensure that for any sites with planning permission during the plan-making process that are not implemented, the presumption of employment uses will have been established.
NDLP4138	Endurance Estates Land Promotion Ltd				Criticism of Employment Needs evidence base: net to gross adjustment needed	The Employment Needs Assessment Update does not appear to consider net to gross adjustments for the recommended net absorption trend-based projection of need which risks failing to account for the demand lost due to demolitions and conversions.	Replacement demand is applied to labour scenarios as they are net change above change in stock. Replacement demand is also applied to net stock change as this may be diminishing due to age related inadequacy. Gross absorption does not include move outs so misrepresents demand, whereas net absorption captures all demand unless the market is suppressed through insufficient stock. The margin (20%) and current vacancy top up (UENU para 5.38) are intended to respond to this.
NDLP4138	Endurance Estates Land Promotion Ltd				Criticism of Employment Needs evidence base: Replacement of lost employment land.	Page 56, Table 5.7 of the Employment Needs Assessment Update states that the figure of 34.2 hectares should also include an element of "replacement demand" but yet does not appear to increase the base figure on this basis. The term "replacement demand" is the requirement to replace historic stock that is falling out of functional use. The Icen Report assumes that the replacement of old for new would not generate the need for more land for employment.	Replacement demand is applied to labour scenarios as they are net change above change in stock. Replacement demand is also applied to net stock change as this may be diminishing due to age related inadequacy. Gross absorption does not include move outs so misrepresents demand, whereas net absorption captures all demand unless the market is suppressed through insufficient stock. The margin (20%) and current vacancy top up (UENU para 5.38) are intended to respond to this.
NDLP4138	Endurance Estates Land Promotion Ltd				Criticism of Employment Needs evidence base: structural shifts not taken into account	The Icen Report does not appear to have adequately accounted for structural shifts that result in increasing demand for industry and logistics sector premises. These include the growth of e-commerce combined with housing growth, as well as the impact of supply chain shocks such as Brexit, Covid-19 and the war in Ukraine resulting in companies' increasing preference in on-shoring and near-shoring.	Growth in E-commerce is acknowledged. However ONS reporting "Internet sales as a percentage of total retail sales (ratio) (%)" effectively show a steady trend increase from 2006 – 2024 not an increasing curve. Therefore occupier demand trends are baked in to past take up rates on absorption so a further top up does not appear warranted.
NDLP4138	Endurance Estates Land Promotion Ltd				Criticism of Employment Needs evidence base: sub-regional need for Stansted Airport not taken into account	The Icen Report might not have adequately considered future sub-regional demand and supply balance.	Regarding the wider FEMA / PMA – the study recognises that it forms part of a wider economic area. However this is a study to assess Uttlesford's needs not a joint study. The focus is therefore appropriately on Uttlesford's needs and not its neighbours. A separate joint assessment or one by the County / LEP may be more appropriate for this (PPG ref ID: 2a-025-20190220)
NDLP4138	Endurance Estates Land Promotion Ltd				Criticism of Employment Needs evidence base: suppressed demand due to a supply-constrained market historically	The Icen Report does not appear to adequately account for suppressed demand despite evidencing the supply-constrained nature of the local market. A 13% provision made by Icen is considered low given that the availability rate has been below the equilibrium level in Uttlesford for the last decade.	Replacement demand is applied to labour scenarios as they are net change above change in stock. Replacement demand is also applied to net stock change as this may be diminishing due to age related inadequacy. Gross absorption does not include move outs so misrepresents demand, whereas net absorption captures all demand unless the market is suppressed through insufficient stock. The margin (20%) and current vacancy top up (UENU para 5.38) are intended to respond to this.
NDLP2985	Mr Gary Slaughter				Employment development at Takeley is not in line with the Settlement Hierarchy	Takeley as a Local Rural Centre is the second tier of the settlement hierarchy yet is allocated the majority (an estimated 91% according to the comment) of the employment land and 57% of the housing allocations. This is not consistent with the settlement hierarchy.	The Employment Needs Assessment Update identifies a need for 15ha of industrial development and 3-5ha of office in the Stansted Area and 5-10ha industrial in the Great Dunmow area. Takeley is strategically located between Stansted and Great Dunmow, along the B1256 and A120 corridor, outside of the Green Belt. The Employment Site Selection Topic Paper explains the rationale for selecting

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							the employment sites to meet this need, taking into constraints and opportunities. Alongside this there is a need to deliver housing near the employment sites to help achieve sustainable transport patterns. The spatial strategy is considered to balance the existing settlement hierarchy alongside the employment and residential development need in a sustainable manner, ensuring the delivery of much-needed new infrastructure and encouraging sustainable transport.
NDLP4104	Tye Green Farm				Employment sites in South Uttlesford do not all meet the needs of Stansted Airport.	The only proposed employment allocation that relates geographically to Stansted Airport and surrounding land is North Takeley Street which is only 15 hectares across the whole plan period.	The Employment Needs Assessment Update identifies a need of 3-5ha office and 15ha industrial in the Stansted area and 5-10ha industrial in the Great Dunmow area. The Employment Site Selection Topic Paper explains the rationale for allocating the sites however it is considered that the allocation at Gaunts End/Elsenham Business Park and Land North of Takeley Street fully meets this need and the allocation at the B1256 and A120 junction between Takeley and Great Dunmow also contributes towards this need (alongside that of Great Dunmow).
NDLP3236	Weston Homes Plc				Figure 4.2 inconsistent with the text	The employment allocations in Core Policy 4 do not match the key diagram	This is a mistake in the Reg 18 plan. The text is correct whilst the diagram at Figure 4.2 needs to be updated for Reg 19.
NDLP3217	Pigeon (Takeley) Ltd				Flexibility over use class at site allocations (B8)	The allocations in Core Policy 4 do not include any B8 which is identified in the Employment Need Assessment Update as a use class for which there is a need to be met through allocations. Greater flexibility is requested.	The conclusions of the Employment Needs Update suggest that the employment allocations within the plan should be flexible in order to meet demand over the plan period. The greenfield allocations along the A120 corridor within the Reg 18 Local Plan are flexible in order to meet the quantitative and qualitative need within the Employment Needs Update however the allocations at The Water Circle/Elsenham Estate and Chesterford Research Park are more specific given they are expansions of established locations. The proposed policy approach with Core Policy 45, 46 and 47 provide flexibility for alternative development over the plan period subject to criteria being met. It is agreed that the lack of a reference to B8 in the allocations at North of Takeley Street and Land Between A120 and Stortford Road is an oversight and this will be clarified in the Regulation 19 draft.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Gaunts End / Elsenham Business Park - objects to multi-storey development	The employment allocation at Gaunts End/Elsenham Business Park is within the Countryside Protection Zone, therefore multi-storey development would be objected to.	The CPZ is proposed redrawn to exclude the employment allocation at Gaunts End / Elsenham Business Park. Details over height, layout, density and landscape mitigation will be considered through engagement with the site promoters for Regulation 19.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Gaunts End / Elsenham Business Park - previous permission not implemented.	The previous permission UTT/1473/11/FUL was not implemented at Gaunts End/Elsenham Business Park. The reasons for this should be looked into before a new allocation is made.	The landowner at the site has confirmed that the previous permission for a 9-storey office building is not viable and a smaller-scale office development is proposed in its place. The site is being actively promoted for office development. Furthermore in contrast to a detailed planning permission a plan allocation provides flexibility and policy certainty to future-proof the delivery of office development at this site over the plan period.

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NDLP1947	Mr Loftus Buhagiar				General Comment	A number of general comments summarise the contents of the evidence base and the proposed plan approach. One comment suggests that there are only two major employers in Uttlesford and that too much housing is being planned without sufficient employment need.	Comment noted. The employment and housing need is based on robust and up to date evidence. There are of course a wide range of employers across the whole district.
NDLP2920	Chelmsford City Council						
NDLP3176	Phoenix Life Limited and Mulberry S						
NDLP3573	Ashdon Neighbourhood Plan Steering Group						
NDLP378	Mr Bill Critchley						
NDLP4134	Endurance Estates Land Promotion Ltd						
NDLP3304	24/7 Investments Limited				General support for Core Policy 4	Comment providing general support to the principle of Core Policy 4 in meeting identified employment needs, however some minor amendments are sought to improve the effectiveness.	General support for the policy is noted.
NDLP3634	C J Trembath						
NDLP1785	Littlebury Parish Council						
NDLP3951	Messrs Bull and Robertson						
NDLP3216	Pigeon (Takeley) Ltd				Glossary definition of "Industrial"	The plan uses the word 'industrial' to cover both industrial (use class B2) and warehousing and logistics (use class B8). This should be clarified with a glossary definition provided.	This is agreed and will be clarified in the Regulation 19 draft.
NDLP3236	Weston Homes Plc				Insufficient headroom in the supply	The principle of providing headroom in the employment land supply is supported, however it is argued that the headroom is insufficient and should be increased. This is particularly relevant for Saffron Walden (where an industrial allocation of 3ha is made against a need of 'up to 5ha'; and Stansted where 3ha of office development is allocated against a need of 3-5ha).	Support for the principle of headroom is acknowledged; however for the reasons set out in the Employment Site Selection Topic Paper there are insufficient suitable, available and achievable industrial sites to provide headroom in Saffron Walden. The sites at North Takeley Street and the Land Between the A120 and Great Dunmow are allocated for a flexible mix where office development would be supported alongside industrial and logistics. This is intended to be refined in time for Regulation 19. Smaller-scale expansion of existing employment sites is considered through the Employment Land Review.
NDLP3285	Legal and General Property						

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NDLP2327	Mr Edward Gildea				Insufficient skilled job creation and a lack of job diversity, unable to afford housing	The plan is unsound as existing house prices in Takeley and Great Dunmow in particular are too expensive for workers in low skilled and low paid industrial and warehousing jobs at the proposed allocation sites	The plan seeks to meet employment and housing needs in the most sustainable locations to increase the opportunities for sustainable transport. Existing housing is expensive however new housing would be required to be in accordance with the housing mix set out in the plan, informed by the local housing need assessment, and would deliver affordable housing. This is intended to improve housing affordability over the plan period. A mix of jobs is planned including office, research and development, industrial and logistics for which there is significant demand.
NDLP124	Mr Antony Johnson						
NDLP2139	Paul Hinwood						
NDLP2590	Stebbing Parish Council						
NDLP3058	Mrs Christina Cant						
NDLP1705	Rosper Estates Ltd				Larger number of smaller employment allocations to provide flexibility and resilience.	A larger number of smaller employment allocations are required in order to provide flexibility and resilience in the employment land supply. A small number of large allocations means makes the strategy vulnerable to under-delivery.	With the exception of the proposed allocation at the Land Rear of Knight Retail Park in Saffron Walden the sites allocated in the Reg 18 draft of the plan are being actively promoted by the landowner and the council continues to engage with the promoters to work up the policy details. The Council intends to sign a Memorandum of Understanding with each promoter confirming the deliverability of the site in advance of Examination in Public. Furthermore, it is noted that the Employment Needs Update states that in the Stansted Area "a larger allocation(s) may be preferable to piecemeal to improve deliverability".
NDLP4138	Endurance Estates Land Promotion Ltd				Need is greater than assessed in the Employment Needs Assessment Update	The need figure in the Employment Needs Assessment is considered an underestimate and should be increased to truly reflect employment needs in the District.	The Employment Needs Assessment Update is considered to be a robust piece of work. Comments have been passed on to the consultants in order to decide if any changes need to be made, with no need to amend the evidence identified.
NDLP2621	Jonathan Ashe				No objection to Littlebury 002 EMP	Comment stating that the development of Littlebury 002 EMP would not be objected to.	Comment noted, however employment development at the smaller village of Littlebury would likely not be in accordance with the spatial strategy or settlement hierarchy. There are no proposals in the Local Plan for development allocations at Littlebury.
NDLP2139	Paul Hinwood				No proven employment need	There is not a proven need for further employment in the area.	The Employment Needs Assessment Update identifies a significant need for further research and development, office, industrial and logistics floorspace.

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NDLP1091	Jackie Deane	Parish Clerk Takeley			Northside should reduce Takeley's employment requirement	The planning permission granted at the Stansted Northside site should reduce the number and/or scale of employment allocations in the Takeley area.	The Employment Needs Assessment Update addresses the impact of the Stansted Northside permission and the implications for the residual employment need and local need over the plan period. Paragraphs 6.11 deals with the impact of Northside on residual office need whilst 6.12-6.13 deals with the impact on industrial and logistics stating "Beyond Stansted [Northside] there is a remaining need of around 136,900 [m2] or 30.4 ha... It is recommended that more land is allocated in the Stansted vicinity around Takeley / Bishop's Stortford borders / Stansted Mountfitchet / Birchanger of 15ha". The Employment Site Selection Topic Paper outlines the reasons for the allocation of employment sites to meet this residual need.
NDLP3961	The Streeter Family				Object as there are no allocations in the rural area.	The plan is considered unsound as it does not make provision for small scale employment in the rural area. Specifically allocations should be made in the rural area, including the specific site Great Hallingbury 004 EMP.	Core Policy 4 sets out a number of strategic site allocations to meet the identified need in the Employment Needs Assessment Update; whilst other policies including Core Policy 48 (New Employment Development on Unallocated Sites) and Core Policy 3 (Settlement hierarchy) cover windfall development within the built-up area of settlements and open countryside. Additionally the potential for further small-scale non-strategic development of existing employment sites will be considered through a new Employment Land Review for Regulation 19. This combination of approaches will ensure employment needs are met in full, with small-scale development supported through windfall or non-strategic allocations (where appropriate).
NDLP3481	Allison Evans				Object to headroom	The principle of providing headroom in the employment land supply is not supported. Allocating more sites than required to meet identified needs is unnecessary.	Planning to meet identified employment needs "on the nose" is considered to be a risky strategy which means that unforeseen issues at a single site would potentially result in the employment need not being met. Planning for a reasonable amount of headroom or oversupply provided resilience and flexibility in the land supply and is considered to be a positive and pragmatic approach.

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NDLP3503	Kier				Object to site allocation - promoter (Saffron Walden Rear of Knights Park)	The landowner at the proposed employment allocation at the Land Rear of Knights Retail Park, Saffron Walden has confirmed that the site is no longer available for employment use. The site was previously promoted for both employment and residential, and in December 2023 a S62A outline application was made to the Planning Inspectorate for up to 55 dwellings.	The Council notes the landowner's intention to promote residential on the site and the effective withdrawal of the site promotion for employment use at the site. Since the Regulation 18 consultation closed the site has been granted outline permission for up to 55 dwellings. The site is not considered available for employment use, and is no longer allocated in the Local Plan. It remains important to ensure that the industrial need of "up to 5ha" identified in the Employment Needs Assessment Update is met at Saffron Walden on an alternative site.
NDLP4138	Endurance Estates Land Promotion Ltd				Object to site selection topic paper	The Employment Site Selection Topic Paper discounts a particular site (Birchanger 005 EMP) despite it receiving the same HELAA classification (B) as those proposed for allocation, and the outcomes of the Employment Needs Assessment Update recommending allocations in close proximity to Stansted Airport	The Employment Site Selection Topic Paper builds on the HELAA process by further assessing Category B sites for their potential to meet the qualitative and quantitative employment need identified in the Employment Needs Assessment Update. The Stansted Airport area contains constraints such as Green Belt and Countryside Protection Zone which limits the availability of sites. Site Birchanger 005 EMP is within the Green Belt and given the availability of sites outside the Green Belt in the Stansted area no exceptional circumstances have been identified to amend Green Belt boundaries.
NDLP1091 NDLP2903	Jackie Deane Maggie Sutton	Parish Clerk Takeley			Objection - Land between A120 and Stortford Road: heritage	Objection to Land between A120 and Stortford Road employment allocation on heritage grounds	The site is located adjacent to the Grade II listed Strood Hall and a War Memorial. The site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the impact on heritage, and this will be taken into account in developing the site development templates at Regulation 19 stage.
NDLP1091	Jackie Deane	Parish Clerk Takeley			Objection - Land between A120 and Stortford Road: landscape	Objection to Land between A120 and Stortford Road employment allocation on landscape grounds	The site is not subject to any landscape designations. The site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the impact on landscape character, and this will be taken into account in developing the site development templates at Regulation 19 stage.
NDLP1091 NDLP2139 NDLP2903	Jackie Deane Paul Hinwood Maggie Sutton	Parish Clerk Takeley			Objection - Land between A120 and Stortford Road: transport/traffic	Objection to Land between A120 and Stortford Road employment allocation on transport and traffic grounds	Updated traffic modelling is being undertaken for the Regulation 19 with mitigation measures identified as necessary. It is understood that the proposals are able to be mitigated to an acceptable level.
NDLP1091 NDLP2234 NDLP2903 NDLP3484	Jackie Deane Jean Johnson Maggie Sutton Allison Evans	Parish Clerk Takeley			Objection - North of Takeley Street employment site: heritage	Objection to North of Takeley Street employment allocation on heritage grounds	The site is located adjacent to 5no Grade II listed buildings on the north site of the B1256. The site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the impact on heritage, and this will be taken into account in developing the site development templates at Regulation 19 stage.

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NDLP3484	Allison Evans				Objection - North of Takeley Street: Access	Objection to North of Takeley Street employment allocation on access grounds	The site has an existing agricultural access on the B1256 and there is a large area in the west of the site within which to create a suitable access with sufficient visibility splays.
NDLP3484	Allison Evans				Objection - North of Takeley Street: Airport Safeguarding/Public safety	Objection to North of Takeley Street employment allocation on airport safeguarding and public safety grounds.	The site is within the aerodrome safeguarding area within which the airport operator will need to be consulted, however at Regulation 18 stage MAG have not raised any objections regarding the allocation.
NDLP2234 NDLP3484 NDLP379	Jean Johnson Allison Evans Mr Bill Critchley				Objection - North of Takeley Street: Ancient Woodland	Objection to North of Takeley Street employment allocation due to the impact on Ancient Woodland	The site is adjacent to Ancient Woodland at Priory Wood however no Ancient Woodland is within the site boundary. Furthermore the site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the impact on Ancient Woodland with a sufficient buffer zone, and this will be taken into account in developing the site development templates at Regulation 19 stage.
NDLP2117 NDLP2234 NDLP3484 NDLP379	John Duignan Jean Johnson Allison Evans Mr Bill Critchley				Objection - North of Takeley Street: biodiversity and Hatfield Forest	Objection to North of Takeley Street employment allocation due to the potential impact on biodiversity and Hatfield Forest, including from recreational users and on the watercourse that drains southwards into the Forest.	The site is located to the north of Hatfield Forest with a watercourse that drains southwards into the Forest. Hatfield Forest is negatively impacted by recreational users of the site whereas the proposed employment allocation is less likely to result in recreational visits compared to residential development. Any negative impacts on the watercourse draining southwards into Hatfield Forest will need to be mitigated. Development of the site will require delivery of biodiversity net gain, and as the site area is larger than the 15ha allocation in the Regulation 18 draft this provides significant scope to mitigate the impact on biodiversity, and this will be taken into account in developing the site development templates at Regulation 19 stage. The Plan overall will make appropriate provision for mitigation to reduce impacts on Hatfield Forest with new open space and country parks providing accessible spaces for visitors away from Hatfield Forest.
NDLP333 NDLP3484	Martin Dunn Allison Evans				Objection - North of Takeley Street: Countryside Protection Zone	Objection to North of Takeley Street employment allocation due to the removal of the Countryside Protection Zone designation.	The CPZ is proposed to be redrawn to exclude the employment allocation at Land North of Takeley Street. The site occupies a relatively narrow strip of land between Takeley Street and the A120, and the A120 is a defensible boundary that prevents coalescence between the airport and Takeley Street. This plan is seeking to support sustainable development, and thus it is important that any strategic housing and employment development is located where they reduce the need for travel and maximize opportunities for sustainable travel choices, such as walking, cycling and public transport. On this basis, it is proposed that the CPZ area is amended to ensure the rural setting of the airport continues to be protected, but that the sustainable development proposed by this plan is removed from the areas protected by the 1995 policy (Core Policy 12). It is considered that the approach proposed strikes an appropriate balance between preserving the rural setting of the airport, which supports sustainable development in accordance with national and local priorities to support the climate change emergency. The CPZ is retained to the west, east and north of the airport retaining the countryside setting of the airport.

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NDLP3484	Allison Evans				Objection - North of Takeley Street: Impact on local infrastructure	Objection to North of Takeley Street employment allocation due to the significant impact it would have on local infrastructure and Hatfield Forest.	The site is located to the north of Hatfield Forest. Hatfield Forest is negatively impacted by recreational users of the site whereas the proposed employment allocation is less likely to result in recreational visits compared to residential development. The employment allocation is unlikely to have a significant impact on local infrastructure as people employed at the site will access it during working hours and use infrastructure (such as schools and healthcare) elsewhere in the area near their place of residence. Core Policy 5 requires all new development to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal.
NDLP2615 NDLP2807 NDLP333	Jackie Cheetham Jackie Cheetham Martin Dunn				Objection - North of Takeley Street: Landscape character	Objection to North of Takeley Street employment Road employment allocation on landscape grounds	The site is not subject to any landscape designations and it is proposed to be removed from the Countryside Protection Zone (not a landscape designation per se). The site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the impact on landscape character, and this will be taken into account in developing the site development templates at Regulation 19 stage.
NDLP2117 NDLP2234 NDLP333	John Duignan Jean Johnson Martin Dunn				Objection - North of Takeley Street: noise and amenity	Objection to North of Takeley Street employment Road employment allocation on noise and amenity grounds	The site is located to the north of residential properties along the B1256. The site area is larger than the 15ha allocation in the Regulation 18 draft which provides scope to mitigate the noise and amenity impact on these residential properties, and this will be taken into account in developing the site development templates at Regulation 19 stage. Core Policy 44 (Noise) and Core Policy 52 (Good Design Outcomes and Process) will apply.
NDLP1091 NDLP2117 NDLP2139 NDLP2234 NDLP2786 NDLP2903 NDLP333 NDLP379	Jackie Deane John Duignan Paul Hinwood Jean Johnson Lorraine Flawn Maggie Sutton Martin Dunn Mr Bill Critchley	Parish Clerk Takeley			Objection - North of Takeley Street: transport/traffic	Objection to North of Takeley Street employment allocation on transport and traffic grounds	Updated traffic modelling is being undertaken for the Regulation 19 with mitigation measures identified as necessary. It is understood that the proposals are able to be mitigated to an acceptable level.
NDLP2234 NDLP3484	Jean Johnson Allison Evans				Objection - North of Takeley Street: water supply and drainage	Objection to North of Takeley Street employment allocation on water supply and drainage grounds	The site is located to the north of Hatfield Forest with a watercourse that drains southwards into the Forest. Any negative impacts on the watercourse draining southwards into Hatfield Forest will need to be mitigated. The site area is larger than the 15ha allocation in the Regulation 18 draft which provides significant scope to mitigate the impact on water supply and drainage, and this will be taken into account in developing the site development templates at Regulation 19 stage.

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NDLP1708	Rosper Estates Ltd				Omission site promotion - employment site	Representation received promoting an omission site.	Thank you for confirming the availability of your site. The Employment Site Selection Topic Paper sets out the process through which employment sites have been assessed and ultimately allocated to meet the identified employment need. The allocation of individual sites is ultimately a matter of planning judgement and the Council believes that the sites allocated are suitable, available, achievable and meet the tests of soundness.
NDLP1708 NDLP3285 NDLP3638 NDLP3957 NDLP4138 NDLP902	Rosper Estates Ltd Legal and General Property C J Trembath The Streeter Family Endurance Estates Land Promotion Lt Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Omission site promotion - employment site	Representation received promoting an omission site.	Thank you for confirming the availability of your site. The Employment Site Selection Topic Paper sets out the process through which employment sites have been assessed and ultimately allocated to meet the identified employment need. The allocation of individual sites is ultimately a matter of planning judgement and the Council believes that the sites allocated are suitable, available, achievable and meet the tests of soundness.
NDLP3217	Pigeon (Takeley) Ltd				Potential for further development: Land North of Takeley Street	The landowner at the Land North of Takeley Street allocation acknowledges that the site is physically capable of delivering more than 15ha of employment land.	The site is much larger than the 15ha allocation in the Regulation 18 however in developing the site development templates for Regulation 19 regard will need to be had to other masterplanning considerations such as biodiversity net gain, Hatfield Forest, water supply, drainage. The eventual capacity of the site allocation will be optimised having regard to site-specific constraints and mitigation requirements.
NDLP2994	Susan Le Good				Question why industrial units are concentrated in one part of the district	Comment querying why the majority of industrial allocations are in a relatively small part of the district, and also near housing development.	The Employment Needs Assessment Update identifies a qualitative and quantitative need for employment land in the District which for industrial and logistics development is predominantly in the Stansted and Great Dunmow area. The Council needs to plan for sustainable development in locations where there are sustainable transport alternatives to car-based commuting, and has accordingly made strategic residential allocations in the South Uttlesford area to deliver this.

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NDLP4164	Threadneedle Curtis Limited				Seeking allocation of Northside as a committed employment site.	The Northside permission is a committed site that should be allocated as an employment site. The proposals map should be updated to identify the site as an employment allocations that, whilst well-related to the overarching Stansted Airport designation, can be developed independently of it.	The Employment Land Review will inform the boundaries of "existing employment sites" in the Regulation 19 draft. The Council also intends to update Core Policy 11 (Stansted Airport) to identify those parts of the airport which are airport related. The Council will consider whether to identify the Northside site as a 'general' employment site or whether given the relationship to the airport whether the site (or part of it) should be part of the Stansted Airport policy area under Core Policy 11.
NDLP302	Sally Taylor	Councillor Birchanger Parish Council			Seeking clarity over where employment development is to take place	Query where the employment allocations are made given the employment need evidence references Green Belt locations such as Birchanger.	The allocations are made in Core Policy 4 however it is acknowledged that the allocation mapping is not clear in the Regulation 18 draft. The Regulation 19 draft will provide a detailed Policies Map showing the allocation boundaries and will contain Site Development Templates providing further detail. No allocations are planned for Birchanger or the Green Belt.
NDLP1705 NDLP3638	Rosper Estates Ltd C J Trembath				Support additional non-strategic employment allocations	The plan should additionally make smaller non-strategic employment allocations in order to reduce vulnerability to under-delivery and reduce reliance on windfall.	The Regulation 19 draft will be informed by a new Employment Land Review which will consider the case for additional non-strategic employment allocations. Headroom is provided in the employment supply which mitigates some of the risk of under-delivery whilst windfall employment development is supported in accordance with CP3, CP48 and CP21
NDLP915	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	stacey Rawlings		Support Chesterford Research Park expansion (non-landowner)	Support Chesterford Research Park as a key economic driver for the district and a focus for employment land allocations and job creation	Support acknowledged.
NDLP3643 NDLP3683	Newport Parish Council Newport Parish Council	Newport Parish Council Newport Parish Council			Support employment development at Newport (former Quarry site)	Newport Parish Council considers that the quarry site (Newport 013 RES) would make a good employment site.	Newport 013 RES is not promoted as an employment site however in accordance with CP3 as a Local Rural Centre/Small Town Newport Parish Council can consider making employment allocations outside of existing built areas in their Neighbourhood Plan.
NDLP2711	S Luck				Support for rural employment in villages.	There is a lack of places where small start-up businesses can operate from in villages. The agricultural sector has been overlooked in this plan.	Core Policy 3 allows for limited infill development (including employment) within smaller villages and Core Policy 48 allows for development on unallocated sites. Furthermore Core Policy 21 allows for rural diversification schemes and Core Policy 20 supports rural exception sites for affordable housing in the rural area.
NDLP637	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		Support site allocation - promoter (Chesterford Research Park)	The site promoter at Chesterford Research Park supports the employment allocation.	The support for the allocation is acknowledged. The Council will continue to engage with site promoters to further develop the allocation policy and site development templates with the aim of developing a Memorandum of Understanding to support the Examination in Public.
NDLP3786	Michael Johnstone	Cheergrey Properties			Support site allocation -	The site promoter at Gaunts End / Elsenham Business Park supports the employment allocation.	The support for the allocation is acknowledged. The Council will continue to engage with site promoters to further develop the allocation policy and site development

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NDLP3309	Michael Johnstone	Cheergrey Properties			promoter (Gaunts End)		templates with the aim of developing a Memorandum of Understanding to support the Examination in Public.
NDLP3217	Pigeon (Takeley) Ltd				Support site allocation - promoter (Land North of Takeley Street)	The site promoter at Land North of Takeley Street supports the employment allocation.	The support for the allocation is acknowledged. The Council will continue to engage with site promoters to further develop the allocation policy and site development templates with the aim of developing a Memorandum of Understanding to support the Examination in Public.
NDLP3236	Weston Homes Plc				Support the principle of headroom in the supply	The principle of providing headroom in the employment land supply is supported	Support for the principle of headroom is acknowledged.
NDLP2643 NDLP3413 NDLP3481	Greater Cambridge Shared Planning Service Mr Mark Jackson Allison Evans				Traffic modelling and transport impacts	Request further information on the transport impacts of the proposed employment allocations and whether any modelling has taken place	Updated traffic modelling is being undertaken for the Regulation 19 with mitigation measures identified as necessary. It is understood that the proposals are able to be mitigated to an acceptable level.
NDLP3481	Allison Evans				Uncertainty over the role of Stansted Northside in the local economy (larger than local vs local need).	The Northside permission is phased with uncertainty over the role of future phases. The plan is making an assumption over whether the businesses will be airport-related or more local.	The Employment Needs Assessment Update identifies the uncertainty over future phases. Paragraph 6.12 states "the Northside permission will make a substantial contribution to employment provision. It is expected that around half the development will cater for large-scale logistics type needs that do not relate to the locally derived demands of Uttlesford. The remaining components of Stansted are expected to be taken up by Stansted related type occupiers based on a continuation of past absorption of space at the airport." This is considered to be a reasonable assumption as assuming either all or none of the employment land will be for airport-related logistics business will significantly skew the numbers.
NDLP3634	C J Trembath				Windfall employment should have a total number applied to it	The policy does not include or allow for an amount of employment land through windfall development	The NPPF states at paragraph 72 that "Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends." It is not considered that there is sufficient evidence to make a numerical allowance for windfall development, however windfall development is supported in line with CP3, CP45 and CP21. Furthermore the Employment Land Review may identify additional small employment allocations.

Table 5 Core Policy 5: Providing Support Infrastructure and Services

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP447	Kim Rickards	Planning Director Durkan Homes			CIL	A number of comments provide support for the Council preparing a CIL Charging Schedule, including ECC, as this will provide certainty for developers (and ensure infrastructure provision). One of these reps also suggests that careful consideration is needed for the viability of developments, particularly related to rates for residential sites and acknowledging that different parts of the district should attract different rates. Another comment raises concerns that contributions collected via CIL may not be applied locally.	Noted. Any proposals relating to a CIL Charging Schedule will be subject to consultation separately in due course. Whilst CIL can provide a mechanism to assist with delivering more strategic infrastructure, the contributions must be related to the development, and local infrastructure must also be provided for. The existing developer contributions SPD is on the councils website and is likely to be reviewed as part of the ongoing CIL work.
NDLP553	Mr Frank Woods	Deputy Chair Keep Clavering Rural					
NDLP1846	East of England Ambulance						
NDLP1803	Stansted MF Parish Council						
NDLP1834	Essex County Council						
NDLP2591	Stebbing Parish Council						
NDLP2830	Mr and Mrs Roberts						
NDLP3059	Mrs Christina Cant						
NDLP3237	Weston Homes Plc						
NDLP3575	Ashdon Neighbourhood Plan Steering						
NDLP544	Desiree Ashton	Advocacy & Campaigns Officer Uttlesford Foodbank			Community Facilities	Some comments highlight the importance of charitable services, such as food aid and for other social welfare support. It is suggested that the provision of local community centres is important to ensure outreach services can be provided locally and effectively. Another rep expresses concern that even with adopted plans in place developers may be able to a pay penalty for not including local economy or community facilities and that the plan does not show how these would be adequately safeguarded. The impact on other services is also noted such as schools, GPs and dentists being over subscribed.	Noted. The Local Plan evidence is being updated to ensure there is an up to date understanding of where community centres may be needed. New centres and facilities will be provided as part of the larger proposed allocations, but contributions towards other needs can also be secured where there is an identified local need.
NDLP1363	Charlotte Locke						
NDLP1364	Charlotte Locke						
NDLP112	Dominic Davey				Developer contributions	A number of comments relate to developer contributions. Including: <ul style="list-style-type: none"> • Providing support for the objectives, but that significantly larger and more timely contributions from new development will be needed than in the past. • Contributions from developers are insufficient and/or inappropriately administered and commitments by 	Noted. The Council are aware that in the absence of an up to date plan in recent years in Uttlesford, there has been a significant increase in speculative, essentially 'unplanned', development, where planning for infrastructure is less effective than that considered through a Local Plan process. Having an up to date and adopted Local Plan will provide clearer policy guidance for what infrastructure is
NDLP1992	Mr Charles Pick						
NDLP1976	Gill Gibson						
NDLP1919	Judy Marlow						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1444	Savills - Audley End Estate					<p>developers are not fulfilled and do not seem to be enforced. It is stated that it is unclear how the extra infrastructure will be funded and that the Local Plan needs to make it explicit who will pay for infrastructure projects and that more detail is needed.</p> <ul style="list-style-type: none"> • It is stated that in the past, communities have been promised new schools only to be told by Essex County Council that no new schools are needed and there is no funding for them. It is suggested that 'It is common knowledge that all the primary schools in the town and the county high are oversubscribed.' • Greater detail is requested for how decisions will be made for what infrastructure is needed. 	<p>needed for each allocation and how applications should be considered. It is intended that the plan is complemented by a CIL Charging Schedule and updated Section 106 Contributions SPD, which will also help to provide increased clarity. The Infrastructure Delivery Plan (IDP) which sets out more detail of what infrastructure is required and where (including off-site) and other policies in the plan that refer to the specific requirements for the proposed allocations (including in the plan appendices). Taken together, this ensures that the proposed allocations will bring forward the identified and necessary infrastructure to ensure they are sustainable.</p>
NDLP1898	Keith Exford						
NDLP1786	Littlebury Parish Council						
NDLP2500	John Collecott						
NDLP2728	Paula Griffiths						
NDLP2836	Mrs Amanda Perry						
NDLP2885	Keith Exford						
NDLP2936	Mr and Mrs John and Gillian Broomfield						
NDLP3203	J Damany-Hosman						
NDLP552	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Infrastructure: Cumulative Impact	Core Policy 5 should specifically include the need to address the cumulative impact of separate developments on infrastructure.	Noted. Developer contributions can only be collected for impacts associated with the development in question, but a planned approach will help to achieve a more effective approach to infrastructure delivery through a combination of identifying what infrastructure is needed to support the proposed allocations and through the addition of a CIL Charging Schedule.
NDLP550	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Infrastructure: Definition	One comment suggests that CP5 fails to define infrastructure and seeks to plan for infrastructure in a less specific way than the existing policy GEN6. It is suggested that failing to define the term infrastructure will allow developers to interpret this themselves. Another comment suggests that the Plan / policy confuses the definition of facilities and infrastructure. They suggest 'Facilities include schools, clinics, social centres etc; Infrastructure is by definition, the underlying structure: roads, railways, sewage and water supply systems, internet connectivity, local community energy generation, electric car charging points...' As a result the rep suggests the PPlan is pragmatic rather than comprehensive and coherent in the infrastructure requirements needed across the district. They argue a railway east west is most needed and should form part of the council long term vision.	CP5 does define infrastructure in terms of the two categories of 'essential' and 'other' which are defined in the supporting text and consistently considered in the IDP. The Council is satisfied the policy provides appropriate clarity to ensure an effective approach to delivering infrastructure. Longer term infrastructure requirements can be considered as part of the next plan period.
NDLP482	M Howard				Infrastructure: Delivery	<p>A number of comments provide support for the general principle of ensuring there is sufficient provision of infrastructure. However, many make further comments relating to Infrastructure delivery. These include:</p> <ul style="list-style-type: none"> • The policy lacks detail for what specific investments are needed or how they will be run. • Infrastructure should be built first and be fit for purpose. • Some comments raise concern that the council does not have the power to create new facilities or to compel others to build them and therefore question whether the new facilities will ever come to fruition. 	<p>CP5 is accompanied by the Infrastructure Delivery Plan (IDP) which sets out more detail of what infrastructure is required and where (including off-site) and other policies in the plan that refer to the specific requirements for the proposed allocations (including in the plan appendices). Taken together, this ensures that the proposed allocations will bring forward the identified and necessary infrastructure to ensure they are sustainable, along with more general information and policies to support any windfall development coming forward.</p>
NDLP76	Pete Lewis						
NDLP1752	Araminia Mannion						
NDLP1949	Mr Loftus Buhagiar						
NDLP1558	Paul Chinnock						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2496	John Collecott					<ul style="list-style-type: none"> One comments that confirmation should be provided if funding and agreement from the county council has been sought that will ensure school provision will come forward for delivery and stop hollow promises. They use Dunmow as an example of where there are plans to move the existing secondary school to a new site, but they understand the county council do not have the funds to build it. Clarity is therefore needed in the Local Plan on how, where and when funding is going to come from and the phasing of delivery of infrastructure provided with development. 	
NDLP2854	Jeanette O'Brien						
NDLP2856	Jeanette O'Brien						
NDLP3315	The North West Essex Constituency La						
NDLP3363	Gladman						
NDLP2626	Matthew Parish						
NDLP326	Mrs Jane Sharp				Infrastructure: General Comment	<p>Lack of infrastructure and services has been the biggest problem the district has faced to date. It is crucial that the funding for development is agreed before planning permission is granted and that the essential infrastructure is provided before completion of the development. It is suggested that the policy doesn't go far enough in meeting the needs of the extra housing. A list of infrastructure needs are set out (surgeries, dentists, school places, environmental impacts, highway impacts etc). Another respondent provides support for the policy and highlights where specific sites at Clavering could deliver improvements for the village.</p>	<p>Noted. The Council are aware that in the absence of an up to date plan in recent years in Uttlesford, there has been a significant increase in speculative, essentially 'un-planned', development, where planning for infrastructure is less effective than that considered through a Local Plan process. Having an up to date and adopted Local Plan will provide clearer policy guidance for what infrastructure is needed for each allocation and how applications should be considered. It is intended that the plan is complemented by a CIL Charging Schedule and updated Section 106 Contributions SPD, which will also help to provide increased clarity.</p>
NDLP1097	James Balaam	G W Balaam & Son	Matthew Thomas				
NDLP1090	Laura Duncan		Laura Duncan				
NDLP644	John Howett				Infrastructure: Policy Wording	<p>A number of comments relate to the Policy Wording, including:</p> <ul style="list-style-type: none"> Several comments suggest that the policy wording should be amended to state, for example that developers 'are required to' not 'expected to' and 'should' to be replaced by 'must' or 'is/ are required to'. Furthermore, a specific part of the policy is described as not appropriate: "Where not covered by CIL Charging Schedule, infrastructure and services including provision for their maintenance, should be delivered directly by the developer through the development management process". It is suggested that direct delivery by the developer may not always be appropriate and that contributions should be flexible to sometimes be provided by others. Alternative wording is offered that includes phrases like "contributions towards the provision of infrastructure 'may' be necessary"; "requirements may be provided on-site or off-site, and that any contributions will be calculated as set out in SPD"; that the policy should be more explicit about the community gains such as "Provision of shops, schools, cafes and other facilities within, or within easy reach of, new developments in excess of [30] units.... to reduce the need for people to travel, and to create a greater sense of community...." One comment objects on the basis that the County Council should be removed from the policy regarding viability assessments, as they are themselves landowners and this is a conflict of interest, e.g. in Takeley. Another recommends it would assist interpretation if the policy were more explicit on the exact nature of requirements that the developer may be required to meet 	<p>Comments noted. The Council is generally satisfied the policy wording is appropriate. However, all suggestions will be reviewed in the redrafting of the policy for Reg 19. It does state 'will be required' in the first line and does provide provision for 'on-site, and where appropriate, off-site infrastructure requirements' in addition to 'will be delivered directly by the developer and/ or through an appropriate financial contribution'. The supporting text explains the types of infrastructure covered by the policy. Shops and cafes would be community facilities and covered by another policy in the plan, as is open space and sporting facilities. The County Council are a statutory consultee and are required to be consulted on schemes. Where ECC are the landowner, independent financial advise will be sought in these circumstances. Parish and Town Councils are engaged on planning applications in their areas as part of the normal planning application process and they are engaged throughout the plan making process too. They can also prepare a Neighbourhood Plan if they wish.</p>
NDLP722	Kim Crow						
NDLP916	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP1222	Mr Richard Walford						
NDLP2583	Stebbing Parish Council						
NDLP3341	Welbeck Strategic Land						
NDLP3615	Hill Residential Ltd						
NDLP3815	Uttlesford Citizens Advice						
NDLP3900	Saffron Walden Town Council						
NDLP4059	Salacia Ltd						
NDLP4158	G W Balaam & Son						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council				<p>to avoid overly onerous requirements or confusion.</p> <ul style="list-style-type: none"> • Similarly, another requests clarification in wording on the SPD and CIL provision or a masterplan approach and inclusion of open space and loss of sports fields and a couple of reps seek engagement with Parish and Town Councils. One comment is that this engagement is rarely observed in practice. • The Uttlesford Citizen Advice would like the policy to be amended to include voluntary / charity sector provision to deliver the additional space / increased demand for their services. 	
NDLP1840	East of England Ambulance				Infrastructure: Supporting text	<p>East of England Ambulance Service suggest a range of amendments to the supporting text including the inclusion of 'facilities' to the heading; the words 'facilities and services' to be added to line 1, line 2, line 6. In the bullet points they'd like partners and infrastructure providers to be included; and ambulance, police and firefighting facilities and their capacity to be reflected. Essex Police request that the emergency services be included within Chapter 4 Spatial Strategy, noting the associated IDP draft plan suggests police could be considered within the provision of community spaces and suggest this could be reflected within the plan too. NHS Property Services Ltd representation supports the approach to Core Policy 5. They recommend that healthcare facilities be added to paragraph 4.42 and therefore identified as essential infrastructure and given a significant amount of weight in decision-making. This is to ensure that healthcare mitigation is appropriately weighted in situations when a viability assessment demonstrates that development proposals are unable to fund the full range of infrastructure requirements. Uttlesford Citizens Advice would like the voluntary sector to be included in the first bullet point so that the text reads '...working with partners, including central government, other local authorities and the third sector, to provide...'</p>	Noted. Recommendations will be considered.
NDLP1841	East of England Ambulance						
NDLP1842	East of England Ambulance						
NDLP1677	N/A	Planning Advisor Essex Police					
NDLP2860	N/A	NHS Property Services Ltd					
NDLP3814	Uttlesford Citizens Advice						
NDLP3640	Newport Parish Council	Newport Parish Council			Infrastructure: Transport	<p>A number of reps relate to Transport. These include:</p> <ul style="list-style-type: none"> • One comment stated that residents are travelling out of the district for work causing increased congestion and asked, how is this going to be resolved? • One respondent refers to Elsenham, where developments have impacted on the road network. The idea that people walk to local facilities is questioned as most people drive, creating great pressure on local networks and parking. • One respondent express that better connections are required if the major employment opportunities are at Stansted Airport and Chesterford Research Park. • MAG commented that they support the general thrust of the policy and the need for the IDP. However, they note an omission in the IDP for improvements to the airport public transport interchange that may be necessary for sustainable transport mitigation measures for new development in the South Uttlesford Area and therefore needs updating. 	The Spatial Strategy focuses the majority of growth at the largest and most sustainable settlements in order to maximise use of sustainable travel. The evidence supporting the Local Plan is ensuring that the level of housing and employment being planned for is reasonably balanced, but the location of the district means that it wouldn't be possible, or appropriate, to exclude out-commuting altogether. It is not intended that CP5 lists all the infrastructure required – the policy provides a framework for decision-making, but is supported by site specific policies for any allocated sites and the plan is accompanied by the Infrastructure Delivery Plan.
NDLP480	Mrs Ann Hebenton						
NDLP4007	MAG London Stansted Airport Mr Loftus						
NDLP1948	Buhagiar						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP231 NDLP2769	Mr Roy Warren Mrs Isobel Grayson	Planning Manager Sport England			Leisure facilities	Support provided by Sport England who states that the policy will help ensure the additional infrastructure generated by development, which would include sport and physical activity infrastructure, will be delivered either by developers or through financial contributions. One rep also highlights that the district has a 40 year old leisure centre, which needs updating or rebuilding. and that any recreational pursuit requires a car.	Noted. Support welcome. Evidence base is being prepared to assist in the supply and demand and condition of the available leisure and open space assets in the district. This will assist in the development of the strategy for leisure for the next plan period in conjunction with proposed development.
NDLP1604 NDLP1489	Anglian Water Thames Water				Sewerage Infrastructure	Anglian Water welcome reference to 'Essential Infrastructure' but would suggest amending the text from 'foul water upgrades' to 'sewerage infrastructure' as this describes both networks and water recycling centres. Anglian Water support the use of developer contributions by the Council, working with partners, in the provision of flood prevention measures such as natural flood management and retrofitting sustainable drainage systems. Thames Water support the aims of the policy but consider it could be strengthened in relation to the delivery of wastewater infrastructure. Water and wastewater infrastructure upgrades cannot be secured through S106 agreements or CIL contributions. The timescales for delivery of infrastructure can be significant with network upgrades taking 18 months to 3 years to design and implement. To ensure development is aligned with any upgrades, to avoid adverse impacts such as pollution of land or watercourses or sewer flooding, developers are encouraged to engage with the relevant service provider ahead of any application to discuss their infrastructure requirements. Phasing conditions could be used to align the occupation of development with infrastructure delivery. Consider putting the supporting text to Core Policy 34 under this Core Policy 5.	Noted. Recommendations will be considered.
Page 196							
NDLP148 NDLP79 NDLP1458 NDLP1308 NDLP1353 NDLP1559 NDLP1755 NDLP1717 NDLP1901 NDLP2170 NDLP2194 NDLP2537	Nigel Cook Lauren OSullivan Phil Hardwick Unknown Sarah Eley Jacqueline Kingdom Rachel Overall Thaxted Parish Council Keith Exford Jennifer Versey Robin Grayson	Thaxted Parish Council			Supporting infrastructure	A number of comments refer to supporting infrastructure: These include: <ul style="list-style-type: none"> • Most comments recognise the importance of supporting infrastructure, including stating 'It is imperative that adequate Supporting Infrastructure and Services are a pre-requisite of any new development (and existing)'. • Concern is raised about the cumulative impact of small-scale development over a short period of time (1-5 years) which over time equates to similar quantum of development on a single large development but are not required to deliver the same level of services and amenities. • Two other representations express concerns about traffic congestion, one referencing the lack of inclusion of the M11 at Newport and the bypass for Saffron Walden and fails to promote the new major railway station for Cambridge South and issues with access to healthcare services. • Other comments raise the need for schools and school places, close to where people live (including early years and SEND) and doctors, GP surgeries (and dentists) to cater for the increased numbers of people/housing; affordability and mix of housing type (bedrooms, not all 3 – 5 beds); allocations for sport, recreation and leisure facilities, including quality and accessibility; consideration 	The plan explains that the Council's approach to delivering infrastructure will include both a CIL Charging Schedule and a revised Supplementary Planning Document for Section 106. Upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development. Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process. Planning for new schools in the Reg 18 consultation was consistent with written advice provided by ECC in august 2023 and the Reg 19 Plan will be amended to reflect the ECC written response to the Reg 18 consultation. UDC welcome the support provided by infrastructure providers and will continue to work positively to inform the Reg 19 Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2665	D J Bagnall					<p>for parking; increase in recent traffic incidents, sewerage infrastructure, drainage, water supply, low water pressure and flooding issues e.g. by Broad Street and Hammonds Road, Hatfield Broad Oak and Newport Road after the Salmon Field development; and the necessary contributions from developers.</p> <ul style="list-style-type: none"> • Four comments raise medical provision, hospitals specifically, including a general hospital within Uttlesford. Expressing that the district cannot continue to rely on neighbouring areas i.e. Cambridgeshire, Chelmsford, Southend, given its ageing population and the potential capacity issues at these hospitals, which need to be understood and access to out of county hospitals without a car is difficult. • NHS Property Services Ltd rep states that new development should make a proportionate contribution to funding the healthcare needs arising from new development. Appropriate funding must be consistently leveraged through developer contributions for health and care services to mitigate the direct impact of growing demand from new housing. • ECC notes that the Draft IDP refers to Special Educational Needs and Disabilities (SEND), post 16 and training and skills, however the necessary requirements are not included in the Local Plan. ECC will work with the Council. They highlight consideration must be given to Early Years needs arising from Local Plan growth and provides UDC with an appreciation of the scale of provision that is required for strategic development sites and localities. • ECC require further discussions to consider and work with the Council on the scale of proposed growth in relation to the ability to deliver primary and secondary education to meet the needs of the future communities, otherwise there is an unacceptable financial burden on ECC to fund schools. ECC will need to undertake a full housing scenario test (once a spatial strategy has been agreed) to assess the impact and suitability of individual development sites, particularly in terms of available school capacity, need for new schools, expansion of existing schools, and any need for school transport (which ECC will resist). AN additional assessment for Early Years and SEND provision will also be undertaken. 	
NDLP2710	Mr and Mrs John and Gillian Broomfield						
NDLP2767	S Luck						
NDLP2767	Mrs Isobel Grayson						
NDLP2768	Mrs Isobel Grayson						
NDLP2795	Nick Dukes						
NDLP2858	N/A	NHS Property Services Ltd					
NDLP3202	J Damany-Hosman						
NDLP3287	Uttlesford Citizens Advice						
NDLP3291	Uttlesford Citizens Advice						
NDLP3313	The North West Essex Constituency La						
NDLP3314	The North West Essex Constituency La						
NDLP3493	Allison Evans						
NDLP3782	Enterprise East Group						
NDLP3810	Uttlesford Citizens Advice						
NDLP4123	Tim and Alexandra Bradshaw						
NDLP243	Ms Sheila Young						
NDLP279	Alastair Farr						
NDLP350	Kelly Osborne						
NDLP549	Desiree Ashton	Advocacy & Campaigns Officer					

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP693	Nigel Wood	Uttlesford Foodbank					
NDLP3892	Saffron Walden Town Council						
NDLP2916	Christine Chester						
NDLP1823	Essex County Council						
NDLP1823	Essex County Council						
NDLP1272	Kay Ward						
NDLP2201	Mrs Isobel Grayson						
NDLP1273	Kay Ward						
NDLP2956	Mike Tayler						
NDLP141	Bonny White						

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 5 North Uttlesford Area Strategy

July 2024

Table 1: Chapter 3 Vision and Objectives Error! Bookmark not defined.

Table 1 Core Policy 6: North Area Strategy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3188	Dianthus Land Limited				Alternative Site Proposal	Details are provided for a potential development site.	Noted. The Site Selection Topic Paper will be updated to reflect any new information to inform the Reg 19 Plan.
NDLP3731	Enterprise Residential Development				Alternative Site Proposal - Little Chesterford	Details are provided for a potential development site at Little Chesterford.	Noted. The Site Selection Topic Paper will be updated to reflect any new information to inform the Reg 19 Plan.
NDLP3739	Enterprise Residential Development						
NDLP3733	Enterprise Residential Development						
NDLP3763	Harlow Agricultural Merchants Ltd				Alternative Site Proposal - Newport	Details are provided for a potential development site at Newport.	Noted. The Site Selection Topic Paper will be updated to reflect any new information to inform the Reg 19 Plan, although in relation to Newport, the Reg 19 Plan now identifies a housing requirement to be considered through the Neighbourhood Plan process that will need to include a comprehensive and transparent process for assessing any potential development sites.
NDLP3764	Harlow Agricultural Merchants Ltd						
NDLP3774	Harlow Agricultural Merchants Ltd						
NDLP3776	Belinda Challenger						
NDLP3804	N/A						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3825		Taylor Wimpey UK Limited					
NDLP3595	Pegasi Limited				Alternative Site Proposal - Rickling Green	Details are provided for a potential development site at Rickling Green.	Noted. The Site Selection Topic Paper will be updated to reflect any new information to inform the Reg 19 Plan.
NDLP2813	Stephen and Heather Ayles				Appeal Decisions - General Comments	It is suggested that landscape and heritage constraints have not been taken into account and that some of the proposed sites have previously been rejected at Appeal.	The plan has been and is being informed by a range of landscape and heritage related evidence. Whilst selected specific planning applications have been rejected at appeal, that does not in itself, prevent them from being considered, especially if the land area in question differs and the approach and proposed mitigation adequately addresses any identified constraints. refer to other comments relating to Appeal Decisions.
NDLP2896	Martyn Everett				Appendix 2	Residential site 036 is described on the site pro formas as land north east of Thaxted Road, but show on Appendix 2 settlement maps as on the Debden Road. This needs to either be properly shown on the map, or withdrawn from the list of residential sites.	Noted. This matter will be investigated and corrected where appropriate.
NDLP2271	Mulberry House Farms LLP				Arkesden - Development Proposal	Details are provided for a potential development sites at Arkesden.	Noted.
NDLP2274	Mulberry House Farms LLP						
NDLP3576	Ashdon Neighbourhood Plan Steering				Ashdon	Comments raises concern over the classification of Ashdon as a Larger Village, the lack of infrastructure planned for Ashdon and concerns over the implications of further development.	The Villages Facilities Study has been updated to consider facilities by settlement rather by Parish, in part in response to the Reg 18 comments. This has resulted in Ashdon moving to the Smaller Village category and as such will not be required to support any non-strategic site allocations.
NDLP3577	Ashdon Neighbourhood Plan Steering						
NDLP2897	Martyn Everett				Auton Croft Development Proposals	Comments are made relating to development at Auton Croft.	Noted.
NDLP1375	Planning Cambridgeshire County Council				Cambridge County Council - Chesterford Research Park	Cambridgeshire County Council raise a question concerning traffic impacts associated with proposed expansion of Great Chesterford Research Park.	Noted. This work is ongoing and will inform the Reg 19 Plan – DTC meetings can continue in the run up to the Reg 19 stage.
NDLP2730	Paula Griffiths				Churches - Tourism and Community Facilities	It is suggested that paragraphs 5.2, 5.3 and 5.5 omit to comment on churches, tourism and community activities.	Noted. Consideration will be given to these matters when updating the Reg 19 Plan.
NDLP2894	Martyn Everett				Claypits Debden Road	The Claypits (Debden Road) are used as a nature reserve and should be given protected status for nature and archaeological interest. It is one of the few surviving industrial archaeological sites in Saffron Walden.	Noted.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1819	Essex County Council				ECC Comments - Newport - Education	ECC make comments relating to the level of development at Newport and the level of education provision required.	For the Reg 19 Plan there are no strategic proposals at Newport, but a smaller quantum of development will be identified for the community to plan for via a Neighbourhood Plan through non-strategic growth. ECC have undertaken analysis of the new level of growth to inform the Reg 19 Plan and confirm appropriate primary school expansion can be delivered to meet it.
NDLP1819	Essex County Council				ECC Comments - Saffron Walden - Education	ECC state at the time of responding to the Reg 18 Plan that they are not aware of proposals for a new sixth form at Saffron Walden and that further work is needed to consider secondary provision at Saffron Walden.	The Council have continued to engage with ECC to plan for education provision appropriately. From a Primary, Early years and SEND perspective, the proposed allocation enables a more successful outcome than without the allocation - this is described elsewhere. From a secondary perspective, it is expected that the existing secondary school will expand on its existing site by 2 forms of entry. This will enable greater capacity at Saffron Walden and reduce the need for any out commuting. This is subject to ongoing more detailed feasibility work, but it is not considered there are any insurmountable barriers to prevent this. The proposal is supported by the Academy (Saffron Walden County High).
NDLP1819	Essex County Council				ECC Comments - Saffron Walden - Traffic Issues	ECC make comments about the Reg 18 traffic modelling and identify areas that need to be included in the assessment for the Reg 19.	Noted. The highway related work is being conducted for UDC by a Principal Transport Planner employed by ECC and embedded at UDC. They work closely with their ECC colleagues and ensure ECC are involved at each stage of the process, which is clearly highly iterative. UDC understand that ECC officers have input into and are content with each stage of the process. The Reg 19 plan is being informed by a comprehensive package of transport evidence.
NDLP1819	Essex County Council				ECC Comments Spatial Strategy - Education	ECC would like to further understand how information provided to UDC in mid-2023 on school scenario testing has been appropriately and fully considered and reflected in the Reg 18 Plan.	Noted. The written advice to UDC from ECC dated 31/8/23 recommended the following school requirements in this area: 2.1 ha primary school at Great Chesterford. 3 ha primary school at Saffron Walden and site for separate sixth form centre within proposed allocation. 1.8 ha expansion of existing primary school at Newport. All of these recommendations have been included in the Reg 18 plan as specified, with the exception of school provision at Great Chesterford as there are no longer any proposed allocations at this settlement. Since publishing the Reg 18 Plan, the council have undertaken further work and the revised proposals have been assessed by ECC and new written advice has been provided to inform the Reg 19 Plan. It is understood the Reg 19 plan is consistent with ECC advice relating to Education provision.
NDLP108	Roger Beeching				Education - General Comment	A comment is received that raises concern over the need for education provision to match the development proposals.	Noted. The plan has been considered by ECC and the identified requirements for education are being provided for within the plan.
NDLP687	Nicola Davies				Education - Villages	Concern is raised for the prospects of providing and protecting school places for villages, especially in the context of new development in the larger settlements. It is suggested that school places should be protected for the surrounding villages.	Appropriate school places will be provided for all of the proposed Local Plan allocations. The additional places provided by the Local Plan helps to protect existing schools and places for existing communities. Planning for new schools in a coordinated way, through the Local Plan, is also much

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							more effective than continuing with more speculative development, where it is much more difficult to plan correctly or effectively for new provision. Note that in Newport, a smaller quantum of development will come forward through a Neighbourhood Plan via a collection of smaller sites, rather than a strategic site included in the Local Plan.
NDLP1479	Environment Agency				Environment Agency - Site Templates	Details are provided by the EA about the proposed site allocations at Newport with recommendations for additional text to be added to the detailed policy wording.	Noted. However, as the previously proposed strategic allocations at Newport are no longer included in the Plan, no further actions are considered necessary. The Plan and site policy details have been informed by updated SFRA which has also been reviewed by the EA prior to finalising the Reg 19 Plan.
NDLP2592	Stebbing Parish Council				General Comments	Comment received providing general support for the North Area Strategy.	Noted.
NDLP2825	Abington Farms Limited				Great Chesterford - Alternative Site	An alternative development site is proposed at Great Chesterford for 350 homes (HELAA 002 – Planning Application UTT/22/2997/OP). Various supporting information is provided along with evidence that seeks to demonstrate the sites suitability.	The Local Plan and supporting evidence explains why potential development sites at Great Chesterford are unsuitable or unavailable at the current time and why it is considered more appropriate to investigate the potential for a new Garden Community in the next plan to be adopted c. 2030/31. The information provided by respondents and the willingness to engage positively in the longer term is welcomed.
NDLP1035	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings			The longer-term potential of the area is recognised along with the opportunity to work with Cambridgeshire and other stakeholders to plan for longer-term development. A landowner welcomes recognition of this longer term opportunity and sets out their willingness to engage positively in this regard.	
NDLP919	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings			Another landowner identified the potential for strategic growth in the area, again in proximity to Cambridgeshire and outlines the strategic potential for such development.	The site in question (subject to existing application - HELAA 002) was not considered in detail through the Local Plan process as it was already at an advanced stage of progression through the Development Management process. If the application is approved, the site will add further commitments to be taken into account by the Reg 19 plan.
NDLP1026	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP926	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
	Abington Farms Limited	Director Roebuck Land and Planning Ltd	Stacey Rawlings				

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NDLP908							
NDLP2823							
NDLP2288	Mr David Hall				Great Chesterford - Cambridgeshire	Support is provided for not proposing strategic growth at Great Chesterford at the current time for the reasons set out in the plan and supporting evidence including that the sites considered are not currently available or deliverable, etc. Reference is made to development within Cambridgeshire by the Welcome Genome Trust for 1,500 homes where any proposed cycle link improvements stop at the Cambridgeshire/Uttlesford border. Reference is also made to current access arrangements for the Great Chesterford Station which are constrained by a very low railway bridge.	Noted. Whilst development in Cambridgeshire is outside the scope of the emerging Uttlesford LP, the longer term potential to collaborate with our neighbour is recognised and stated in the current plan.
NDLP2288	Mr David Hall				Great Chesterford - General Comments	The lack of development sites at Great Chesterford are supported. It is stated that there remain constraints around access to the M11, that the historic environment around the village pose very significant constraints, that the railway station is located on the southwestern edge of the settlement and that water supply issues prevent further proposals for strategic development at Great Chesterford. Reference is made to the poor facilities available at Great Chesterford, limited surgery, no post office, important archaeological assets and valuable environment.	Noted. The reasons for not supporting growth at Great Chesterford are set out elsewhere. In short, a number of sites have been considered but are unavailable or undeliverable at the current time. Larger and more strategic growth may be appropriate in the future but this will need to be considered as part of a future plan process. In terms of disagreeing with the previously submitted plan (submitted in 2019) – this was rejected by the Planning Inspectorate as being unsound. It would seem prudent for the Council to demonstrate how they have considered the comments of the previous Inspectors and also how the plan is consistent with national policy, guidance and legislation.
NDLP128	Colin Day				Other comments state that the excellent connectivity of Great Chesterford would avoid development contributing to any traffic issues and so any constraints associated with the historic environment should be overcome so there can be more development at Great Chesterford. Other similar objections refer to the railway connections at Great Chesterford and its suitability for development.		
NDLP639	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		A landowner recognises the longer-term potential for the area, particularly in collaboration with Cambridgeshire and offers to work with both Councils to assist with any such longer term planning. The various constraints on planning for greater development in the shorter term are acknowledged.		
NDLP1258	Louise Clydesdale				Ickleton Parish Council strongly supports the proposal to avoid strategic development at Great Chesterford. It is suggested that the settlement has seen significant growth with little infrastructure and that there are substantial constraints around the M11 and the local road network including in neighbouring South Cambridgeshire.		
NDLP2124	David Perry				It is noted that the Council totally disagree with the proposals set out in the previous plan. Reference is made to a planning application at Great Chesterford.		
NDLP1540	Jane Waller						
NDLP1635	Michael Howarth						
NDLP1857	Mr Anthony Armon-Jones						

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NDLP1858	Mr Anthony Armon-Jones						
NDLP2017	Ickleton Parish Council						
NDLP2124	David Perry						
NDLP282	Ms Rachel Radford	Chairman Ickleton Society					
NDLP1638	Christopher Howarth						
NDLP2063	Clare College Cambridge						
NDLP2288	Mr David Hall				Great Chesterford - Historic Environment	Comments set out in the plan and supporting evidence relating to the importance of archaeological features are supported and reference is made to an Inspector supporting Historic England's concern regarding likely adverse impact of any local development on significant heritage assets at Great Chesterford.	Noted.
NDLP338	Mrs Jane Sharp				Great Chesterford - Lack of Development	Concern is raised for the lack of development proposed at Great Chesterford. It is suggested there will be traffic issues associated with development at Newport and Saffron Walden, but development at Great Chesterford could access the M11 more easily with less impact on local roads and also benefit from sustainable travel choices including the railway station. The proximity to the Genome Centre and potential for cross-boundary cooperation with Greater Cambridge is highlighted as an opportunity and that the Plan should make sure that employment, housing and infrastructure are coordinated. Overall, it is suggested that a review of constraints affecting the areas do not justify zero growth at Great Chesterford nor does the evidence support a long-term moratorium on growth. Improvements to the M11 J8 are said to be delivered by 2024 and heritage constraints are not thought to justify a lack of development proposals.	There are a number of development sites at Great Chesterford considered by the Council. One was submitted to us for consideration, but the owner has since clarified that the site is no longer available. One was at an advanced stage of consideration through the Planning Application process at the time of preparing the draft Plan (if the site is approved any commitments will inform the Reg 19 plan); another site requires access through a neighbouring district (Cambridge) where future development on this site may be possible, but the site is not deliverable in the short term and so cannot be included in this plan. The potential for a larger Garden Community is discussed separately. Overall, the Council recognises the sustainability credentials of Great Chesterford and does not indicate any long-term moratorium on growth – the Local Plan is clear that another Plan will need to come forward for adoption in c. 2030/31 which provides a more suitable vehicle for considering the potential for a Garden Community. This will also align more closely with progression of a Local Plan for Cambridge, which at the current time, is unable to be progressed at all.
NDLP391	Mrs Susan Vance						
NDLP574	Mr John Burnham						
NDLP665	Robert Fairhead						
NDLP69	Jonathan Burton						
	Anne Cook						

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NDLP3044							
NDLP2288	Mr David Hall				Great Chesterford - Traffic Issues	Specific comments are made about the difficulty accessing the railway station (via narrow pinch-point and dangerous road crossing), the lack of parking for the station and that express trains do not stop at Great Chesterford. The road network nearby is described as often being at gridlock with no access north or exit from the M11 travelling south leading traffic to use the Duxford exit which significantly worsens the issue.	Noted.
NDLP283	Ms Rachel Radford	Chairman Ickleton Society			Great Chesterford - Water Supply	The respondent agrees that water supply is an issue affecting development in South Cambridgeshire but suggests that the same issue also applies in Uttlesford.	Noted. This matter is addressed by the Water Cycle Study that is being updated to inform the Reg 19 plan.
NDLP2018	Ickleton Parish Council						
NDLP635	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		Great Chesterford Research Park	Support is provided for the proposed expansion of the Chesterford Research Park that will enable its continued contribution to the local and regional economy. It is suggested that the North Area Strategy Map should be updated to show the Chesterford Research Park and its associated expansion. It is also suggested that without the accompanying mapping it is difficult to comment on the proposals. A request is made for a Site Development Template for Great Chesterford Research Park	Noted. Support Welcome. The Council recognises that the Local Plan mapping should be updated to reflect the proposed expansion of the Chesterford Research Park and this will be included in the Reg 19 Plan. He site template will be included in the Reg 19 Plan.
NDLP638	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer				
NDLP401	Sam Goddard						
NDLP636	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer				
NDLP86	Katy Payne				Green Infrastructure	Support proposal for Country Park. It is suggested that more is needed to improve access to nature/ enhance green space and local playgrounds.	The LP overall will make a strong contribution to enhancing GI, biodiversity, open space and leisure provision. The plan includes policies and proposals to increase biodiversity on site, to ensure allocations contribute towards the schemes and actions identified in the GBI Strategy, to ensure the allocations provide a range of open space, both informal and formal, including to contribute towards enhancing leisure provision - as informed by the updated Leisure Studies. There are also proposals for two new Country Parks (in the north and south) of the district to improve access to open space for different parts of Uttlesford.
NDLP1381	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England - Newport	Historic England Comments Newport 3: North of Wicken Road/West School Lane (74 dwellings) No comments. 4: South of Wicken Road/West of Frambury Lane (338 dwellings) The site is situated within the broader setting of the Grade II listed 'Former Chapel of St. Helen at Bonhunt Farm' (LEN 1274223), located west of the M11 and south of the B1038/Wicken Road. We support the conclusions of the Council's Heritage Impact	Noted. This will be addressed in the Reg 19 version of the Plan.

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						Assessment and recommend that the potential mitigation measures outlined in section 6 be integrated into the site-specific policy for the allocation. Our recommendation: The suggested mitigation measures outlined in the Council's Heritage Impact Assessment should be incorporated into the site-specific policy for the allocation.	
NDLP1381	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England - Saffron Walden	<p>Historic England Comments:</p> <p>Saffron Walden 1: Land south of Radwinter road, north of Thaxted road (845 dwellings) The site is situated in proximity to several Grade II listed buildings, including 'Pounce Hall' (LEN 1297745) and 'Hopwoods Farmhouse' (LEN 1196248), which are located to the northeast of the site, across Radwinter Road. We support the conclusions of the Council's Heritage Impact Assessment and recommend that the potential mitigation measures outlined in section 6 be integrated into the site-specific policy for the allocation. Our recommendation: The suggested mitigation measures outlined in the Council's Heritage Impact Assessment should be incorporated into the site-specific policy for the allocation.</p> <p>2: Land south of Thaxted road (435 dwellings) The site is situated to the north of the Grade II listed 'Barn at Herberts Farm' (LEN 1205692). There is a risk that this could be harmed via a loss of its illustrative agricultural setting – the barn's historic use is easily understood with reference to its surroundings. The Council should discuss the allocation with its Conservation Officers to ensure that any necessary mitigation measures can be incorporated into the eventual site-specific policy. Our recommendation: Effects uncertain. The Council should discuss the allocation with its Conservation Officers to ensure that any necessary mitigation measures can be incorporated into the eventual site-specific policy.</p> <p>A: Land north of Thaxted road (rear of Knights Park) (3 hectares). No comments.</p>	Noted. This will be addressed in the Reg 19 version of the Plan.
NDLP172	Anna Mawson				Housing Type/ Mix	Supportive and acknowledge the need for housing, however this needs to be affordable and of a good mix and of good build quality.	Noted. The Plan includes policies on affordable housing, mix and design quality setting out the expectations of developments which should assist in making improvements to meet local needs and aspirations.
NDLP197	Samuel Whittome				Infrastructure - developer contributions	General comment made that new infrastructure is needed that should be funded by the developers (for healthcare, commercial areas, parks, leisure centres, etc) along with requirements for supporting local bus services. A question is raised for what guarantees we have the infrastructure will be delivered.	Noted. The Plan includes Core Policy 5: Providing Supporting Infrastructure and Services along with detailed policy (and infrastructure) requirements for the proposed allocations. One of the benefits of us having an adopted plan, is that we can specify what infrastructure is needed and ensure proposals comply with policy.
NDLP338	Mrs Jane Sharp						
NDLP84	Nicola Thompson				Infrastructure - Early Years/ Nurseries	Concern raised over lack of nursery provision. Need to plan for new nurseries.	Nursery provision is the responsibility of the Education Authority. New provision will be provided to meet any growth with developer contributions collected to fund the provision. This may consist of new facilities (sometimes this may be delivered on a combined site with a Primary School) and sometimes enhancement/ expansion of existing facilities may be proposed. The Reg 19 Plan will be updated to clarify how new nursery provision will be considered.
NDLP86	Katy Payne						

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NDLP1635	Michael Howarth				Infrastructure - Health Provision	Some support for proposal/ support for proposed school provision. Insufficient provision for selected infrastructure. Need to plan for new GP surgeries and dentists – this is not something that can be provided by UDC but that Council relies on the NHS. Even if there are new surgeries there won't be any GP's.	Health provision is the responsibility of the Health Authority/ Bodies. New provision will be provided to meet any growth with developer contributions collected to fund the provision. This may consist of new facilities and sometimes enhancement/ expansion of existing facilities may be proposed – this is a matter for the Health Authority. We will continue to work with these bodies to ensure appropriate provision is made as part of the proposals set out in the Plan.
NDLP86	Katy Payne						
NDLP83	Nicola Thompson						
NDLP87	Katy Payne						
NDLP172	Anna Mawson						
NDLP232	Mr Roy Warren	Planning Manager Sport England			Infrastructure - Leisure	<p>It is imperative the Reg 19 plan is informed by updated leisure evidence. The current policy is silent on how community sports provision should be planned for taking account of needs generated by development as well as meeting existing needs. In some instances new provision will be needed in addition to upgrading or expanding existing facilities. Specific proposals are made, including:</p> <ul style="list-style-type: none"> • Whether Newport Recreation ground can be extended as part of the proposed development, rather than providing a new standalone facility. • Formal open space as part of the proposed development at Saffron Walden is welcome, but this should be sufficient to allow a large multi-pitch sports ground to be provided and allow space for expansion. The approach on this site should be informed by a wider strategic approach for meeting needs for the settlement and wider area. This could include land for existing Lord Butler Leisure Centre <p>In the absent of clear proposals within the Reg 19 plan, Sport England may object at that stage. A strategic approach is needed to meeting current and future sports infrastructure needs informed by evidence and consultation with key stakeholders including Sport England, sports governing bodies and local sports clubs/ groups.</p> <p>This strategic approach should focus on how the principal development allocations can help meet these needs having regard to the advice set out above plus any other opportunities that may exist in the local area. The allocation policies should then set out the expectations of the site allocations to inform future planning applications. This would be consistent with the approach taken in the policies (e.g. Core Policy 9) to other types of infrastructure e.g. the proposal for a Country Park to meet informal recreation needs across the North Uttlesford area.</p>	Noted. The Council will continue to develop the evidence and work with stakeholders to ensure the Reg 19 reflects the approach outlined by Sport England.

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NDLP2279	Richard Swain				Littlebury - General Comments	Support is provided for not promoting development at Littlebury, which is described as not being a sustainable location for development. However, a request for improvements to the accessibility to Littlebury is made, such as improving cycle/walking routes. Detailed comments are provided on the site selection topic paper and sites listed in Littlebury.	Noted. Littlebury is classified as a smaller village and is not considered suitable for any allocations, whether strategic or non-strategic. However, given this, it would be difficult to support enhancements, but this might be something the parish may consider through a neighbourhood plan.
NDLP2338	Chris Shucksmith						
NDLP3029	Mr Brian Johnson						
NDLP70	Jonathan Burton				New Settlement	The draft Local Plan doesn't propose a new garden community at Great Chesterford, which is described as the only option for development in the district. The response includes a quote from the Councils Chief Executive explaining why this is the case and then goes on to suggest that there is ambiguity in this draft Local Plan, which it is stated also lacks credibility. Another respondent suggests the importance of supporting at least one new Garden Community, preferably located at Carver Barracks and developed to high environmental standards. It is suggested that just because a Garden Community was rejected in the previous plan, that is described as inadequately thought through, this doesn't mean that it is an intrinsically bad idea.	<p>The matter of new standalone settlements and a potential Garden Community at Great Chesterford is covered in more detail in relation to Core Policy 2 – Meeting our Housing Needs, which also relates to the Spatial Strategy. However, in brief, it is anticipated that the Reg 19 Local Plan will only need to plan for about 5,000 additional homes in total, across the whole district. It is necessary to ensure the plan makes provision for a range of sites of different size, type and geography so that it is capable of being 'sound' – for example to ensure that it achieves and maintains a five-year land supply. The Inspectors to the previously (2019) rejected plan made it clear that more small and medium sized sites were required to ensure there was sufficient housing delivery early in the plan period. There are a variety of other reasons for needing a range of different sites; the affordable housing need arises at our existing main communities; we have an infrastructure deficit across the district, as a result of speculative planning for several years and the only mechanism available to the Council to address this is through new development; the proposed allocations will assist in delivering improved infrastructure that benefits existing communities as well as new residents. We also need to support our existing communities, retailers, businesses, etc – new development will help to boost the viability and sustainability of our communities.</p> <p>For these reasons, this Local Plan does not need to plan for standalone new settlements. However, that does not mean that this option shouldn't be considered again in the future. The next plan will need to be adopted around 2030/31 and options for new settlements could be considered again in that plan. In the short term, following an 18 year gap since the last up to date plan was adopted, it is imperative that a new sound plan is adopted as quickly as possible (the currently emerging plan should be adopted in 2026). In many instances, the timing for considering a new settlement in the next plan also ensures there is time to properly consider what infrastructure is needed to support them, and in relation to Great Chesterford, the timing with planning for Greater Cambridge is likely to be more conducive to effective planning as in the short-term, there are considerable uncertainties surrounding the planning for Cambridge. A new standalone community at Great Chesterford would need to be planned in partnership with Cambridge. Consideration for a new Garden Community more widely is discussed separately.</p>
NDLP397	Andrew Ketteridge						
NDLP1160	Bob Goldsmith						
NDLP1166	Mr David Mayle						
NDLP2148	Dennis Prior						

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NDLP1395	Bridget Bird				Newport - Landscape	The value of the landscape to the west of the village is stated that has existed since medieval times and once removed can never be replaced. It provides a continuous rural aspect to the west of the village and encompasses the views of the church of St Mary.	Noted. Consideration for landscape is informing the local plan, although this does need to be weighed against a range of other factors. The site selection topic paper will be updated to reflect any additional detail informing the next iteration (Reg 19) of the plan. It should also be noted that the proposed Strategic allocation at Newport has been removed from the Plan.
NDLP2873	Mr AJH and Mrs S Mullen				Newport - Air Quality / Environment/ Noise	<p>A number of comments raise concern about air quality in the village, noise impact associated with the M11 and the quality of the environment locally, including the importance of access to open space for which development will erode. Specific comments include:</p> <ul style="list-style-type: none"> • Access to open space is particularly important for health and mental well-being and the area is currently in constant use for dog walking/ exercise/ families enjoying the countryside etc • Noise contours associated with the M11 need to be considered and that development has not been forthcoming in these locations in the past for good reason. • Air quality, in particular at the junction of Wicken Road and the High Street is a concern and will be worsened with additional development. This route will form part of the pedestrian route for school children and for those visiting the surgery. • One of the reasons Newport is currently attractive is the access to a network of footpaths that the development will build over a significant section. • There are significant opportunities to enhance the PROW network locally, for example, from Station Road through Newport giving access to the bridleway and footpath on the other side of the railway bridge. • I am not opposed to development per se, but would like to see more details of the spaces set aside for nature, and providing corridors for wildlife. 	Noted. The plan is considering all of these factors and will ensure that any planned development is informed by a detailed policy setting out appropriate requirements and a master plan to guide any detailed proposals. Please refer to other comments setting out how the LP will no longer propose a strategic allocation at Newport, but that a lower quantum of housing will be identified for the community to plan for via a Neighbourhood Plan via a series of smaller (non-strategic) developments.
NDLP2289	Susan M Brown						
NDLP1258	Louise Clydesdale						
NDLP1543	Martine Dann						
NDLP2141	Dr Huw Steven Jenkins						
NDLP1498	Arthur Sier						
NDLP2875	Mr AJH and Mrs S Mullen						
NDLP2876	Mr AJH and Mrs S Mullen						
NDLP395	Mrs Susan Vance						
NDLP2816	Stephen and Heather Ayles						
NDLP390	Ian Vance						
	Ann Sier						

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NDLP1499							
NDLP142	Timothy Norris				Newport - Alternative Sites	It is suggested that if more development is needed in Newport it should be at the south end of the village, rather than the north, which can be accessed via mini-roundabouts to the south end of the village, and provide easier access to the railway station. The field on the side of the B83 by the railway bridge is suggested. It is suggested that putting development with access to the south of the village would receive less objection and avoid traffic issues associated with developing to the north.	Noted. All alternative sites will be re-considered prior to progressing and finalising the Reg 19 Plan, with evidence published alongside the next stage of the process. Refer to other comments relating to the proposed approach for allocations to be included in the Reg 19 Plan for Newport.
NDLP143	Timothy Norris						
NDLP1498	Arthur Sier				Newport - Appeal Sites	A few comments raised concern that proposal for development on the proposed allocations have previous been refused at Appeal; what has changed? It is suggested there are issues associated with the environment/ wildlife/ infrastructure/ roads/ sewerage/ drainage/ water supply/ traffic/ healthcare/ and access to the M11. It is suggested that one of the main reasons for refusal for the previous proposal at Appeal was the impact on the landscape setting of the settlement. It is suggested that it is naïve of the plan authors to suggest that the issues previously raised at Appeal can be addressed by design changes.	Previous Appeal decisions do not in themselves prevent Councils from looking again at potential development sites if the proposed allocations are being considered in a different context, are for different areas/ proposals, and seek to mitigate any issues adequately/ appropriately. However, for a variety of reasons, the sites proposed within the Reg 18 Plan have been removed and are not to be included in the Reg 19 Plan. This is in part a product of the balance needed between having enough development to provide mitigation (for example delivering infrastructure such as road access to the south of the proposed allocation or a new primary school), but not too much development that is impacted by some of the constraints that affect Newport, particularly related to highway constraints (and others). It is considered that a smaller quantum of development to be delivered on a series of smaller (non-strategic sites) will enable sufficient infrastructure to support a smaller level of growth, but also avoid constraints associated with a larger quantum being delivered on a single site.
NDLP1499	Ann Sier						
NDLP2513	Widdington Parish Council						
NDLP395	Mrs Susan Vance						
NDLP249	Mr Richard Johnson						
	Ian Vance						
NDLP390	Gordon Pickett						
NDLP469	Jonathan Burton						
NDLP68	Arthur and Ann Sier						
NDLP3078							
NDLP264	Duncan Roberts				Newport - Education	Comments raise concern over the level of education expansion needed and whether this can be accommodated. Concern is raised for how the secondary and primary schools can expend and if this is deliverable.	Noted. ECC have undertaken assessment of the updated proposals to be set out in the Reg 19 Plan and confirm that appropriate primary and secondary expansion is achievable to accommodate the reduced level of growth now proposed. There will be an opportunity for the Newport Neighbourhood Plan to consider the approach to addressing these issues in more detail as part of their process over the coming years.
	Martine Dann						
NDLP1543	Susan M Brown						

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NDLP2289 NDLP2878	Mr AJH and Mrs S Mullen						
NDLP1160	Bob Goldsmith				Newport - Employment	It is suggested that a small employment site is developed at Newport (perhaps at the quarry site) - to facilitate more local employment opportunities.	Noted. The Reg 19 plan will be informed by an Employment Land Review that will consider local and non-strategic sites.
NDLP2289 NDLP68 NDLP889	Susan M Brown Jonathan Burton Daniel Burgess				Newport - Flooding	Concern is raised about the prospect of flooding. It is stated that the recent increase in development has seen an increase in flooding, especially on London Road. The water and sewerage capacity in Newport is described as being at capacity. It is suggested that the plan is not accompanied by any assessment of flooding.	The Plan is informed by updated flood risk evidence and is prepared in consultation with the Environment Agency. Any site proposals need to comply with national policy requirements relating to flooding, for example not increasing the risk of flooding elsewhere and be signed-off by the EA. The plan also includes appropriate policies to inform new development more generally. The evidence will continue to be updated to inform the Reg 19 stage with ongoing consultation with the EA and water companies.
NDLP2289 NDLP396 NDLP545 NDLP1166 NDLP1223 NDLP2141 NDLP2072 NDLP2289 NDLP2814	Susan M Brown Mrs Susan Vance Keith Baker Mr David Mayle Mr Richard Walford Dr Huw Steven Jenkins Judy Emanuel Susan M Brown Stephen and Heather Ayles Stephen and Heather Ayles				Newport - General Comments	<p>A number of general comments are made about the proposed allocations at Newport. These are described as inappropriate and contrary to previous appeal decisions. It is requested that any development should be deferred to the Newport Neighbourhood Plan. Specific comments made include:</p> <ul style="list-style-type: none"> The site falls outside the existing developed settlement and is therefore contrary to Core Policy 3: Settlement Hierarchy. Vehicular access to the north of the site on the bend of School Lane and Bury Water Lane is the exact location of several RTA's and is not appropriate. A proposal for development on the site in question has previously been found unsuitable at an Appeal. It is suggested that the previous reasons for refusal relating to heritage and landscape have not been mitigated in any way. It is suggested that development would have a materially adverse effect on the reasonable occupation and enjoyment of existing residential properties. The loss of open countryside and impact of development on reducing access to the countryside will damage the quality of life and mental health of existing residents and how the village looks. The proximity to the railway station will encourage commuting and make the houses more expensive. But, there will also be an increased number of cars and more parking will be needed, including at the station. New development should provide new <p>Other comment provides support for the proposal, suggesting that Newport has both primary and secondary schools, shops, sports facilities, a GP practice and the opportunity to develop good public transport infrastructure.</p>	<p>Noted. In relation to the specific points:</p> <ul style="list-style-type: none"> See other comments relating to the approach to development at Newport. The previously proposed strategic allocations are now removed. Core Policy 3: Settlement Hierarchy is clear that: "development outside the existing built areas of these settlements will only be permitted where it is allocated by the Local Plan 2041 or has been allocated within an adopted Neighbourhood Development Plan, or future parts of the Local Plan". On this basis there is no inconsistency. Previous Appeal decisions do not in themselves prevent Councils from looking again at potential development sites if the proposed allocations are being considered in a different context, are for different areas/ proposals, and seek to mitigate any issues adequately/ appropriately. The Council does not recognise the statement that the proposal would have a materially adverse effect on the reasonable occupation and enjoyment of existing residents. Newport is a highly sustainable location that is suited to development. It is impossible to have zero impact of development, but is necessary to ensure new development is planned appropriately and delivers the necessary and identified benefits and infrastructure. <p>"</p>

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2815	Mr Neil Hargreaves						
NDLP680	Mar Bain						
NDLP664	Daniel Burgess						
NDLP889	Bob Goldsmith						
NDLP1160	Arthur and Ann Sier						
NDLP3079	Arthur and Ann Sier						
NDLP3084	Arthur and Ann Sier						
NDLP3085	John Burgess Lands Improvement Holdings						
NDLP747							
NDLP3864							
NDLP1202	Mr Luke Yarwood				Newport - Healthcare	Concern is raised over the need to plan for additional healthcare provision in Newport.	Noted. Ultimately it is the Healthcare Trust/ Bodies that have responsibility for planning for healthcare. The Council has engaged with these bodies and is ensuring the appropriate consideration is given both through the Infrastructure Delivery Plan and plan policies. However, given the proposal for a smaller quantum of development to be planned via the Neighbourhood Plan, it will be a matter for the neighbourhood plan to continue that process and ensure appropriate infrastructure is delivered alongside the sites to be allocated through that process.
NDLP2877	Mr AJH and Mrs S Mullen						

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NDLP3770	Harlow Agricultural Merchants Ltd				Newport - Housing Numbers	It is suggested that insufficient homes have been allocated to Newport given the sustainability of the settlement and it is suggested that the allocations should be increased.	For reasons explained in relation to other comments, the proposed strategic allocations are removed from Newport, but this is replaced with a lower quantum housing requirement to be addressed through the Neighbourhood Plan.
NDLP551	Mrs Julie McSweeney				Newport - Infrastructure	Some comments identify the constrained nature of the existing school and healthcare provision, whereas another comment supports the proposal in principle, but suggests that infrastructure will need to be delivered and funded by the developer. A range of comments raise concerns around different forms of infrastructure, including for broadband, water supplies, waste water treatment,	Noted. It is understood that new and additional infrastructure will need to be delivered for healthcare, education, and for a wide range of other areas including highway improvements. The Local Plan is considering infrastructure in detail and is informed by an Infrastructure Delivery Plan amongst other evidence. However, in the case of Newport, it will be a matter for the Neighbourhood Plan process to plan for infrastructure in accordance with non-strategic site allocations to be made through that process.
NDLP889	Daniel Burgess						
NDLP203	David Higginson						
NDLP1258	Louise Clydesdale						
NDLP1775	Mr Keith Morgan						
NDLP1776	Pat Pleasance						
NDLP1498	Arthur Sier						
NDLP1499	Ann Sier						
NDLP2141	Dr Huw Steven Jenkins						
NDLP2289	Susan M Brown						
NDLP2879	Mr AJH and Mrs S Mullen						
NDLP2880	Mr AJH and Mrs S Mullen						
	Louise Clydesdale						

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NDLP2881	Arthur and Ann Sier						
NDLP1258	Arthur and Ann Sier						
NDLP3082	Newport Parish Council						
NDLP3083							
NDLP3645		Newport Parish Council					
NDLP578	Stef Hollidge				Newport - Neighbourhood Plan	Comments raise concern the Newport Neighbourhood Plan has not been taken into account in preparing the Local Plan.	Noted. Neighbourhood Plans are required to be in conformity with strategic policies in Local Plans and so when a new Local Plan is prepared, there may be instances where existing Neighbourhood Plans become out of date, or partially out of date, or need updating. In this case, the Reg 19 plan is proposing a reduced level of housing to be planned at Newport through a Neighbourhood Plan via a series of non-strategic sites.
NDLP586	Ian Forster						
NDLP2463	David Bingley						
NDLP3685	Newport Parish Council	Newport Parish Council			Newport PC - General Comments	Newport Parish Council note that the proposed plan punches through the centre of the Harcamlow Way, which would destroy the amenity of this well used and very attractive mature tree lined pathway. The proximity of the proposed homes and the topography of the land in relation to the motorway does not appear to have been considered. The motorway is elevated at this location and the land slopes up from the base of the motorway up the hill to the village core. It is not clear how it would be feasible to mitigate the noise pollution as acoustic shielding cannot be attached to the motorway (Highways England do not permit it, as assessed recently in the Bedwell Road application in Elsenham), a bund would not be feasible in terms of scale required, nor would a substantial block of flats to act as an acoustic shield be an appropriate built form in this village (at all) but particularly in this village gateway location. Defra's noise contour map clearly shows the rationale for the limits of the current built form in the village	Noted. Please refer to other comments relating to the proposed approach for allocations at Newport.
NDLP3647	Newport Parish Council	Newport Parish Council			Newport PC- Transport Issues	Newport Parish Council raise a number of concerns relating to the proposed strategic allocations and highway impacts.	Noted. The highway modelling does identify some issues relating to the proposed strategic allocations and this has, in part, informed the decision to reduce the quantum of development at Newport and for a smaller scale of development to be planned on a series of smaller non-strategic

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							sites. It is considered that this approach will help to reduce any impacts and enable development more effectively.
NDLP1258	Louise Clydesdale				Newport - Railway Station	Concern is raised over the provision of parking at the railway station, the need for more and safety implications for illegal parking.	Noted.
NDLP1480	Environment Agency				Newport - Site Development Template	After reviewing the site allocations document we feel that there is a lack of consideration in regards to flooding within the template. This should be addressed and included as a key issue. This relates to the proposed allocations at Newport. The response sets out details that need to be provided within the templates.	Noted. The Plan is informed by detailed SFRA work, including a more detailed Stage 2 SFRA to inform the Reg 19. However, in this case, as the sites in question are not included in the Reg 19 Plan, this particular matter does not need any further consideration.
NDLP3351	Vistry Group				Newport - Support	A number of comments provide support for the proposed strategic allocations at Newport.	Noted.
NDLP3364	Gladman						
NDLP3386	Gladman						
NDLP68	Jonathan Burton				Newport - Traffic Issues	Concern is raised over traffic issues and particular congestion at the junction of Wicken Road and London Road. It is suggested that almost all traffic from the proposed development will have to use this junction. The existing junction cannot be widened, and the plan does not propose a solution. Other traffic related issues include noise pollution from the M11 and on street and pavement parking, which is already said to occur. Another respondent stated that they had no objections per se, but that Newport will need a bypass, or at least not to rely on only one street.	The Council have undertaken a good deal of work to understand the nature of existing issues and this work will continue to inform the Reg 19 plan. The challenges associated with highway constraints is, in part, the reason for removing the strategic proposals, and suggesting a lower level of growth to be delivered on a series of smaller (non-strategic sites). To mitigate a larer scale of development on a single site, new access would be required to the south of the site, but the scale of growth required to deliver such a scheme would also impact other constraints, including proximity to the M11, landscape, etc. Overall, a smaller and more dispersed level of growth is considered to be more appropriate at Newport.
	Ian Vance						
NDLP390							
NDLP551	Mrs Julie McSweeney						
	Daniel Burgess						
NDLP889	Roger Beeching						
NDLP170	Bob Goldsmith						
	Mrs Susan Vance						
NDLP1160							
NDLP395	Jonathan Burton						
	Gordon Pickett						
NDLP68	Timothy Norris						

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NDLP472	Timothy Norris						
NDLP142	Mr David Mayle						
NDLP143	Mr Luke Yarwood						
NDLP1166	Louise Clydesdale						
NDLP1202	Mr Jeremy Veitch						
NDLP1258	Martine Dann						
NDLP1290	N/A						
NDLP1543	Mr Keith Morgan						
NDLP1543	Pat Pleasance						
NDLP1544	Arthur Sier						
NDLP1775	Ann Sier						
NDLP1776	Littlebury Parish Council						
NDLP1498	Littlebury Parish Council						
NDLP1499	Dr Huw Steven Jenkins						
NDLP1787	Susan M Brown						

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NDLP1800	Mr John Burnham						
NDLP2141							
NDLP2289							
NDLP575							
NDLP3677	Newport Parish Council	Newport Parish Council			Newport Parish Council	Support is provided for landscape policies in the context of protecting the setting of Newport etc. The comment is framed as opposition to the proposed strategic allocations included in the Reg 18 Plan stating that the allocation would not be consistent with the landscape policy.	The Plan should be read as a whole and so any strategic development would form part of the baseline for which the landscape policy may be considered, as the site is already allocated informed by appropriate evidence. However, the previously proposed strategic site at Newport is no longer included in the Reg 19 Plan, which is replaced by a smaller non-strategic housing allocation to be considered through the Neighbourhood Plan process. It is envisaged that a smaller overall quantum of development to be delivered through a combination of smaller sites would be more easily accommodated with less potential to be impacted by the relevant constraints at Newport.
NDLP746	Neil Hargreaves				Newport PC	Newport PC provided a detailed response setting out a number of technical points relating to the proposed allocations. The comments included:	It is noted that Newport Parish Council have identified a number of issues and also opportunities associated with development at Newport. However, for reasons largely related to traffic impact and the balance between mitigating the impact of a larger single development, vs. the importance of not infringing some of the constraints that relate to the location, the reg 19 Plan recommends a smaller overall quantum of development, to be planned for through the Neighbourhood Plan, on a series of small (non strategic sites), which will be more able to be accommodated and strike a more appropriate balance between supporting sustainable development, delivering infrastructure enhancements, but with less impact.
NDLP3656	Newport Parish Council	Newport Parish Council			<ul style="list-style-type: none"> • Minor typos, for example reference to 'new' footpaths, that were, in part, existing paths. • Joyce Frankland School should be Franklin. • Newport is not a small town but a large village. 		
NDLP3655	Newport Parish Council	Newport Parish Council			<ul style="list-style-type: none"> • It is suggested that land is available primary school and early years provision in Newport. • Concern raised over noise impacts of M11. • States that the Plan does not identify new standalone employment sites at Newport. 		
NDLP3649	Newport Parish Council	Newport Parish Council			<ul style="list-style-type: none"> • Lack of pedestrian/ cycling links from new development into existing settlement. • Reference made to previous proposals being refused and concern historic views could not be protected. 		
NDLP3651	Newport Parish	Newport Parish			<ul style="list-style-type: none"> • Water supply issues are not limited to South Cambridgeshire. 		

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	Council	Newport Parish Council				<ul style="list-style-type: none"> • Welcome opportunities to develop new community facilities near the Primary School – this should be extended to recreation/ sports facilities. • Proposed development would not enable landscape setting to be protected/ maintained. • Bus and rail connectivity overstated. 	
NDLP3653	Newport Parish Council	Newport Parish Council					
NDLP3654	Newport Parish Council	Newport Parish Council					
NDLP3659	Newport Parish Council	Newport Parish Council					
NDLP3660	Newport Parish Council	Newport Parish Council					
NDLP3661	Newport Parish Council	Newport Parish Council					
NDLP3662	Newport Parish Council	Newport Parish Council					
NDLP3663	Newport Parish Council	Newport Parish Council					
NDLP3664	Newport Parish Council	Newport Parish Council					

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NDLP3667	Newport Parish Council	Newport Parish Council					
NDLP3657	Newport Parish Council	Newport Parish Council					
NDLP3669	Newport Parish Council	Newport Parish Council					
NDLP3652	Newport Parish Council	Newport Parish Council					
NDLP3658	Newport Parish Council	Newport Parish Council					
NDLP3648	Newport Parish Council	Newport Parish Council					
NDLP3650							
NDLP3665							
NDLP111	Dominic Davey				Non Residential Uses	A concern is raised that the Local Plan only provides a framework and does not mee the needs for a more detailed level of local/ town/ rural planning. This is illustrated by the imprecise designation of land areas as 'flexible non-residential use' or 'community/ employment use'. It is suggested that a planned	Noted. The plan does make provision for employment, retail, education, leisure and other community uses, health care, open space (and other GBI), biodiversity and other things. There are a mix of policies to support proposals and also specific proposals relating to the proposed allocations based

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						increase in population should require a planned increase in retail/ health/ education/ recreation and cultural facilities. It is also stated that there are various policies for guiding developers but none that ensure the provision of services by the district council.	on the LP evidence, considered in the round - in other words, the proposals are site specific and may include provision for new schools or community buildings, or a health centre depending on what the relevant evidence or key stakeholder identifies is appropriate. However, the Reg 18 plan does include initial and indicative master plans for the proposed allocations, which do identify areas for the uses identified, but are imprecise at this stage. Some of these matters will be refined and clarified in the Reg 19 plan and others through the planning application process. Overall, the plan does make provision for a comprehensive range of services and facilities including for those listed in the response. However, the Local Plan can only allocate sites and / or set out policies to inform how planning applications are determined; it does not in itself relate to services provided by the district council.
NDLP3060	Mrs Christina Cant				North Area Strategy	Support for the North Area Strategy generally.	Noted.
NDLP3901	Saffron Walden Town Council				Plan textural Changes Great Chesterford	It is suggested that text relating to Great Chesterford is too vague and any development potential should be clarified.	The Council is satisfied the Plan is sufficiently clear. There is additional information set out in the supporting Sites Selection Topic Paper.
NDLP3901	Saffron Walden Town Council				Plan textural Changes Saffron Walden	A new map is requested that makes clearer what is proposed. It is suggested that the Plan should include reference to 'porosity' to show desire routes. Some of the text is described as vague and greater clarity is sought.	The Council is satisfied the Plan is sufficiently clear. The Site Template provides detail for what is expected from the proposed allocation.
NDLP3937	Saffron Walden Town Council						
NDLP2907	Debden Parish Council				Planning for Debden	The representation suggests that infrastructure provision in Saffron Walden is needed to serve Debden and questions if enough healthcare is being provided. The response also questions what infrastructure is being provided to support development at Thaxted.	Noted. The Plan is informed by a detailed Infrastructure Delivery Plan that has been informed by detailed engagement with a range of stakeholders, including those that represent the NHS. The Plan no longer includes any strategic allocations at Thaxted.
NDLP2937	Mr and Mrs John and Gillian Broomfield				Planning for Littlebury	The representation suggests that infrastructure provision in Saffron Walden is needed to serve Debden and questions if enough education provision is being provided	Noted. The Plan is informed by a detailed Infrastructure Delivery Plan. However, non-strategic development in Larger Villages can also assist in delivering local enhancements to primary schools, etc.
NDLP3193	Dianthus Land Limited				Saffron Walden - Primary School Provision	A detailed representation questions if new primary school provision is needed at the proposed allocations as existing primary schools either have sufficient capacity or capacity to expand. Clarify is sought on what is required and if it is appropriate.	Noted. The Site Template provides clarity on what is required informed by ECC and other stakeholders and the Infrastructure Delivery Plan. The Site Template identifies the need for land for a 3fe primary school, but also provides sufficient flexibility should more detailed feasibility work at application stage indicate this is no longer the preferred approach.
NDLP320	Mrs Jane Sharp				Saffron Walden - Air Quality	Where is the evidence that air quality in Saffron Walden has improved? Will building to the east of the town not reduce this air quality further as all the development will be in locations where residents will need their cars to access all the facilities, since none are within easy walking distance.	The designation or de-designation of the former AQMA in Saffron Walden is a matter for the Council's Environmental Team. The Local Plan has been informed by evidence considering the potential impact of development at Saffron Walden on air quality.
NDLP3504	Kier				Saffron Walden - Alternative	Representation concerns a parcel of land originally proposed for employment development in the Reg18 Plan that now has planning permission for residential development. The	Noted. As this site now has planning permission it will not be included in the proposed allocation.

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NDLP3500	Kier				Development Proposal	representation outlined the rationale for supporting residential development on the site in question.	
NDLP263	Jay Potts				Saffron Walden - Alternative Proposals - Green Corridor	A proposal is made for a continuous green corridor to be planned for between Pounce Wood, through Shire Hill Farm and along the southern edge of Katherin Semar Junior School to link up with a new Country Park. The comments also refer to co-housing and permaculture gardening.	Noted. The plan does include policy support for co-housing and is seeking to strongly support the environment. The Plan is also informed by work considering the potential for new Country Parks and natural open space that helps mitigate any impact for visitors to protected sites such as Hatfield Forest.
NDLP572	Mr John Burnham				Saffron Walden - Alternative Proposals Audley End	The respondent agrees that the Local Plan should not propose development on the Audley End Estate land and agrees that its 'historic, natural and attractive characteristics of the Estate make it an important asset'. However, the respondent considers that land to the north west of the town (around Windmill Hill) could be developed with new facilities provided on that side of the town. It is suggested that development to the east is lopsided.	Noted. The site assessment work is summarised in the Site Selection Topic Paper. The area to the north of Saffron Walden is constrained from a landscape perspective, whereas the area to the east is comparatively less and the least constrained, around the town.
NDLP1445	Savills - Audley End Estate				Saffron Walden - Country Park	The proposal for a Country Park to the east of Saffron Walden is strongly supported, although some respondents would like to see this added to the maps so it is clearer and also provide more detail. It is suggested that it provides good opportunities to link to the nearby Bridleway network and upgrading/ enhancing the existing PROW network. It is suggested that the site should be accessible from both the railway station and town without the use of a private car.	Noted. More detailed work is in progress to inform the Reg 19 plan and this detail will be available alongside the next version of the plan.
NDLP1856	Mr Anthony Armon-Jones						
NDLP738	Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association					
NDLP729	Lewis Elmes						
NDLP194	Samuel Whittome						
NDLP338	Mrs Jane Sharp						
NDLP1445	Savills - Audley End Estate				Saffron Walden - Dwelling Numbers	Clarification is sought as to whether the allocation numbers are minimum, maximum or approximate.	It is typical for Local Plans to describe dwellings numbers as 'up to' where there is a particular constraint that limits the numbers or 'around' where the numbers are approximate (albeit within a narrow range) to allow for some flexibility at the application stage.
NDLP320	Mrs Jane Sharp				Saffron Walden - Early Years	There should be more emphasis on childcare provision in the local plan. This is a major problem for families with preschool age children. A new school in Saffron Walden must be built in the area	Noted. The Plan will make provide for new Early Years provision as advised by ECC.

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						where most development is taking place to reduce the need for car use. It should be within easy walking distance for all children and parents.	
NDLP188	Sofie West				Saffron Walden - Education	A number of comments are made about education. Key points include:	<p>Noted. The Council accept that additional school provision is needed at Saffron Walden. There appears to be some consensus that additional primary provision is welcome, and it is suggested that this will help to alleviate some of the existing issues , in part as a result of the relatively unplanned and speculative development the area has seen in recent years. It is noted that the proposed development in Saffron Walden might provide an opportunity to deliver new special school provision for which there is currently none in Uttlesford.</p> <p>There also seems to be some consensus that a need for additional secondary provision is needed, but a separate sixth form centre is not the preferred approach. The existing school site was thought to have been incapable of expansion, a completely new school could not be provided without a significantly greater level of development (which cannot be accommodated) and transporting an increased number of pupils is also not preferred.</p> <p>It is now understand that expansion of the existing secondary school is possible on the existing site and this is supported by the Academy (Saffron Walden Country High). Whilst further detailed work is needed to confirm this, it is understood this is a realistic proposal and preferred by the Council.</p>
NDLP264	Duncan Roberts					<ul style="list-style-type: none"> Support from the Headteacher of one of the existing Primary Schools for considering the need for new school provision in Saffron Walden, which is seen as a move away from a reactive approach seen in recent years as a result of the comparatively unplanned and speculative development. It is suggested that some pupils from Saffron Walden are being educated in nearby villages and so increased provision in Saffron Walden will be advantageous. 	
NDLP1445	Savills - Audley End Estate					<ul style="list-style-type: none"> Support for the proposed new primary school at Saffron Walden (and Newport) and secondary provision at Saffron Walden is set out from a parent with experience of struggling to secure places locally – however, it is important these proposals are converted into reality and delivered. 	
NDLP1445	Savills - Audley End Estate					<ul style="list-style-type: none"> It is suggested that Katherine Semar School could be expanded to 3 form entry and a new 2 form entry primary school could be provided. This might allow provision to be phased more in line with the new development. 	
NDLP2731	Paula Griffiths					<ul style="list-style-type: none"> There are no Special Schools or any Alternative Provision School anywhere in Uttlesford and these pupils are integrated into the mainstream schools. This is an opportunity to address this deficiency. 	
NDLP149	Julie Puxley					<ul style="list-style-type: none"> Consultation with school leaders would be welcomed to help inform the Reg 19 plan and ensure a joined-up strategy is developed. 	
NDLP138	Polly Lankester					<ul style="list-style-type: none"> Concern raised by the Headteacher of the Saffron Walden County Highschool for the proposals to create more capacity for the school by providing a separate sixth form centre. A number of reasons are outlined for why this would not be the schools preferred approach. 	
NDLP173	Caroline Derbyshire					<ul style="list-style-type: none"> It is questioned how a new sixth form centre would alleviate over-crowding of the existing Secondary school in Saffron Walden – but there does need to be more secondary school capacity in the town. It is suggested that the Sixth Form classrooms on the existing site would not easily be converted for younger classes and that there are advantages associated with having all secondary provision on a single site. 	
NDLP176	Anne Grass					<ul style="list-style-type: none"> It is questioned why land cannot be purchased from Audley End Estate to expand the existing Secondary School rather than trying to provide new capacity elsewhere. 	
NDLP182	Jamie Vicary					<ul style="list-style-type: none"> It is suggested that the policy needs to make specific reference to the 3 form entry primary school and new secondary school capacity. 	
NDLP184	Noel Clarcken					<ul style="list-style-type: none"> It is also suggested that an entirely new secondary school is needed and that providing a new sixth form centre is considered 	
NDLP199	Jonathan Whitaker						
NDLP172	Anna Mawson						
NDLP645	John Howett						
	John Howett						

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NDLP652	Duncan Roberts					to be sub-optimal, which would change the character of the school that attracts high quality teachers and has a very good reputation. Split sites are described as inefficient and difficult to timetable.	
NDLP264	Benjamin Roth					• The need for nursery or pre-primary education is also needed.	
NDLP185	Mrs Jane Sharp						
NDLP338	Emma Vincent						
NDLP171							
NDLP264	Duncan Roberts				Saffron Walden - Education - Special Needs	A priority for education provision in Uttlesford should be to open an alternative provision or special educational needs and disabilities provision. The nearest provision for families with children who have learning needs which mainstream schools are unable to meet is Harlow. This is often not a viable location and therefore these young people will often have to remain in mainstream education which is sometimes not a suitable or appropriate option. Rather than a new post-16 provision, it would be better to explore options relation to SEND and how schools in Uttlesford could work together to map out a provision which ensures we meet the needs of all our young people across the district.	Noted. It is understood that some special provision is provided at the Saffron Walden Country High, that this approach is successful and ECC's preference is to provide further facilities in this way in line with predicted requirements.
NDLP1928	Carmel Carline				Saffron Walden - Flooding	Concern is raised for the risk of flooding being increased in the surrounding properties from development proposed at Saffron Walden.	The plan is being informed by a detailed Flood Risk Assessment and any development will need to adhere to appropriate policy requirements, which will ensure flood risk does not increase elsewhere and in accordance with the Environment Agency standards and requirements.
NDLP1160	Bob Goldsmith				Saffron Walden - General Comments	A number of general objections to development at Saffron Walden were received. These suggested that the development will be of great detriment to the town with increased traffic in the town centre and impacts on all infrastructure, including healthcare, education, waste processing, sewerage, and for water supplies. It is also stated that there are a series of constraints not identified by the Plan that will hinder delivery and it is stated that there is no evidence to demonstrate what can or can't be delivered without leading to transport impacts. It is suggested that the proposal doesn't make any sense without a relief road to the south of the town linking to Newport Road – yet this area is described as having the highest landscape value.	As explained in relation to other responses, the proposed link road will actually delivery beneficial impacts on traffic flows through the town. It is proposed the proposed allocation delivers the section through the site, but that the connection to Newport Road is safeguarded for potential longer term delivery. The development will deliver improvements to a range of infrastructure services along the lines of all listed in the response.
NDLP2745	Paula Griffiths						
NDLP660	Janet Farmer						
NDLP1210	Mr David Dinsdale						
NDLP1345	Timothy Armstrong						

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NDLP1445	Savills - Audley End Estate						
NDLP2732	Paula Griffiths						
NDLP400	Sam Goddard						
NDLP397	Andrew Ketteridge						
NDLP3189	Dianthus Land Limited						
NDLP3328	The North West Essex Constituency La						
NDLP320	Mrs Jane Sharp						
NDLP686	Nikki Sweeney						
NDLP2528	Gillian Mulley						
NDLP2280	Lynda and Paul Sando						
NDLP3864	Lands Improvement Holdings						
NDLP3087	Sewards End Parish Council						
	Hawridge Strategic Land						

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NDLP3988							
NDLP350	Kelly Osborne				Saffron Walden - Green Infrastructure	The need for Green Infrastructure is stated.	Noted. The Plan considers the longer-term potential for a new Country Park to the east of the town, but with the proposed allocations delivering what could become the first phase of this, providing areas of open space, formal and informal leisure provision and areas for wildlife.
NDLP1256	David Rance				Saffron Walden - Healthcare	It is suggested the policy is silent on matters relating to healthcare, especially for the provision of dentists and GP's.	Noted. The policy will be updated to ensure healthcare is adequately covered in the Reg 19 version of the plan. It is expected that provision will be made to increasing healthcare in Saffron Walden.
NDLP645	John Howett						
NDLP320	Mrs Jane Sharp						
NDLP1855	Mr Anthony Armon-Jones						
NDLP2038	Douglas Kent				Saffron Walden - Historic Environment - Land South of Radwinter Road/North of Thaxted Road	Saffron Walden Framework, p11, Land South of Radwinter Road/North of Thaxted Road: The Heritage section completely overlooks the indirect adverse effects of development on the historic environment, particularly the generation of extra traffic and detrimental proposed installation of traffic lights at the Church Street/High Street junction in Saffron Walden. If the installation of these and other traffic lights in historically sensitive areas would result from development elsewhere (as on the land south of Radwinter Road/north of Thaxted Road), it should not proceed.	Whilst the plan is informed by heritage evidence and any development will be informed by detailed masterplanning/design, etc, it would be difficult to allow development that did not generate some traffic. The proposal is seeking to minimise impacts, ensure it is located in the most sustainable location, and to mitigate any impacts effectively.
NDLP3896	Saffron Walden Town Council				Saffron Walden - Historic Environment	It is suggested that Saffron Walden is as important historically as Stansted and Great Dunmow and that the Plan should make that clear. Furthermore, the historic roots and urban grain of the town should be used to inform any new development.	Noted. The Plan does recognise the historic importance of Saffron Walden. The Plan is also supported by a range of policies relating to the historic environment and the Site Template for the proposed allocation includes guidance to support the masterplanning, but this is complemented by the Uttlesford Design Code, which provides more detail to ensure development comes forward that achieves higher quality and is bespoke to different parts of the district.
NDLP3993	Saffron Walden Town Council						
NDLP3591	HHGL Ltd				Saffron Walden - Homebase	The respondent highlights the importance of Homebase to Saffron Walden and provides some of the planning history.	Noted.
NDLP215	Mr Richard Gilyead				Saffron Walden - Infrastructure	General concern is raised about the need for infrastructure provision. It is suggested that this infrastructure is needed now and cannot wait for new development to help bring it forward. The Audley End Estate state:	Noted. The Plan is informed by an Infrastructure Delivery Plan and the need to plan appropriately for a range of infrastructure. In relation to the comments from the Audley End Estate, it is not intended to imply that new development would be expected to provide infrastructure that relates to other development that has already been completed, but simply that providing new infrastructure in a place where it is accessible to existing and new residents, helps to maximise the benefits to the widest number of people and to help achieve synergy .
NDLP1445	Savills - Audley End Estate					The Estate generally welcomes and SUPPORTS the proposed strategy for the northern part of the District. Introduction AS made clear in the draft Plan Saffron Walden is the largest town in the	

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NDLP2729	Paula Griffiths					District and has largest retail and service offer and functions as a 'key settlement'. Paragraph 5.2 then states: It is essential that any new development provides a comprehensive range of new or additional infrastructure services and facilities to help redress this. "" In this regard the Estate OBJECTS to this aspect of the draft Plan. Planning Practice Guidance (PPG) explains (ID: 23b-002-20190901): ""Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms.	
NDLP338	Mrs Jane Sharp				Saffron Walden - Landscape	The landscape setting of Saffron Walden will be altered and harmed by the proposed development. The view from Harcamlow Way, in particular, provides far reaching views to the east which will be obliterated.	Noted. However, the proposals provide opportunities for extensive areas of open space, landscaping, biodiversity enhancements, and the creation of a Country Park to provide improved and increased access to the countryside for the benefit of local residents. The masterplan for the site will continue to be developed to optimise the positive aspects of the proposed development.
NDLP338	Mrs Jane Sharp				Saffron Walden - Leisure Provision	It is suggested that there is no mention of leisure (sports and recreation) provision in relation to the proposed allocations. It is suggested that the Lord Butler Leisure Centre is already at capacity and inadequate for the current needs of the town. More details are needed for future leisure provision. This should include facilities for the under-5's, and elderly, along with sports provision with outdoor pitches and play equipment.	Noted. The evidence informing sport and recreation requirements was work in progress at the time of preparing the Reg 18 plan and this will be completed to inform the Reg 19 plan. The requirements for each of the proposed strategic allocations will clearly be set out in the policies.
NDLP119	John McLaughlin						
NDLP1160	Bob Goldsmith						
NDLP809	Anna Eddery						
NDLP338	Mrs Jane Sharp				Saffron Walden - Nursery Provision	It is also suggested that pre-school or nursery provision is also lacking and should be added to the proposed site allocation policies.	Noted. The Council recognise this needs to be addressed and will be added to the Reg 19 plan.
NDLP1160	Bob Goldsmith						
NDLP3194	Dianthus Land Limited				Saffron Walden - Open Space	Support is provided for the Country Park, but more detail is required for where it will be located. More detail is also sought on what open space provision is needed to support the proposed allocations.	Noted. The proposed allocation will deliver the first phase of what could become a larger country park in the longer term. The Site Templates provide greater detail for what the allocations should provide. This is informed, in part, by updated evidence related to SANG provision.
NDLP3668	Newport Parish Council	Newport Parish Council					
NDLP317	Julian Harpum				Saffron Walden - Petrol Stations	A question is raised as to whether any consideration has been given to planning for petrol filling stations in Saffron Walden. It is suggested that existing provision is inadequate and often out of stock.	Noted. The provision of petrol filling stations is typically a matter for the market to bring forward. The Council has little scope to influence this.

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NDLP1445	Savills - Audley End Estate				Saffron Walden - Railway Station	The nearby railway station located at Wendens Ambo provides good access to Cambridge and London, but is located approximately 3 miles from the town, so it is essential that public transport and cycling connections between the town and the station are maintained and, wherever possible, enhanced	Noted. Agreed. Proposals to improve connectivity are being identified in the Local Cycling, Waling and Sustainable Travel Plan.
NDLP1445	Savills - Audley End Estate				Saffron Walden - Site Development Template	Although the text refers to 'a mixed-use area' Figure 5.3 shows two 'community / employment use' areas between Radwinter Road and Thaxted Road, and a single area for a 'flexible non-residential use' to the south of Thaxted Road. It is unclear to which of these areas the reference in the text to a mixed-use area is intended to relate, and thus it is unclear whether there is sufficient justification for this use in this area, or whether it is the most appropriate area. As such, the Estate both SUPPORTS the overall approach to the proposed strategic development sites at Saffron Walden, but also OBJECTS on the basis that further masterplanning is required. A number of detailed points are made about the detailed wording of the site template, in some cases supporting and in some cases objecting.	Noted. Comments welcome. The Council will continue to engage positively with site promoters of sites to be allocated in developing the Reg 19 version of the Plan.
NDLP3841	Rosconn Strategic Land Limited						
NDLP3842	Rosconn Strategic Land Limited						
NDLP3843	Rosconn Strategic Land Limited						
NDLP3844	Rosconn Strategic Land Limited						
NDLP3845	Rosconn Strategic Land Limited						
NDLP3846	Rosconn Strategic Land Limited						
NDLP3847	Rosconn Strategic Land Limited						

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NDLP3848							
NDLP3840							
					Saffron Walden - Site Template	<p>Although the text refers to 'a mixed-use area' Figure 5.3 shows two 'community / employment use' areas between Radwinter Road and Thaxted Road, and a single area for a 'flexible non-residential use' to the south of Thaxted Road. It is unclear to which of these areas the reference in the text to a mixed-use area is intended to relate, and thus it is unclear whether there is sufficient justification for this use in this area, or whether it is the most appropriate area.</p> <p>As such, the Estate both SUPPORTS the overall approach to the proposed strategic development sites at Saffron Walden, but also OBJECTS on the basis that further masterplanning is required.</p> <p>A number of detailed points are made about the detailed wording of the site template, in some cases supporting and in some cases objecting. "</p>	
NDLP1298	Sports Club				Saffron Walden - Sports provision	It is suggested that the Plans comments relating to sports provision are too high level and that there is an urgent need for multiple and comprehensive improvements in provision.	The Plan is supported by updated Leisure evidence, policies and standards and the proposed allocations will include appropriate new provision. The Plan has policies to support proposals for wider provision should others wish to bring these forward.
NDLP318	Julian Harpum				Saffron Walden - Supermarkets	It is suggested that additional supermarket provision will be needed in the town and that the existing supermarket offer is inadequate.	Noted. The Council has commissioned an updated Retail Assessment which advises on where there is any additional need for comparison or convenience retail provision – the Reg 19 plan will be updated to reflect this evidence where appropriate.
NDLP3196	Dianthus Land Limited				Saffron Walden - Support	Various comments provide support for development at Saffron Walden.	Noted.
NDLP3199	Dianthus Land Limited						
NDLP3837	Rosconn Strategic Land Limited						
NDLP3838	Rosconn Strategic Land Limited						

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NDLP3839	Rosconn Strategic Land Limited						
NDLP3192	Dianthus Land Limited				Saffron Walden - Support for Allocation	Support is provided for the proposed allocation. It is suggested that the respondent is not aware of any overriding constraints or reasons the site cannot be delivered.	Noted.
NDLP1445	Savills - Audley End Estate				Saffron Walden - Supporting Text	<p>Support for some of the proposals relating to transport and highways, but it is suggested that most people will use their car and that the proposals are on the wrong side of town for accessing the wider strategic network and employment. It is suggested that every resident in the town will object to the proposed link road. Another respondent provides support for the link road providing it is an effective route and not a rat run through residential streets. Some comments suggest that a link road around to the Newport Road would be more preferable, along with more roads around the town to the north.</p> <p>It is suggested that the town centre needs a weight limit.</p> <p>And, that whilst trying to improve public transport is admirable, the Council is unlikely to get people from the villages out of their cars.</p> <p>It is suggested that any cycle lanes should be separate to roads to encourage cycling. Examples of where missed opportunities to do this are cited. The multimodal road should have separate cycle lanes away from the road so that cyclists can be away from traffic.</p> <p>It is also suggested that is important that any new developments are linked to good bus routes that are fully funded and link to any nearby employment sites.</p>	<p>The Plan is informed by detailed assessments of transport impacts and appropriate mitigation will be included in the final plan, which will clearly set out what is proposed. The evidence accompanying the Reg 19 plan will set out what has been tested, what issues have been identified and how they are being addressed. If there are any issues identified that cannot be adequately mitigated the proposals will be amended accordingly. The proposed link road in SW is shown to enable a positive impact on traffic flows within the town centre – there is course limits to what can be delivered.</p> <p>The difficulty in improving public transport in the more rural areas is partly why the local plan proposes the majority of development in locations that facilitate more cycling, walking and public transport use, close to facilities, services and employment or where public transport is more accessible.</p>
NDLP2695	Pascale Muir				Saffron Walden - Town Centre	It is suggested that building more to the edge of the town will not increase support for local businesses and shops and will not help the town centre. It is suggested that the recent development is likely to be the cause of some businesses closing in the town and new development is likely to lead to more private car use.	Noted. Providing development and improving access by sustainable travel to existing facilities, employment and retail is one of the best opportunities we have for delivering sustainable development and improving the vitality and viability of those settlements. This is more likely to happen with development and improvements to public transport and cycling and walking infrastructure than if there was no development and no improvements to any infrastructure.
NDLP1861	Mr Anthony Armon-Jones				Saffron Walden - Transport Issues	<p>Support for some of the proposals relating to transport and highways, but it is suggested that most people will use their car and that the proposals are on the wrong side of town for accessing the wider strategic network and employment. It is suggested that every resident in the town will object to the proposed link road. Another respondent provides support for the link road providing it is an effective route and not a rat run through residential streets. Some comments suggest that a link road around to the Newport Road would be more preferable, along with more roads around the town to the north.</p> <p>It is suggested that the town centre needs a weight limit.</p>	<p>The Plan is informed by detailed assessments of transport impacts and appropriate mitigation will be included in the final plan, which will clearly set out what is proposed. The evidence accompanying the Reg 19 plan will set out what has been tested, what issues have been identified and how they are being addressed. If there are any issues identified that cannot be adequately mitigated the proposals will be amended accordingly. The proposed link road in SW is shown to enable a positive impact on traffic flows within the town centre.</p> <p>The difficulty in improving public transport in the more rural areas is partly why the local plan proposes the majority of development in locations that facilitate more cycling, walking</p>
NDLP1394	Mr Roy Pike						
NDLP1763	Robert Bass						
NDLP1557	Paul Chinnock						

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NDLP1931	Wimbish Parish Council					And, that whilst trying to improve public transport is admirable, the Council is unlikely to get people from the villages out of their cars.	and public transport use, close to facilities, services and employment or where public transport is more accessible.
NDLP1853	Mr Anthony Armon-Jones					It is suggested that any cycle lanes should be separate to roads to encourage cycling. Examples of where missed opportunities to do this are cited. The multimodal road should have separate cycle lanes away from the road so that cyclists can be away from traffic.	
NDLP1854	Mr Anthony Armon-Jones					It is also suggested that is important that any new developments are linked to good bus routes that are fully funded and link to any nearby employment sites.	
NDLP1859	Mr Anthony Armon-Jones					Comments on the potential new multi-modal transport link through the proposed allocations to the southeast of Saffron Walden, linking Radwinter Road to Thaxted Road. Concerns raised as follows: the new link road will quickly become congested; roads in SW are too narrow for cycle lanes, sharing road space between vehicles and bicycles would be better, which requires different measures. Welcomes high-quality walking and cycling links from the proposed allocations connecting to settlement centres, to include schools, town centre and station.	
NDLP1860	Mr Anthony Armon-Jones					However, concerned that in designing safe space for cyclists on a new housing development these should not end immediately off the development. Similarly, with 20MPH speed limits around schools. A whole community / journey approach is needed to encourage more walking and cycling.	
NDLP1862	Mr Richard Gilyead						
NDLP216	Mrs Jane Sharp						
NDLP338	Nicola Thompson						
NDLP82	Sheila Rush						
NDLP126	Katy Payne						
NDLP126	Anna Mawson						
NDLP86	John Howett						

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NDLP172	Lewis Elmes						
NDLP645	John London						
NDLP731	Bob Goldsmith						
NDLP321	Kelly Osborne						
NDLP1160	Mr and Mrs John and Gillian Broomfield						
NDLP350							
NDLP2938							
NDLP3318	The North West Essex Constituency La The North West Essex Constituency La						
NDLP3319	Newport Parish Council Mrs Isobel Grayson Councillor Fiddy						
NDLP3666							
NDLP2201							
NDLP2080							

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NDLP1394	Mr Roy Pike				Saffron Walden - Utilities	I could not ascertain whether you have sought approval from the utility companies that your plans are achievable. For example 1. there is a water shortage in this area 2. sewerage treatment works needs to be expanded 3. Extra GP surgeries will be required as will schools. So how will they be funded?	Noted. The plan is informed by a range of detailed evidence, including a Water Cycle Study and Infrastructure Delivery Plan and will ensure appropriate infrastructure is provided for.
NDLP881	George Dust				Saffron Walden Link Road	Concern is raised that any roads to be delivered around to Newport Road at Saffron Walden would be harmful to uses of what is currently natural open space.	Noted. The plan does not propose to deliver this part of a road , but simply to safeguard land to enable its delivery in the longer term, should this be identified as being required at a future time.
NDLP687	Nicola Davies				Safron Walden - Bus Services	Details are provided about some of the local bus services. The importance of these services is stressed. It is stated that communities rely on local bus services for health, education, employment, social, leisure and many other reasons, including support to transport decarbonisation strategies – as well as for village populations commuting to their workplaces, preventing social isolation and transport links for healthcare services.	Noted. The Spatial Strategy is designed to focus development in locations that maximise sustainable travel choices and therefore also maximise contributions to the vitality and viability of the services.
NDLP2463	David Bingley				Safron Walden - Leisure Facilities	Comment refers to a shortfall in safe places for children to play or extra plans for areas for activities like football, rugby, running, netball and many other sports. Saffron Walden struggles to accommodate the grassroots football teams that play weekly with decent pitches and parking. With an ever growing population to Saffron Walden and surrounding villages, our youngsters are being robbed of safe places to play and opportunities to take up a variety of activities.	Noted. The plan is being informed by detailed evidence considering all types of sport and leisure and will make appropriate provision where applicable.
NDLP1118	Guy Kaddish	Agent Grosvenor Property UK	Claire Galilee		North Uttlesford Garden Community	Supporting information for a garden community in North Uttlesford Submitted	Noted, see comments on garden communities in CP4 Spatial Strategy
NDLP1124	Guy Kaddish	Agent Grosvenor Property UK	Claire Galilee				
NDLP285	Paul Sturgeon						
NDLP1838	East of England Ambulance				Site Development Templates	The site template should include: 'Appropriate provision for ambulance, police and firefighting facilities'	Noted. The templates will be updated to inform the Reg 19 version of the Plan.
NDLP683	Mr Neil Hargreaves				Site Selection	A comment is received critical of the site selection process and the suggestion that it was based on inadequate evidence.	The Council is satisfied it has followed a robust, yet proportionate approach to site selection, informed by appropriate evidence. The work will be updated to inform the Reg 19 plan and evidence will be updated and refined where applicable.
NDLP1633	Nikhil Saraswat				Site Selection - Littlebury	Details for development proposals at Littlebury are provided.	Noted.

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NDLP506	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Spatial Strategy	The strategic allocations provide for too great a focus on the top two settlement tiers.	The LP does quite deliberately focus the majority of growth (c. 50 % to Key Settlements and c. 30 % to the Local Rural Centres) in order to support the enhancement of sustainable development as required by national policy and guidance. Overall, the Council is satisfied the balance is about right.
NDLP3646	Newport Parish Council	Newport Parish Council			Spelling Error	Joyce Frankland should be Franklin.	Noted.
NDLP687	Nicola Davies				Water Supply	The comment raises concerns of the impact of development on electricity and water supplies and states that it should be a priority to preserve the existing level of service for existing residents.	Noted. The Council recognise that any new development must be adequately served by electrify and water supplies and that must not be at the detriment to existing housing. The Council is working with consultants and statutory consultees to ensure infrastructure and utilities are planned appropriately.

Table 2 Core Policy 7: Delivery of Transport Schemes within the North Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2593	Stebbing Parish Council				Agreement	The respondent states that they are in agreement with the policy approach and has no further comments to add.	Noted.
NDLP265	Mr Richard Gilyead				Freight and Deliveries	A comment was made concerning the inclusion in the SWNP for a 'last mile' delivery service policy which is not included in the LP and whether this option has been ruled out.	Core Policy 26 clearly states that the Council will support the delivery of local delivery hubs which enable last mile sustainable deliveries.
NDLP92 NDLP492 NDLP1695 NDLP2765	Richard Garvey Alex Templet N/A Mrs Isobel Grayson	Planning Advisor Essex Police			Highway Infrastructure & Schemes	A number of respondents comment that the roads in the district are in an apparent state of disrepair and there needs to be significant investment in the highway infrastructure including pavements. A number of respondents state that in Saffron Walden there should be a focus on providing a complete link road around the whole of the town and a comprehensive scheme to widen roads – particularly those coming into the town. Respondents suggest that there should be consideration of removing on-street parking to improve traffic flows whilst providing dedicated car parks for residents who do not have off street parking.	The policy provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off site improvements to the highway network, however, a comprehensive approach to management and maintenance of the network is a matter for the highway authority (Essex C.C.). The strategic approach to transport will be detailed in the County Council's Local Transport Plan (LTP). Core Policy 31 details the approach to parking in development proposals. Again the wider approach to parking and highway

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							management will be addressed by the LTP, The Essex Parking Standards and the Uttlesford Parking Strategy.
NDLP105 NDLP359 NDLP566 NDLP819 NDLP91 NDLP186 NDLP1224 NDLP1938 NDLP1550 NDLP1975 NDLP2051 NDLP1189 NDLP1788 NDLP2667 NDLP2777 NDLP2797 NDLP2895 NDLP376 NDLP113 NDLP295	Dominic Davey Richard Stark Mr Michael Young Alice Kohler Mr Fran Lambert Anthony Gold Mr Richard Walford Mr Roy Pike Rufus Barnes Gill Gibson Mrs Jacqueline Cooper Ashdon Parish Council Littlebury Parish Council Mr and Mrs John and Gillian Broomfield Wimbish Parish Council Nick Dukes Martyn Everett				Link Road	Several respondents state that the link road is required to provide a link all around the town and not just between Radwinter Road and Thaxted Road. It is suggested by some respondents that the link road, as proposed, will not alleviate the congestion within the town centre and at key junctions. Some respondents state that the link road should connect all the way around the town to the B1052 Newport Road as a minimum with some suggesting that onward connections should include providing a new access onto the M11 south of Newport. One respondent states that the Link Road is not required as a new route is already being delivered through the adjacent consented developments that links Radwinter Road to Thaxted Road. One respondent suggests that the continuation of the link road through to Newport Road would have an adverse impact on open countryside and the environment. A number of respondents where supportive of the link road but suggest it should be constructed and operational before the housing is built. One respondent questioned whether a ski-lift could be provided between Saffron Walden and Audley End railway station.	The Council is satisfied that proposed link road through the proposed allocation between Radwinter Road and Thaxted Road will serve as a local distributor road and that the supporting transport evidence provides sufficient justification. The link road will provide a multi-modal route around the east of Saffron Walden that will provide an alternative route for all vehicles and will be designed as the main street serving the development. The transport evidence demonstrates that the link road does distribute traffic away from the Radwinter/Thaxted Rd junction and does outperforms the proposed link to the west in distributing traffic and being suitable for all traffic including buses and HGV's. The delivery of a new road to link with the M11 and a new junction onto the M11 is not deliverable as part of the local proposals and would require significant funding which would have to come direct from central government. The future delivery of a link road will be safeguarded from Thaxted Road around the south of the town to Newport Road. This safeguarded route will be reflected in the revised policy.

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	Peter Copping Henry Rowe Edward Gower-Isaac						
NDLP1446	Savills - Audley End Estate				Link Road - Audley End Estate	Audley End Estate has 'objected' over the delivery of the Link Road in particular the access point onto the Thaxted Road and whether this could utilise the Knight Park access road. The second issue of concern was the continuation of the Link Road between Thaxted Road and Debden Road. The Estate states that they are keen on working with the Council to overcome any concerns and believe the matter is capable of resolution through collaboration and co-operation.	"The Council will work closely with the Audley End Estate on both the strategic allocation and any proposed transport measures identified in the Draft Local Plan including the routing and access arrangements for the Link Road. The Council is satisfied that proposed link road through the proposed allocation between Radwinter Road and Thaxted Road will serve as a local distributor road and that the supporting transport evidence provides sufficient justification. The link road will provide a multi-modal route around the east of Saffron Walden that will provide an alternative route for all vehicles and will be designed as the main street serving the development. The transport evidence demonstrates that the link road does distribute traffic away from the Radwinter/Thaxted Rd junction and does outperform the proposed link to the west (on the consented schemes) in distributing traffic and being suitable for all traffic including buses and HGV's. The Local Plan is proposing that the section of the future Link Road between Thaxted Road and Debden Road and the section between Debden Road and Newport Road is not allocated and delivered in the Local Plan, but is safeguarded for potential future delivery. This is based on the transport evidence which suggests a completed link around the town will deliver significant transport benefits for the town. It is only envisaged that a short section of the route south of Thaxted Road would be delivered on the Strategic Allocation. The Council will work with Audley End Estate to see whether a green walking and cycling corridor can be delivered to Debden Road to fulfil the Council's emerging 'Orbital Greenway' aspirations."
NDLP2817 NDLP2874	Stephen and Heather Ayles Mr AJH and Mrs S Mullen				Newport - traffic volume	Respondents comment that the transport evidence suggests that the volume of traffic and queuing a key junctions is already congested and that the proposed development will put significant pressure on the roads in the village – particularly on the Wicken Rd (B1038)/High St (1383) junction and on Frambury Ln. Respondents were concerned that the increased volume of traffic would have an adverse impact on air quality and on the conservation area.	Core Policy 7 states that sustainable transport measures will be required to provide a sustainable transport option to the car and the transport evidence suggests that this will mitigate some of the impact. The policy could be modified to detail specific highway capacity interventions that may be required. There are other policies in the Local Plan which require the consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures.
NDLP929	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Policy Update	The comment suggests that the transport strategy should be updated to include transport provisions in a recent planning application.	The policy is informed by a robust and up-to-date evidence base which quantifies and assesses the volume of traffic on the network. However, the planning application will be reviewed to ascertain whether there is a need for revisions to the evidence or policy.
NDLP1538	Chrishall Parish Council				Public Rights of Way	There is a comment regarding the alleged policy of Essex County Council to change the status of public bridleways to Byways and the impact that motor vehicles using the PROW has had on walking in the countryside. The respondent suggests that all Byways should be designated as Restricted Byways.	Core Policy 30 seeks to protect and enhance the public right of way network where a PROW impacted by development proposals. County Council. This policy will ensure that infrastructure for walkers, equestrians and cyclists is provided within development proposals and consideration is given to

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							improving PROW beyond the development boundary where appropriate. The policy approach to redesignating Byways Open to All Traffic lies with the highway authority – Essex County Council and is not a matter for the Local Plan.
NDLP348	Mrs Jane Sharp				Spatial Strategy for Saffron Walden	The respondent suggests that it has not been demonstrated that development on the eastern side of the town is not the most sustainable location.	The Council has carefully considered all development sites put forward in Saffron Walden. Through a comprehensive assessment process the strategic allocation was considered the most suitable. Core Policy 7 will detail the range of Sustainable Transport measures that will support the allocation and ensure new residents will have realistic travel alternatives to the car.
NDLP253	Jenny Seaward				SRN	The respondent suggest that Junction 9 of the M11 should be redesigned and reconfigured to allow for access and egress which is currently limited.	The delivery of a new junction 9 on the M11 is not considered essential or required as a result of the growth proposals in Uttlesford. The Council may endorse this aspiration, however, it is a scheme that would require significant funding which would have to come direct from central government as part of the Road Improvement Strategy.
NDLP340 NDLP580 NDLP886 NDLP2499 NDLP2666 NDLP2796 NDLP193 NDLP198	Mrs Jane Sharp Mr John Burnham Charlie Hamilton John Collecott Mr and Mrs John and Gillian Broomfield Nick Dukes Samuel Whittome Samuel Whittome				Sustainable Transport	Respondents suggest that there needs to be further detail on how mode shift away from the private car is going to be achieved through sustainable transport measures. Several people mentioned that existing bus services are unreliable and infrequent and some of the services appear to be little used. It was suggested that smaller buses and more frequent services would be of benefit including frequent services to the railway station. Several respondents supported the improvement of bus services in the town. Comments were made suggesting that modern technologies such as electric vehicles and autonomous vehicles will influence future transport provision and there were concerns that this was not adequately covered in policy.	Core Policy 7 clearly highlights the sustainable transport measures that will be delivered within the North Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider how existing bus services can be enhanced to support the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures.
NDLP160 NDLP2147 NDLP1801 NDLP2776	Mike Cleal Dennis Prior Littlebury Parish Council Wimbish Parish Council				Traffic Volume	A number of respondents suggest that the proposed allocations will result in a significant number of extra cars on the road network and that the town's historic highway infrastructure cannot accommodate further increases in traffic. Respondents suggest that the strategic allocations to the east of the town will exacerbate existing delays with queueing traffic having an impact on air quality. Respondents state that the pavements, in some locations, are narrow and poorly maintained and pedestrians are walking close to busy roads with speeding traffic. Some respondents state that speed limits should be reduced on the main approaches into the town.	The Council is satisfied that the transport evidence demonstrates that the link road proposals and the package of sustainable transport measures will mitigate the impact of traffic growth resultant from the strategic site allocation. The transport evidence demonstrates that the delivery of the link road will relieve some pressure from several junctions in the town and will facilitate the delivery of an alternative traffic management strategy for the town.
NDLP163 NDLP1347	Sarah Statham Timothy Armstrong				Traffic Volume & Link Road	Several respondents state that the link road is required to provide a link all around the town and not just between Radwinter Road and Thaxted Road. It is suggested by some respondents that the link road, as proposed, will not alleviate the congestion within the town centre and at key junctions. Some respondents state that the link road should connect all the way around the town	The Council is satisfied that proposed link road through the proposed allocation between Radwinter Road and Thaxted Road will serve as a local distributor road and that the supporting transport evidence provides sufficient justification. The link road will provide a multi-modal route around the east

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2497	John Collecott					to the B1052 Newport Road as a minimum with some suggesting that onward connections should include providing a new access onto the M11 south of Newport. One respondent states that the Link Road is not required as a new route is already being delivered through the adjacent consented developments that links Radwinter Road to Thaxted Road. One respondent suggests that the continuation of the link road through to Newport Road would have an adverse impact on open countryside and the environment. A number of respondents were supportive of the link road but suggest it should be constructed and operational before the housing is built. One respondent questioned whether a ski-lift could be provided between Saffron Walden and Audley End railway station.	of Saffron Walden that will provide an alternative route for all vehicles and will be designed as the main street serving the development. The transport evidence demonstrates that the link road does distribute traffic away from the Radwinter/Thaxted Rd junction and does outperform the proposed link to the west in distributing traffic and being suitable for all traffic including buses and HGV's. The delivery of a new road to link with the M11 and a new junction onto the M11 is not deliverable as part of the local proposals and would require significant funding which would have to come direct from central government. The future delivery of a link road will be safeguarded from Thaxted Road around the south of the town to Newport Road. This safeguarded route will be reflected in the revised policy.
NDLP524 NDLP1244 NDLP67 NDLP135	Steve Hasler Annette Makin Albert Gerhard Tiffany Fretwell				Traffic Volume & Speed	A number of respondents suggest that the proposed allocations will result in a significant number of extra cars on the road network and that the town's historic highway infrastructure cannot accommodate further increases in traffic. Respondents suggest that the strategic allocations to the east of the town will exacerbate existing delays with queueing traffic having an impact on air quality. Respondents state that the pavements, in some locations, are narrow and poorly maintained and pedestrians are walking close to busy roads with speeding traffic. Some respondents state that speed limits should be reduced on the main approaches into the town.	The Council is satisfied that the transport evidence demonstrates that the link road proposals and the package of sustainable transport measures will mitigate the impact of traffic growth resultant from the strategic site allocation. The transport evidence demonstrates that the delivery of the link road will relieve some pressure from several junctions in the town and will facilitate the delivery of an alternative traffic management strategy for the town.
NDLP2210 NDLP2671 NDLP2801	S Hart Mr and Mrs John and Gillian Broomfield Nick Dukes				Traffic Volume and Highway Network	A number of respondents suggest that the proposed allocations will result in a significant number of extra cars on the road network and that the town's historic highway infrastructure cannot accommodate further increases in traffic. Respondents suggest that the strategic allocations to the east of the town will exacerbate existing delays with queueing traffic having an impact on air quality. Respondents state that the pavements, in some locations, are narrow and poorly maintained and pedestrians are walking close to busy roads with speeding traffic. Some respondents state that speed limits should be reduced on the main approaches into the town.	The Council is satisfied that the transport evidence demonstrates that the link road proposals and the package of sustainable transport measures will mitigate the impact of traffic growth resultant from the strategic site allocation. The transport evidence demonstrates that the delivery of the link road will relieve some pressure from several junctions in the town and will facilitate the delivery of an alternative traffic management strategy for the town.
NDLP745	Mr Alfred Ketteridge				Traffic Volume and speed	A number of respondents suggest that the proposed allocations will result in a significant number of extra cars on the road network and that the town's historic highway infrastructure cannot accommodate further increases in traffic. Respondents suggest that the strategic allocations to the east of the town will exacerbate existing delays with queueing traffic having an impact on air quality. Respondents state that the pavements, in some locations, are narrow and poorly maintained and pedestrians are walking close to busy roads with speeding traffic. Some respondents state that speed limits should be reduced on the main approaches into the town.	The Council is satisfied that the transport evidence demonstrates that the link road proposals and the package of sustainable transport measures will mitigate the impact of traffic growth resultant from the strategic site allocation. The transport evidence demonstrates that the delivery of the link road will relieve some pressure from several junctions in the town and will facilitate the delivery of an alternative traffic management strategy for the town.
NDLP266	Mr Richard Gilyead				Transport Policy in NP	There is a comment that the transport modelling for the proposed strategic allocations demonstrates that there will be an increase in congestion and waiting times which is contra to an existing policy in the SWNP which seeks to ensure that traffic congestion is not increased according to measures in a 2013 Highways Impact Assessment.	The policy is informed by a robust and up-to-date evidence base which quantifies and assesses the volume of traffic on the network. This transport evidence is considered more relevant than the 2013 study.
NDLP196	Samuel Whittome				Walking and Cycling	Respondents were generally supportive of the principles in the Plan to encourage more walking and cycling, however, it was felt more detail on delivery was required to demonstrate how a move towards active travel was going to be achieved in reality. A number of people stated that the existing cycling and walking infrastructure in the town is inadequate and that there needs to be a significant investment in high quality infrastructure in order to provide an active travel choice that people will use in the new developments.	The Council is content that Core Policy 7 highlights the sustainable transport measures that will be delivered within the North Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling.

Table 3 Core Policy 8: Safeguarding of land for Strategic Transport Schemes in the North Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2594	Stebbing Parish Council				Generally Supportive	Respondents are generally supportive of the policy.	The Council acknowledges the support of this policy.
NDLP3062	Mrs Christina Cant						
NDLP822	Alice Kohler	Deputy Chair Keep Clavering Rural			Link Road	Request to extend link road from Debden Road to Newport Road to link to Audley End station avoiding centre of SW. Discrepancy in description of extent of link road, appendix 6 differs from para.5.5 and 5.12 and CP7 and CP8. Suggestion of southern ring road along Cole End Lane and northern extension of ring road along Redgates Lane and Butlers Lane. AE Estate objects to current proposed link road between Radwinter Rd and Thaxted Rd and suggests extending through Knights retail park. AE does not see need for link road between Thaxted Rd and Debden Rd. AE believes current objections can be overcome through negotiation.	The proposed link road has been chosen as the most appropriate location for this strategic connection, proposed to alleviate some of the traffic and congestion in the centre of Saffron Walden. An extension to this link road is proposed to connect Thaxted Road to Debden Road and no further extensions are under consideration at this time. The Council is keen to collaborate with relevant landowners to find a mutually acceptable solution to proposals with the ultimate aim of alleviating traffic congestion within the centre of the town. During the next stage of work we will continue to liaise with landowners and their representatives.
NDLP584	Mr Frank Woods						
NDLP1279	Simon Teague						
NDLP1447	Savills - Audley End Estate						
NDLP2036	Douglas Kent				Object in principle	Objection to link road in principle. If current road infrastructure cannot cope with projected road traffic levels, further development should not happen.	The Council has an obligation to provide new homes for the residents of Uttlesford, in line with anticipated growth, based on central government guidance. This growth is

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							proposed in sustainable locations adjoining existing settlements. As such, highways infrastructure will need to be expanded as necessary to support the growing community.
NDLP195	Samuel Whittome				Safeguarding of land for walking, cycling and rail routes	Respondents suggest safeguarding land for future rail lines, as well as walking/ mountain biking. Support for upgrading footpaths for cyclists but concern that this will be abused by motorcyclists etc. Concerns raised about protection of trees and hedgerows.	Expanding the rail network and securing land to do so would come under the remit of National Rail and is outside the scope of this plan. Where pathways are upgraded to facilitate them as cycleways, measures will be put in place to prevent antisocial behaviour and misuse. Existing hedgerows will be protected for their biodiversity value and trees will be retained where possible.
NDLP341	Mrs Jane Sharp						

Table 4 Core Policy 9: Green and Blue Infrastructure in the North Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1190	Ashdon Parish Council				Appendices	Representation highlights an issue with the mapping in Ashdon for designated chalk streams, roadside verges, and sensitive valley landscape.	Noted. The mapping will be reviewed and revised as necessary for Reg 19.
NDLP1605	Anglian Water				Biodiversity Net Gain and Local Nature Recovery Strategies	Anglian Water encourages a comprehensive and joined-up approach to green and blue infrastructure provision and enhancement that can be reinforced by Biodiversity Net Gain (BNG) onsite, with any BNG offsetting aligned with Local Nature Recovery Strategy priority areas and opportunities. Access to blue and green infrastructure is one of the principal tenets of the Government's recently published Environmental Improvement Plan, recognising the health and social benefits from community access to nature.	The Uttlesford Green Infrastructure Strategy seeks to incorporate BNG and is feeding into the Essex LNRS workstream to ensure a collaborative approach and to seek the multi-functional benefits for people and wildlife.
NDLP1863	Mr Anthony Armon-Jones				Chalk Streams	It is essential that as much of the natural chalk stream at the River Cam from source to Hinxton is retained.	Noted. The Local Plan has a separate policy on Chalk Streams, however as part of the ecological system of Uttlesford they do form part of the Uttlesford GI Strategy.
NDLP3366	Gladman				Development requirements	Wicken Road, development policy requirements include significant areas of informal and formal public open space, landscaping and ecological mitigation works. Developer explains there is the potential to link into the existing Green Infrastructure network through improvements of the Public Right of Way across the northern boundary of the site and that this will be enhanced as per the policy requirement.	Noted. However, improvements to PROW is unlikely to amount to the required significant informal and formal public open space, landscaping and ecological mitigation required. Negotiation with Council officers will be required through the masterplanning stage of the site through to Reg 19.
NDLP647	John Howett				New country park - Against	Three comments are for a country park; one is against. Comments for include the provision of open space for existing developments as well as new proposed developments. One of the reps refers to the airport and the importance of the country park to counter the environmental impacts of this. One representation considers the policy to be vague, seeking clarification on the actual size of the proposed park and its location. It also discusses urban grain and architectural heritage and layout and density of development pattern given Saffron Walden's medieval market town rural setting. The rep against a country park values the protection of countryside more and suggests that a country park will attract more people and more cars.	A country park will benefit the local area and help to ensure the local plan complies with national policy and national open space standards set by Natural England. Working with landowners and statutory stakeholders the country park will offer a range of spaces for users to enjoy. These could be wild spaces for nature and biodiversity and play spaces for people and dog walkers for example. The historic setting of locations will need to be a consideration too.
NDLP187	Dr Anthony Runacres				New country park - For	Three comments are for a country park; one is against. Comments for include the provision of open space for existing developments as well as new proposed developments. One of the reps refers to the airport and the importance of the country park to counter the environmental impacts of this. One representation considers the policy on the to be vague, seeking clarification on the actual size of the proposed park and its location. It also discusses urban grain and architectural heritage and layout and density of development pattern given Saffron Walden's medieval market town rural setting. The rep against a country park values the	A country park will benefit the local area and help to ensure the local plan complies with national policy and national open space standards set by Natural England. Working with landowners and statutory stakeholders the country park will offer a range of spaces for users to enjoy. These could be wild spaces for nature and biodiversity and play spaces for people and dog walkers
NDLP533	Mr Trevor Haynes						
NDLP3978	Saffron Walden Town Council						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						protection of countryside more and suggests that a country park will attract more people and more cars.	for example. The historic setting of locations will need to be a consideration too.
NDLP759	Mr Neil Reeve				Orchards	Suggesting we use the term Orchard rather than Traditional Orchard to remove an unnecessary constraint.	Natural England refer to Traditional Orchards in their literature as does national policy and these are mapped as such across the UK. No change required.
NDLP2446 NDLP2595 NDLP3063	Anchor Stebbing Parish Council Mrs Christina Cant				Support	Three representations support the policy for green and blue infrastructure. One however notes that it precludes development which would not protect designated green and blue infrastructure and seeks the policy to be amended to allow a balanced judgement to be made regarding harm to such infrastructure, to ensure the policy is effective.	Support welcomed. The Local Plan has to allocate development in the most sustainable locations and settlements. The Council considers its evidence and supporting documents such as its site selection methodology topic paper and the Uttlesford Green and Blue Infrastructure Strategy provides a balanced planning judgement appropriate in supporting its policy on green and blue infrastructure in North Uttlesford. Furthermore, the policy seeks to improve, enhance and create new green and blue infrastructure. No change required.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 6: South Uttlesford Area Strategy

July 2024

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Table 1 Core Policy 10: South Uttlesford Area Strategy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP427	Mr Andy Dodsley				Country Park	Welcomes proposed Country Park at Easton Park which will help to relieve visitor pressure on Hatfield Forest. Urges that this historical area of open space is retained for public enjoyment. Mention is made of the restriction it is understood the Countess of Warwick placed upon the land which allows the local authority to preclude development under this 1939 Agreement. Requests that the Country Park is created before any residential allocation sites are begun. It should contain densely wooded and wood pasture areas, basic amenities, along with full time rangers to manage the area. The size of the new Country Park will have to be large to provide a valid alternative recreational and environmental space to equal the draw of Hatfield Forest. The Trustees of the Gardens of Easton Lodge Preservation Trust, Little Easton are concerned that especially with the planning approval of the 1200 homes at Easton Park there would not be any future implications for the Gardens arising from this development, such as higher demand to access the gardens, which cannot be met with the current facilities or major change to the operating model.	A new designated Country Park is under consideration for the land west of Great Dunmow and around Easton Park site. It is intended to ease the pressure on Hatfield Forest and to provide amenity and green recreational space, along with nature and biodiversity enhancement to help meet the needs of existing and new residents. The aim is to comply with Natural England standards for a designated Country Park for which a feasibility study is underway. Natural England standards specify size, access, amenity, management and environmental requirements for designated country parks to which the proposed park will aim to comply. Emerging plans for the proposed Country Park will take into account the registered Easton Lodge Park and Garden and will work with the Trustees on future plans.
NDLP403	Aimee Jordan						
NDLP689	Martin Keefe						
NDLP989	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson				
NDLP2126	David Cannon						
NDLP2127	Philippa Cannon						
NDLP1893A	Karen Quinn						
NDLP1979	Phyllis Clark						
NDLP2181	Mrs Catherine Dean						
NDLP3130	Stop Easton Park						
NDLP3137	Stop Easton Park						
NDLP690	H Coletta				Countryside Protection Zone and Stansted Airport	Concern that the allocation of sites and the dilution of the CPZ might favour some sites hitherto precluded if the policy retained wider boundaries. Important that airport uses should be confined within its boundaries to protect the rural feel between airport and surrounding settlements including Takeley. In order to retain the identity of villages and settlements in the vicinity of the airport, the CPZ was designed to prevent coalescence between the airport and the villages of Takeley and Little Canfield in particular, creating a 'green lung' around the airport. With a proposed 1600 houses in Takeley this major change in the area also questions how sustainable or desirable the environment would be for new housing so close to the airport, with the impact of noise, pollution, and airport traffic.	The CPZ policy CP12 itself remains strong in seeking to contain airport development and remains an important component in protecting the general openness of the South Area Strategy. The CPZ area is partially reinstated from the Reg 18 version with the complete western part of the proposed allocation being retained in the CPZ. The wider CPZ area is extended, even beyond the 2005 boundary to strengthen and improve the protection offered.
NDLP399	Andrew Ketteridge						
NDLP895	Janice Hughes						
NDLP862	Linda Steer						
NDLP489	Mr Ken McDonald						
NDLP1366	Tina Demetriades						
NDLP1774	Robert Jones						
NDLP2562	Geoff Bagnall						
NDLP2733	Paula Griffiths						
NDLP2964	Bryan Pinchback						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4303	Hertfordshire County Council				Cross Boundary Trips	Comment that the South Area Strategy should consider cross boundary trips into Hertfordshire, particularly Bishops Stortford for access to employment, services and retail.	Noted. The Plan evidence, particularly the Transport Assessment does take account of this.
NDLP191	Jennifer Hone		Jennifer Hone		Education	It is essential to provide for secondary schooling as part of this proposal; the new site for the Helena Romanes school will not provide for additional places.	Clarify wording to make clear that Helena Romanes is not a new but a relocated school. A site for a new secondary school will be secured through this plan; the proposed site is at Takeley, and feasibility will be explored with the Education Authority to secure the precise site for consideration – the masterplan has been improved with the school located away from the A120. The Reg 19 includes land for education (all through school for secondary and primary and early years provision) – the land area identified is consistent with that identified as needed by ECC, although some of the land is safeguarded for the longer term in case this is needed as the precise size of the school through the latter stage of the plan period is currently unknown. Thus, the policy makes provision for a new school, with land safeguarded to facilitate longer term expansion should that be required. Policy and master plan guidance emphasizes the need for convenient and safe active travel routes for walking and cycling between housing and all major facilities including schools. Most schools will be largely funded through a section 106 Agreement or possibly CIL and included in the Infrastructure Delivery Plan for the Regulation 19 Plan.
NDLP181	Catherine Davis					The additional primary school planned in Takeley would mean three primary schools located close together in the west of the town with children in the east having to travel a greater distance to school.	
NDLP174	Caroline Derbyshire					Queries the wisdom of locating a secondary school abutting the A120 boundary fence because of air and noise pollutions where the latter may exceed WHO recommendations. Suggestion that one single establishment to combine the new Helena Romanes and the proposed Takeley school would provide greater economy of scale and the opportunity to expand the curriculum breadth of academic, technical and vocational studies, plus the inclusion of a sixth form.	
NDLP117	Tim Connolly					The Local Plan fails to plan for EYCC for which a new 56 place EYCC either co-located or a stand-alone facility is required, subject to ECC concerns regarding the potential provision of a new primary school.	
NDLP173	Caroline Derbyshire					At Stansted Mountfitchet further testing is required as development of the scale proposed would not fully support a new school and the existing primary school cannot be expanded to accommodate the quantum of growth. ECC also continues to welcome safeguarding land for educational use adjacent to Forest Hall School.	
NDLP538	Christine Hemming					Given the scale of development proposed two new 56 place and one 30 place EYCC facilities are required. If the all-through secondary school is provided, then one 56 nursery should be co-located with the primary school and the other two as standalone facilities. If it is intended to enshrine the building and funding of school infrastructure within planning permissions so that developers finance the build it should be made clear that this is how they are being funded and the contract obligation needs to deliver the school midway within the development and not at the end.	
NDLP1874	Mr John Cox						
NDLP1820	Essex County Council						
NDLP2482	Alan Wenman						
NDLP2627	Matthew Parish						
NDLP752	Roderick Jones						
NDLP134	Mr Bill Critchley						
NDLP306	Sally Taylor						
NDLP1246	Sam Ansell						
NDLP1768	Barry Smith						
NDLP2498	John Collecott						
NDLP2597	Stebbing Parish Council						
NDLP3064	Mrs Christina Cant						
NDLP4300	Hertfordshire County Council				Education – Bishops Stortford	Comment from HCC recognizing the cross boundary need for secondary places in Bishops Stortford relating to sites in close proximity (Stansted and Great Dunmow) and they clarify that they will continue to work with Essex County Council to understand the wider strategy around education provision.	Noted. Uttlesford has fully considered and worked with ECC around planning for education provision associated with the strategic sites.
NDLP336	Martin Dunn				Employment	Support for the recognition of South Uttlesford as a "significant location for employment" and the allocation of three employment sites in Core Policy 10 to complement the existing employment facilities.	Northside is mentioned in the Plan and supporting evidence, but it is clear that it is largely meeting a larger than local need – recognising the role of the Airport extends beyond Uttlesford. The updated evidence identifies a specific need for employment to meet local/ Uttlesford need and the Plan seeks to address this.
NDLP381	Mark Coletta					This reflects Paragraph 81 of the NPPF that planning policies should help create the conditions in which businesses can invest, expand and adapt. The Employment	
NDLP691	H Coletta						
NDLP708	Hailey Baker						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1412	G and M Silvester					Strategy does not mention Northside consent for 195,100 sqm on 61.86ha which is on non-airport-related B8 and E(g), B2 with supporting uses. Should consider this area functionally as the south	The Little Canfield site allocation at the A120/B1256 will be the subject of a master plan that will consider the protection of the amenity of residential and heritage elements, and access to the A120 network.
NDLP1436	Stephen Gray					Several respondents consider that the Takeley Street employment site is not required and would impact on the environment and heritage in the area, putting added pressure on the B1256 which is used as the transport route for local quarry lorry movements.	The proposed concept master plan for sites will design a suitable access arrangement in collaboration with the County as Highway Authority.
NDLP2174	Phillip Bodsworth					There is some objection to CP4 and the proposed Takeley Street/Taylor's Farm allocation of 30ha which is not compatible with the designation of Takeley as a 'local rural centre'. One objection to the Takeley employment site focuses on poor water availability and pressure, and potential impact on the natural drainage in this area using the Shermore Brook, the natural feed for the Hatfield Forest Lake.	The Council is satisfied the identified employment sites are suitable and deliverable and meet the identified need where the need arises (close to Stansted/ Great Dunmow) with good access to the strategic highway network and maximising opportunities for sustainable connections.
NDLP2307	Peter and Chrissie Knight					Objects to proposed commercial area at Takeley because it is in the Countryside Protection Zone and suggests extending existing industrial sites. New sites would cause additional traffic and impact on the natural environment	
NDLP2974	Bryan Pinchback					There are comments that when the A120 was built it was intended to relieve the B1256 but now the latter is to be used as a vehicular route for commercial traffic.	
NDLP2986	Mr Gary Slaughter					Elsewhere there is strong support for this Taylor's Farm/Takeley Street employment site and its recognition as a 'strategic' employment location. Suggests that the policy should clarify the types of use that are acceptable at each of the draft employment allocations within South Uttlesford.	
NDLP3028	Jean Johnson					Figure 6.1 identifies the allocated area in hectares as 'Floorspace' and this should be amended to identify the intended area for actual development. There is support for the proposed amendment to the CPZ area because it is felt strikes an appropriate balance between preserving the rural setting of the airport and support for sustainable development in accordance with national and local priorities.	
NDLP3048	Anne Cook					There are insufficient employment opportunities to support the Dunmow proposal where it is estimated that 1700 jobs would be required to support this development alone and because of this there will be a high number of car journeys-to-work despite sustainable travel proposals. Developing an employment site to the south of Dunmow would give easier access to the road network with suggestion of a preferred alternative site along the A 120 corridor on the Uttlesford and Braintree District boundary, and to allocate a proportion of the 30 hectares in this highly sustainable location, at the juxtaposition of the A 131 and A 120 only some 10 minutes from Dunmow town.	
NDLP3088	Segro						
NDLP3098	Ropemaker Properties Limited						
NDLP3186	Phoenix Life Limited and Mulberry S						
NDLP3218	Pigeon (Takeley) Ltd						
NDLP3416	Mr Mark Jackson						
NDLP3518	Takeley Neighbourhood Plan Steering						
NDLP3519	Takeley Neighbourhood Plan Steering						
NDLP3520	Takeley Neighbourhood Plan Steering						
NDLP2961	Bryan Pinchback				Evidence	Comments refer to use of evidence sources help assess the impacts on communities arising from land use and site proposals for local heritage, conservation area, landscape, harm to existing countryside, noise and light pollution, traffic	The evidence studies are published with the plan and include those that are being updated or completed such as heritage, landscape sensitivity, open space and sports pitches, traffic and transport modelling, employment assessment. The need for
NDLP2962							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2963	Bryan Pinchback					and commercial activity, utility infrastructure capacity and requirements. Also queries mitigation proposals for bat and kite populations, path cutting through Ancient Woodland. Loss of open space and views etc.	infrastructure and mitigation is set out in the Infrastructure Delivery Plan.
NDLP2996	Bryan Pinchback						The proposals for development have been greatly improved since the Reg 18 version with increased areas of open space, greater detail added to the policies, and at Takeley, the western extent of the site is now promoted for development, with extended open space, greater protection for the heritage asset and expansion of the ancient woodland.
NDLP2998	Susan Le Good						
NDLP2998	Susan Le Good						
NDLP765	Virginia Barlow				Fritch Way	Recommends the completion of the linear country park on the route of the disused railway line with definitive bridleway status between Braintree to a point just east of Dunmow and then from Buttleys Lane just west of Dunmow to Start Hill east of the M11, a 15 mile safe sustainable off-road route for active travel for all non-motorised users: cyclists, equestrians, walkers and wheelchair users.	It is recognised that the full potential of a safe green and sustainable off-road route linking existing and expanding communities across the southern part of the district and in a country park setting has yet to be realised. This is addressed in core policy CP13 iii, CP14iii and generally in CP28 and CP39. The initial survey of potential issues was undertaken as well as linkages proposed in the LCWIP (Local Walking and Cycling Improvement Programme) which will be consulted on in 2024. Policy requires section 106 funding contributions through consented developments.
NDLP888	Allison Ward	Parish Clerk Great Canfield Parish Council				However, other views expressed are that the draft Fritch Way Links Option Study by Transport Initiatives underplayed the role of the route as a quiet amenity space and proposed increased use by cyclists that would impact on its character even though it is on the National Cycle Route Network as a recreational route. Access needs to be controlled against vehicles such as motorbikes to retain its safety for all users including equestrian. Its current role as a managed country park and local wildlife site and its informal surfacing, well-treed edge and countryside views need to be taken into consideration as well as its limited access because of the nature of its origins as the old railway line.	
NDLP554	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Fritch Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual)					
NDLP990	Helen Carter				General - Access and Transport	Comment that the focus on the use of sustainable transport is an unrealistic aim of the South Area strategy because of shortcomings in road safety, bus services and everyday cycling, and difficult access to the airport by cycle or on foot.	The spatial strategy directs the majority of development to locations that are or can be sustainable and offer the greatest opportunities for supporting sustainable modes. This is informed by a wealth of evidence. For example at Takeley, the site is located close to existing and proposed employment with opportunities for enhanced walking, cycling and public transport links, including a mobility hub between Takeley and Great Dunmow (at the employment site) and opportunities for improving sustainable connections with the Airport.
NDLP433	Samantha Moore					New sites should be close to railway stations though Stansted Airport railway station is not easy to access particularly on foot or bicycle; the proposed school at Takeley will encourage additional car use from student drop-offs and rat-running through local villages.	The Airport has a duty to deliver improved sustainable connections and this is helpful not simply for commuters access the station/ bus station, but for workers to access the airport from local and more affordable housing and for leisure (i.e., less frequent) trips.
NDLP386	Joanna Pratt					Relatively poor transport infrastructure in rural areas unable to support increase in traffic. General concern over increased traffic using Start Hill and also going through Great Hallingbury arising from proposed employment uses on top of existing commercial uses such as Meadway Industrial Estate and Thremhall Priory.	
NDLP1294	Great Hallingbury Parish Council					Supports sustainable transport objective but with withdrawal of bus services this will be difficult to achieve.	The aim of the sustainable transport policy for all new development across the district is designed to provide greater choice away from use of the car. It is recognised that car usage will continue to dominate in the district given its rural character. Core policies CP26 and CP28 promote sustainable and active travel and will continue to be applied to all development and particularly to the strategic sites.
NDLP1724	High Roding Parish Council					By proposing to improve linkages for cyclists and pedestrians and to improve bus services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers.	
NDLP2977	Bryan Pinchback						
NDLP2631	Matthew Parish						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>Queries whether the Council has support from MAG for improved and safe non-car access to and around the airport to create a sustainable route; this is important since car parking and drop-off is a major source of income for the airport and train fares are expensive. Coopers End roundabout is restricting. This is contrary to developing a role as a transport hub. Respondent supports the climate change objectives in the Plan and suggest that the airport authority should be encouraged to support more sustainable travel initiatives such as walking and cycling links and/or a spur from the Flitch Way.</p>	<p>Promotion of improved cycling routes and bus services will offer better choice and may be more acceptable to new residents whose travel patterns will be less established.</p> <p>There is ongoing discussion with MAG aims to secure easier access to Stansted Airport station.</p> <p>The plan has policy on sustainable transport and will require contributions to a proposed future programme to support the Flitch Way in the future.</p> <p>The aim of the approach for the strategic sites is to enable people to travel for every day needs including for work by non-car modes, as far as is possible in a rural area. By proposing to improve linkages for cyclists and pedestrians and to improve bus services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers.</p>
NDLP1053	Suzanne Platt				Great Dunmow - Access and Transport	<p>Great Dunmow allocation is as far from the two A120 exits that it is possible to be which together with several other traffic constraints such as the unsuitability of St Edmunds Lane make the proposed development unsustainable. There are strong objections to the proposed 869 homes because of the traffic generation impact on road safety, local congestion, lack of suitability of existing roads such as Bigods Lane, on-street parking, pedestrians on narrow pavements, the bridge as a bottleneck, junction safety issues such as at Little Monsters, and the awkward bend at The Angel and Harp public house.</p> <p>Other issues are summarised as an accident black spot, narrow roads, poor visibility, inadequate pavements (pedestrians have to step into the road to pass other pedestrians which has caused accidents), dangerous on-road parking(such as along the length of Lime Tree Hill and when sports are played at the Recreation ground)or by the Bowls and Cricket clubs), St Edmunds Lane parked cars necessitating single file traffic, and pedestrians attempting to cross safely.</p> <p>As a consequence, the plan needs to look at Dunmow transport and street network as a whole consider speed reduction measures, including 20mph zones, control traffic volume and speeds, encourage switch to alternative slower transport choices and thereby reduce noise, emissions and create a more pedestrian-friendly town. Reliance on switching to 'sustainable modes of transport' is naïve with current journeys to work by bike at only 0.7%, and an absence of bicycle lanes or priority for bikes over cars.</p> <p>Lack of confidence in infrastructure coming forward to mitigate increasing burden on transport and community services. Suggests that because of the infrastructure required, that a separate new village /town be formed in its own right, close to the A120 to minimize heavy traffic</p>	<p>The wide range of traffic-related concerns is acknowledged. The transport mitigation modelling for will provide a series of proposals designed to address these issues and will be considered in the review of the proposed sites selected for Regulation 19.</p> <p>A review of the traffic impact and connectivity of the site to surrounding areas will lead to a requirement in the master plan to improve active travel arrangements which may include bridleways as well as footpaths. Policy will require all infrastructure to be provided in a timely manner to meet growth needs.</p> <p>The site is located c. 1km from the town centre, which is well within cycling and for many, walking, distance and there will be improved public transport connectivity. A local centre and primary school will be provided for local needs and the area. Whilst appropriate traffic mitigation will be provided, enabling access to the town centre by sustainable modes is important as is the recognition that working at home is increasingly popular.</p> <p>The potential for standalone new communities is addressed elsewhere, but it is important to consider that we need to support our existing communities (such as providing affordable housing where the need arises, and provide infrastructure where it benefits existing communities as well as new communities, rather than just planning development that is completely separate and increases the likelihood people will live in Uttlesford and travel elsewhere.</p> <p>It is also the case that whilst the overall scale of development hasn't changed significantly, the make up of this development has changed with less market housing and an increase in elderly living units and a care home, which also helps to reduce trips.</p> <p>The transport policies in the plan however encourage as much sustainable transport infrastructure provision as possible along with encouragement of other initiatives such as e-bikes.</p>
NDLP1051	Louise Howles						
NDLP871	Philip Platt						
NDLP771	Roderick Jones						
NDLP732	Michael O'Reilly						
NDLP656A	Leigh Murphy						
NDLP581	Stewart Garrick						
NDLP556	Ms Sarah Hodgson	secretary: FWAG, area representative and member:					
NDLP388	Ms Sarah Hodgson	EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association,					

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NDLP353	Darren Deck	Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual)				through the local community, as there is insufficient employment in the local area.	
NDLP291	James Eyre						
NDLP62	Simon Rayner-White						
NDLP201A	Keith Kear						
	Edward Salmon						
NDLP417	Andrew Wise						
NDLP653C	Mr Antony Johnson						
NDLP121	Mr Paul Holman						
NDLP1203	Mr Paul Holman						
	Ken Barnard						
NDLP1459	Liz Bennett						
NDLP1268	Kate McGuinness						
NDLP1270	Mr Chris Lane						
NDLP1283	Kate Woods						
NDLP1288	Judy Harrison						
NDLP1377	Elizabeth Panzetta						
NDLP1400	Mrs Elaine Hussain		Resident				
NDLP1424	Judy Harrison						
NDLP2088	Richard Mitchell						
NDLP1598	Philip Milne Sandra Bell						
NDLP1599	Scott Wilks						
NDLP1753	Derek Blizzard						
NDLP1875	Keith Exford						
NDLP1728	Richard Bulgin						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2110	Lorraine Martin						
NDLP1900	Keith Yates						
NDLP2050	Mark and Louise Easton						
NDLP2078	Derek Blizzard						
NDLP2163A	Mark and Louise Easton						
NDLP2118	Charlie Bingham						
NDLP2110	William Tracey						
NDLP2118	William Tracey						
NDLP2171	Catherine Studd						
NDLP2302	Mike Studd						
NDLP2303	Martin North						
NDLP2304	Alan Wenman						
NDLP2305A	Stebbing Parish Council						
NDLP2306	Mrs Amanda Perry						
NDLP2480	Mrs Amanda Perry						
NDLP2599	Jane Wilson						
NDLP2843	Jane Wilson						
NDLP2846	Mrs Christina Cant						
NDLP515	Laura Balerdi						
NDLP517	Vic Ranger						
NDLP3067							
NDLP3352A							
NDLP1881							

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NDLP870	Michael O'Reilly				Great Dunmow - Environment	<p>Commends the plan's ideal in chapter 3 "to live, work and play within the limits of the environment" though queries the allocation of the Great Dunmow and Stansted Mountfitchet sites in furthering this aim. Concerned about the impact of housing on rolling landscape character and views across the River Chelmer which also conflicts with the evidence base identifying the rural landscape character here.</p> <p>Within the Great Dunmow area, the most attractive views are within, above and across the Chelmer valley and the inclusion of large scale development within the upper Chelmer valley is at odds with the Landscape Character Assessment (LCA) 2023, part of the local plan evidence base.</p> <p>Additional concern for impact on local flooding and on wildlife, including hares, deer, bats, herons, kingfishers and otters, from additional residents and dog walkers.</p> <p>The overall sustainability of the site is questioned in relation to the plan's objectives to address climate change regarding use of the car and minimal public transport here.</p> <p>For woodland to be viable it should be connected to other woodland areas with a nature corridor between. As part of the overall objection to the proposed development the impact on the environment is one of the most significant reasons. Loss of the sweeping views towards the Church End Conservation Area, the west-facing incline from the plateau area to the south east and the slope towards the River Chelmer cannot be mitigated. Neither can the encroachment of built development generally on the landscape and wildlife east of Great Dunmow where there are other sites that would be impacted far less.</p>	<p>A core objective of the local plan is protection of heritage and the natural environment and together with the District design code, the Green and Blue Infrastructure Strategy, site guidance, and local plan policies with national planning requirements for biodiversity are together, integrated approaches to protect and enhance the natural environment in development schemes</p> <p>The site guidelines were designed to bring forward the most acceptable development for the rural character of the site with supporting infrastructure including improved active travel and public transport, and traffic mitigation.</p> <p>The Reg 19 Plan includes substantial changes to the proposed allocations at Great Dunmow with a substantial reduction in the area being supported for development and a considerable increase in the extent of open space being provided – this also helps to improve the proposals for protecting and enhancing the environment, minimising any risk associated with flooding, protecting key views more effectively, etc. These changes have been informed by a series of more detailed evidence studies and to reflect the consultation responses.</p>
NDLP656B	Leigh Murphy						
NDLP620	Paul Anderson						
NDLP618	Paul Anderson						
NDLP583	Stewart Garrick						
NDLP294	James Eyre						
NDLP167	David Kerry						
NDLP73	Lauren Stoddart						
	Andrew Wise						
NDLP653B	Lee						
NDLP838	Shuttlewood						
	Paul Anderson						
NDLP621	Belinda Eden						
NDLP625	Belinda Eden						
NDLP628	Roderick Jones						
NDLP779	Belinda Eden						
NDLP629	Mr Antony Johnson						
NDLP121	Karen Barnard						
NDLP1267	Andrew Wise						
NDLP1418	Great Dunmow Town Council						
NDLP1735	David Perry						
NDLP1572	Vic Ranger						
NDLP1882	Pascale Muir						
NDLP2705	Chloe Sayers						
NDLP843	Mr Graham Jolliffe						
NDLP3023	Joanna Jolliffe						
NDLP3144	Laura Balerdi						
NDLP3352C	Mr Graham Jolliffe						
NDLP3012							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3013	Mr Graham Jolliffe						
NDLP3017	Mr Graham Jolliffe						
NDLP533	Mr Trevor Haynes						
NDLP629	Belinda Eden						
NDLP2285	Julian Hennessey						
NDLP2493	Miss Kathryn Woods						
NDLP776	Sharon Critchley						
NDLP2693	Pascale Muir						
NDLP2694	Pascale Muir						
NDLP1086	Alison Farrell		Alison Farrell		Great Dunmow - impact of growth	There are many requests to remove this allocation in this location because of the significantly higher merits of other locations in southern Great Dunmow in the context that "Dunmow is an ideally situated town with its road network and proximity to the airport, and is, therefore, well placed for expansion". However, the site proposed is "wholly inappropriate and could lead to significant infrastructural and environmental issues." Existing new development is sufficient to meet local housing demand particularly new development along the A120/Tesco's area. Church End is ill-suited for this massive development and unsustainable, concerns that were factors in the rejection of two prior applications for housing on this land in 2018 (50 houses) and 2019 (115 houses).	Refer to other comments. Whilst it is accepted that several comments were submitted to the Reg 18 Plan outlining various concerns and objections, the Council is both satisfied the proposals are appropriate and have been informed by detailed evidence, but also that the proposals have been greatly improved from the initial outline draft set out in the Reg 18 plan as outlined in relation to other responses. The area proposed for development has greatly reduced and the level of mitigation greatly increased.
NDLP1073	Luxus Homes Stoney Common Limited	Director Luxus Homes Stoney Common Limited	Peter Biggs				
NDLP1039	Louise Howles						
NDLP1038	Louise Howles						
NDLP845	Piers Meyler						
NDLP271	Selina Moodie						
NDLP93	Julia Proud						
NDLP78	Dan Jones						
NDLP71	Zanna Voysey						
NDLP61	Julie Garrad						
NDLP74	Emma Bayliss		Emma Bayliss				
NDLP246	Julian Hart						
NDLP89	Mr Antony Johnson					Impact on Church End Conservation Area which will become heavily used traffic route over the tight, weight restricted road bridge and footbridge, with limited pavement access and restricted walking route to existing Helena Romanes School, nursery and the recreation ground and town, past The Angel & Harp	

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NDLP121	Mr Antony Johnson					<p>People need employment and most will commute to work outside Dunmow adding to the traffic already using St Edmunds Lane to access Braintree Rd/A120 to the M11. Even if improved, a bus service is not likely to run for a 6am early or late 10pm shift, nor link easily to train stations at Stansted and Stansted Mountfitchet.</p> <p>The new A120 bypass, on the south side of the town, is a more logical position for new housing as residents could travel in most directions from there.</p> <p>Flash flooding occurs as water flows off the streets and pavements into the Chelmer. The river is home to otters, native crayfish, newts, egrets, kingfishers, and herons. The riparian ecology of the river Chelmer would be impacted in potential conflict with Core Policy 39 (Green and Blue Infrastructure).</p>	
NDLP1245	Amy Supcik						
NDLP1180	Andrew Wise						
NDLP1231	Cllr John Davey						
NDLP1301	Cllr John Davey						
NDLP1344	Sarah Eley						
NDLP1439	Mr David Perry						
NDLP1361	Charlotte Locke						
NDLP1362	Charlotte Locke						
NDLP1365	Helen Stonham						
NDLP1399	Stephen Biddlecombe						
NDLP1368	Susan Cutmore						
NDLP1402	Paul Carter						
NDLP1406	Irene Lea						
NDLP1563	Stephanie Littlewood						
NDLP1932	Mr John Cox						
NDLP1933	Mr John Cox						
NDLP1593	Graham Hamilton						
NDLP1594	Janet Hamilton						
NDLP1669	Shelagh Gray						
NDLP1555	Judy Harrison						
NDLP1777	Dr Andrew Takle						
NDLP1906	Alfio Restaino						
NDLP2060	Adam Novell						
NDLP2136	Paul and Victoria Helliard						
NDLP1573	David Perry						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1576 NDLP1647	David Perry Pippa Wyndham- Pearce						
NDLP1658	Annette Daniel						
NDLP1864	Andrew Balerdi						
NDLP1879	Mr Jonathan Rochford						
NDLP2070	Josephine Pettett						
NDLP2136	Paul and Victoria Helliar						
NDLP2163	Keith Yates						
NDLP2290	Emma Bayliss						
NDLP2305B	Mike Studd						
NDLP2313	Julia Bassingthwaight						
NDLP2414	William Stonham						
NDLP2474	George Catchpole						
NDLP2475	Anna Catchpole						
NDLP2483	Alan Wenman						
NDLP2485	Alan Wenman						
NDLP2502 NDLP2835	Mr John Cox Claire Reeve						
NDLP2838	Mrs Amanda Perry						
NDLP2840	Mrs Amanda Perry						
NDLP1022	David Nicholls						
NDLP2980	Amy Supcik						
NDLP3331	The North West Essex Constituency La						
NDLP3334							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3335	Helen Stonham						
NDLP3989	Peter Stonham						
NDLP460	Hawridge Strategic Land						
NDLP443	Simon Roberts						
NDLP1349	Jennie Jones						
NDLP533	Brad Smith						
NDLP94	Mr Trevor Haynes						
NDLP118	Joanne Jeakins						
	Zanna Voysey						
NDLP370	Lois Sparkes				Great Dunmow - Infrastructure	Concerned over pressure on green and community infrastructure with recent unplanned growth.	The Plan is informed by a wide range of evidence including an Infrastructure Delivery Plan and this evidence has been updated to inform the Reg 19 Plan. The Plan and its proposals have been updated to reflect the consultation responses and updated evidence and the proposed allocation has been greatly improved, including with an improved and clearer policy (as set out in the Site Templates).
NDLP252	Robin Price					There is no mains gas or sewerage system and all properties north of Bigod's Lane currently have Klargest waste water systems and domestic heating oil. The mains water supply to Marks Farm complex of vet and residential is an agricultural supply with inadequate pressure.	
NDLP158	Lee Eynon					Objects to uneven distribution of new housing across the district and the pressure placed on infrastructure at Great Dunmow including overstretched health facilities and the secondary school capacity. The site is not close to any local amenities, shops, GP or dentist and not suited to an ageing population with transport needs. The proposed development at Church End is considered to be unsuited to the location and the local centre is not sustainable, and is unlikely to function as a local centre.	
NDLP104	Amy Supcik						
NDLP63-A	Catherine Charles						
NDLP267	Richard Burlend						
NDLP461	Fay Jupp						
NDLP991	Lisa Tanfield						
NDLP121	Mr Antony Johnson						
NDLP121	Mr Antony Johnson						
NDLP383	Stephen Pye						
NDLP1460	Michael Noble						
NDLP1461	Jacqueline Noble						
NDLP1255	Amy Cunningham						
NDLP1269	Kevin Babbage						
NDLP1277	S Cracknell						
NDLP1285	Robert Sheeley						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1287	Emma Harris						
NDLP1350	Brad Smith						
NDLP1215	Mrs Rachael Caddy						
NDLP2114	Richard Stokesey						
NDLP471	Michael Woodhouse						
NDLP3043	Susanne Chumbley						
NDLP121	Mr Antony Johnson				Great Dunmow - town centre retailing	Need to support local shops where they are suffering from parking and footfall difficulties or where buildings are rundown, and encourage a greater variety of independent shops.	The local plan encourages the inclusion of small shops in new development, encourages conservation of heritage buildings and supports the vitality of local centres but it cannot guarantee the establishment of retail units nor their profitability. The Plan provides the spatial context for growth and seeks to create designs that optimise easy access to local centres and town centres, for example by encouraging higher densities/catchment area, improved bus services and walking routes. Furthermore, new development is proposed in higher order centres where there are more facilities but also where a growing population can support these and potentially new services. The proposed development at Church End will help to support Great Dunmow town centre.
NDLP1076	Luxus Homes Stoney Common Limited	Director Luxus Homes Stoney Common Limited	Peter Biggs		Green Belt proposed allocation - Stansted Mountfitchet	Locating new development at the edge of existing settlements can be a sustainable way to accommodate housing growth, such as at the edge of Bishops Stortford in Great Hallingbury and on the southern side of Stansted Mountfitchet where there were site submissions in the greenbelt. With regard to HELAA site reference Stansted 003 RES respondent considers this to be a circumstance that might be sufficient to alter the greenbelt and accords with the NPPF because the 2016 and 2023 GB review shows the site makes only a moderate contribution to the Green Belt openness tests set out by the NPPF. Located on the edge of a Key Settlements, it is considered a sustainable location for Non-Strategic allocation. Some promoters have stated that the Green Belt should be reviewed in this location to provide a more appropriate approach to growth for Stansted Mountfitchet; currently it is asserted that without this review the process is contrary to Para 142 of the NPPF. The review would recognise the strategic employment growth at Stansted Airport where sustainable transport links for employees residing at Stansted Mountfitchet could be considered or enhanced. Respondent urges that a Green Belt review should be part of the Regulation 19 process and that this would reflect the Sustainability Appraisal (para. 5.4.33) that "the southern half of the settlement edge is constrained by the Green Belt feasible growth options here, including land sites/land with good accessibility credentials.	It was not considered necessary nor appropriate to release land in the green belt whether or not the site might be sustainable. The Council undertook a review of the Green Belt boundaries in 2023 and there is no justification for amendment to the boundary. There are plenty of non Green Belt sites available to accommodate development without the need to consider Green Belt sites.
NDLP4234B	City and Country Residential Ltd						

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NDLP2681 NDLP3492A	National Trust Allison Evans				Hatfield Forest	National Trust identifies significant growth within the Zone of Influence and especially within 3.5km of Hatfield Forest and cites the Footprint Ecology report that highlights the issues that Hatfield Forest has experienced over recent years as the result of growth in the area. The impacts of recreational pressure will continue and further damage to sensitive features and habitats will be exacerbated until adequate off-site provision of green infrastructure is implemented. Comments that the Plan does not make a firm commitment to the creation of new country parks. The Parks would need to be of sufficient size and quality to provide suitable alternative opportunities for recreation, designed in accordance with Natural England's SANG Guidance. Furthermore, with the evidence demonstrating the lack of open space within the District, and the pressures facing Hatfield Forest NNR and SSSI, "the Trust does not currently consider that the South Uttlesford Strategy is appropriate." Without adequate new open space on site and as SANG delivered for use prior to the occupation of new dwellings at Takeley, and contributions secured towards the Hatfield Forest Mitigation Strategy, new development at Takeley would have an adverse and unacceptable impact on Hatfield Forest NNR and SSSI. This is contrary to National Planning Policy Framework (Paras 174, 175 and 179) regarding the requirement to enhance and protect the natural environment and valued landscapes, sites of biodiversity or geological value and soils, and the conservation, restoration and enhancement of priority habitats, ecological networks and recovery of priority species. Concerned about the impact of the proposed employment site on the B1256 opposite Hatfield Forest and the link between the Shermore Brook watercourse and the Hatfield Forest lakes with potential pollution arising from the employment site.	The Council is engaged in a collaborative project to introduce mitigation measures against excess use of Hatfield Forest by new residents and to raise a levy on development, in association with adjoining authorities, to help fund this. The Local Plan does reference proposed country parks. A new designated Country Park is proposed for the Easton Park site west of Great Dunmow, intended to ease the pressure on Hatfield Forest and to provide amenity and green recreational space, along with nature and biodiversity enhancement to help meet the needs of existing and new residents. The aim is to comply with Natural England standards for a designated Country Park which specify size, access, amenity, management and environmental requirements for designated country parks to which the proposed park will aim to comply. The Council has commissioned a feasibility study on potential locations to inform the Regulation 19 Plan.
NDLP1052 NDLP1050 NDLP1048 NDLP1046 NDLP1043 NDLP1037 NDLP898 NDLP844 NDLP835 NDLP832 NDLP806 NDLP733B	Suzanne Platt Suzanne Platt Suzanne Platt Janice Hughes Suzanne Platt Louise Howles Janice Hughes Philip Platt Philip Platt Philip Platt Linda Steer Melissa Burgess				Heritage	The section on Heritage fails to make reference to the key heritage assets of the area, including the Easton Lodge Estate, its remaining assets, many listed, the Conservation Area and the listed Gardens of Easton Lodge. They are grouped around the ancient deer park of Easton Park which remains substantially as it has been for centuries. It is important that heritage identity is protected and the quality of the townscape is enhanced such as the Church End conservation area with Grade 2 listed cottages, the Church End bridge and views of the Grade I listing of St Mary's Church afforded from numerous points at Church End. The Grade II listed Crouches Farm will be surrounded by the development which is contrary to "the conservation and enjoyment of the historic environment, in which the desirability of sustaining and enhancing the significance of heritage assets should be considered (National Planning Policy Framework (NPPF) paragraph 126). Concern over adverse impact on the historic character of Stansted Mountfitchet and its role as a tourist attraction. Mitigation measures need to be in place for any damage caused to the setting of Scheduled Monuments and listed buildings. It is felt that the strategic housing allocation provides no protection for environmental and heritage assets that is not already in place, and the allocations help to remove that	The character of the existing town is an important consideration in the design and architecture of new housing development which the district Design Code is intended to protect and address. The site guidance will ensure a high standard of design that reflects existing historic features and aims to maintain the quality of the townscape. The detailed layout, capacity and heritage and Environmental impacts of proposed housing uses will be reviewed through the master plan process and following from consultation, and recent planning refusals for planning submissions in Takeley e.g. around Bulls Field (December 2023) . The inclusion of greater scope for biodiversity, wildlife corridors, rural character and views/landscape setting will be reconsidered. The heritage impact of proposed development will be carefully re-assessed and be subject to additional heritage impact scrutiny expert evidence, as well as detailed traffic modelling with recommended mitigation. The site guidance and policies CP62-CP65 incl..require assessments of impact in the setting of heritage areas and buildings.

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NDLP481	Mr Bill Critchley					protection. The last enclave to maintain the picturesque "Historic Flitch Town" element of the brown tourist signs of Great Dunmow is Church End, with its Conservation Area, many listed buildings and quaint image. The age of the buildings means they are close to the roadside with a high level of traffic noise, reverberation and pollution, all exacerbated by the strategic development proposal. Flitch Way is recognised as a NDHA (non designated Heritage Asset) and needs similar protection. In terms of impact on heritage, queries why the largest amount of development is located close to the Grade 1 listed building of Parish Hall and the Scheduled Monument where it will destroy the countryside setting of the heritage assets and of the Essex Protected Lane (one of the highest rated in Essex) as well as a detrimental effect on the character of the countryside around the Conservation Area of Smith's Green. Considers there is conflict with the Council's Corporate Plan that advocates a custodian approach to the district's rural environment.	
NDLP825	Philip Platt						
NDLP2033	P Barber						
NDLP2237	Jean Johnson						
NDLP2301	William Tracey						
NDLP2561	Geoff Bagnall						
NDLP2701	Pascale Muir						
NDLP2703	Pascale Muir						
NDLP2965	Bryan Pinchback						
NDLP2973	Bryan Pinchback						
NDLP3042A	Susanne Chumbley						
NDLP3132	Stop Easton Park						
NDLP3128	Stop Easton Park						
NDLP3139	Stop Easton Park						
NDLP1383	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England	Church End, Great Dunmow HE has significant concerns because of location adjacent to several listed buildings and Ancient Monuments - Church End Conservation Area, Parsonage Farm circular barrows and moated site, Grade I Listed Parish Church of St Mary the Virgin, Grade II listed structures such as Crouches, Diamond Cottage, Marks, Marks Cottage, 'Barn and Cartlodge at Lower Hall' 'Cartlodge. Historically Church End was a distinctive settlement on the river crossing with access from B1057 through open fields though this distinctiveness has been eroded by development to the south and along St Edmunds Lane. Potential impact on the setting of the Parish Church of St Mary through obscuring the prominence of its tower, as well as potential impacts on historic features around Parsonage Farm. An additional Heritage Impact Assessment is required before Regulation 19 to identify any essential measures for mitigation and enhancement that are likely to influence both the extent and capacity of the site. Land between A120 and Stortford Road (15 hectares) The site is situated immediately adjacent to the Grade II listed 'Strood Hall', and 'Cottage west of junction with High Cross Lane' which need HIA assessment. Takeley 8: North-East Takeley Significant concerns regarding the potential	Where HE has identified gaps in the HIA study, these will be addressed in a follow-up assessment of the heritage features affected by the proposed allocations. Recommendations will be subsumed in the policy guidance such that compliance is achieved with Historic England's requirement that a detailed Heritage Impact Assessment (HIA) should be conducted before Regulation 19 to determine whether the site(s) are suitable for allocation, assess their capacity, and identify any necessary mitigation and enhancement measures to be incorporated into the core policy or site guidance.

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						allocation of this site, which includes part of the 'Warish Hall moated site and remains of Takeley Priory' Scheduled Monument and is immediately adjacent to numerous listed buildings - Hollow Elm Cottage, Cheerups Cottage, Goar Lodge, Beech Cottage, Frogs Hall, Grade II* 'Moat Cottage' and Grade I listed 'Church of the Holy Trinity' further to the west. Smith's Green Lane is one of Essex County Council's protected lanes. Development could have direct and indirect setting impacts upon tranquil, rural character of this lane and the setting of many designated assets that get access from it. HIA falls short in establishing how the setting contributes to the significance of the 'Warish Hall moated site and remains of Takeley Priory' Scheduled Monument, and how this will be harmed by development, not just visibility, and identify where development is unacceptable so that HE can make an assessment about the suitability of the development proposals. Strongly advise conducting an additional comprehensive Heritage Impact Assessment before Regulation 19 and recommendations should be incorporated into the updated policy for the site. North Takeley Street (15 hectares) situated adjacent to a number of Grade II listed buildings, including Bassingbourne Lodge, Taylors and barn to south east of Taylors and Old Mill Public House for which a Heritage Impact Assessment should be undertaken to prior to Regulation 19. Stansted Mountfitchet: Land east of High Lane (140 dwellings) is located to the northwest of the Grade II listed North End House, Yew Tree Cottage and Pump. HE supports the conclusions of the Council's Heritage Impact Assessment and recommends that the potential mitigation measures be integrated into the site-specific policy.	
NDLP624	Belinda Eden				Housing numbers and growth	The allocated housing numbers in Takeley do not reflect the 'ribbon development' growth along the A120 including the Easton Park consent for a further 1200 homes. This level of growth in Takeley as well as more recent housing development may not just be meeting local needs. With the planning consents for additional housing units approved since the draft plan was published, the inference is that some of the housing allocations will not now be necessary. The amount of new housing in Takeley is out of proportion compared to the rest of the District and expansion is eroding the separate identity for Little Canfield and Takeley. . Any expansion east of the Lion and Lamb pub should be resisted since it would spoil the environment and rural character of the area especially to the east. Additional housing should all be affordable including more social housing.	In reviewing the plan the more recent planning consents will be taken into consideration. The settlement hierarchy identifies the upper tier settlements with the greatest range of facilities. Across the district Takeley/Little Canfield, emerged through the evidence-based studies as one of the more sustainable locations, hence was assessed as capable of taking a reasonable amount of new housing. The Draft Regulation 18 Plan proposes new housing areas in settlements which already have a good level of local services and are in generally sustainable locations. Proposed growth has been therefore distributed across the more sustainable settlements in the upper two tiers across the district. Housing figures are based on an assessment of need using the required figures calculated by the methodology provided by Government to predict the amount of new housing required over the Plan period to 2041. Core policies 2 and chapter 11 set out the total housing needs that the plan has to provide for and the affordable housing components. The housing allocations will be adjusted as appropriate in the light of further evidence and a re-assessment of the strategic allocations in relation to need, infrastructure requirements, design, transport and environmental considerations etc. The Regulation19 Plan concept master plans will show any such proposed adjustments.
NDLP616	Paul Anderson						
NDLP339	Janis Keith						
NDLP290	James Eyre						
NDLP257	Val McKirdy						
NDLP101	Andy Tongue						
NDLP817	Paul Beckett						
NDLP1205	Mrs Christine Morley						
NDLP1232	N/A						
NDLP1758	Mr Bob Brooker						
NDLP2140	Paul Hinwood						
NDLP1985	Anderley Chester						

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NDLP2567	Little Hallingbury Parish Council						
NDLP2839	Mrs Amanda Perry						
NDLP3022	Mr Graham Jolliffe						
NDLP3332	The North West Essex Constituency La						
NDLP867	Michelle Pelling-West				Impact of housing growth -	Objects to further housing growth and the impact on the rural green spaces and village character of the areas around Takeley and Great Dunmow. They are turning into small towns along with antisocial behaviours and inadequate infrastructure, heavy traffic, poorly maintained roads. There is too much building and destruction of the countryside and insufficient infrastructure including large scale convenience shopping. There are too many houses already and the rail infrastructure should be better used. Locating development more in the north of the district with easier access to Cambridge instead of development in the south and the beginnings of coalescence with Bishops Stortford. Growth will harm trees, hedgerows, landscape and cause light pollution and development in areas protected by the CPZ. Takeley growth proposals are out of proportion with other allocations across the district and will result in high traffic movements. This will be exacerbated by Stansted Airport passenger expansion and the need for employees to get to the airport at times of the day when public transport is not running. The two secondary schools in the area at Great Dunmow and proposed for Takeley could be rationalized. The CPZ revised boundary is leading to urbanization rather than protecting the countryside. Queries where the industrial land is available for employment. States that the policy does not mention solar panels, heat pumps, disabled access.	The Plan is meeting the Government obligation to provide for housing need in the district. The figures are determined according to Government formula but will be reduced in the Regulation 19 stage because of new planning consents bringing forward new housing numbers. The Plan's spatial strategy aims to locate new development across the district to minimise impact overall and to locate development in the more sustainable locations with existing access to facilities. New development will be required to bring forward relevant community supporting infrastructure as a planning requirement. The spatial strategy presents a balance between locating growth in the more sustainable settlements with services and facilities, utilising the rail network where possible and focusing on higher tier places so that the more rural areas are protected. The CPZ boundary amendment will be subject to further review for the Regulation 19 Plan. Traffic modelling will help to identify areas of congestion and road capacity.
NDLP1423	Jeremy Fulcher						
NDLP861	Julie Nightingale						
NDLP301	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1008	Colin Arnott				Infrastructure - general	Overall concern that the proposed development in the south area amounts to c 3000 homes with pressure on the availability of community infrastructure as a consequence. This will also place pressure on the need to access facilities in Bishops Stortford as the main town and there needs to be good liaison with East Herts DC over the impact of the Uttlesford development on Bishops Stortford including transport assessments. Distribution of proposed housing does not match with capacity of infrastructure especially regarding water supply. Inadequate infrastructure in the locality is a challenge to new development.	Liaison with adjoining authorities is a requirement of the local planning process. Traffic modelling considers impacts on adjoining areas as does the assessment of schooling requirements by the County Education Authority. Such liaison will continue through to the final draft of the Plan. The Water Cycle study and Infrastructure Delivery Plan identify specific issues around delivery by water companies to provide water to new housing and where new infrastructure may be required. It is recognised that development schemes have been built without a full appreciation of the supporting infrastructure needed but this has been a consequence of not having an up to date plan in place to require such infrastructure. The Local Plan has draft policy to address this and indeed to require necessary infrastructure to be provided in tandem with housing and population growth as set out in the Infrastructure Delivery Plan (IDP) and Core Strategic Policy 5.
NDLP387	Mr Bill Critchley						
NDLP151	Graham Statter						
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					
NDLP2097	Wayne Riley						
NDLP3065	Mrs Christina Cant						
NDLP2781	Lorraine Flawn						

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NDLP416 NDLP1934 NDLP2163B NDLP2887 NDLP3329	Edward Salmon Mr John Cox Keith Yates Keith Exford The North West Essex Constituency La				Loss of farmland	The local community and planning inspectors have rejected all planning applications or proposals to build houses on what is ancient, historical and agricultural countryside. Large sites mean loss of too much agricultural land and it would be better to identify smaller parcels rather than the larger one, for example at Church End. Planning consent on 148 hectares of agricultural land on the land east of Highwood Quarry will be a massive extension to Great Dunmow and almost link the town to Little Easton. Along with other new development this putting pressure on health, retail and transport infrastructure and with the loss of so much farmland at a time of food insecurity and climate change is inconsistent	The farmland in Uttlesford is of high value and the spatial strategy seeks to locate development in the least versatile and slightly lower value land.
NDLP4008	MAG London Stansted Airport				MAG (Stansted Airport) - Access and Transport	MAG provides a response based on their interpretation of the transport evidence that the Transport Study Baseline Report's data on the airport's transport characteristics (section 6.9) is inaccurate and outdated in many places, and how it may have been used in the modelling in the Model Outputs report. The modelling requires updating post Covid-19 traffic levels and of a recent TEMPro (V8.1) release, and is not a complete multi-modal but it is a fixed trip model based on made choice assumptions. Hence modelling is fixed assignment and does not model congestion/reassignment; how has it incorporated highway improvements required of recent consents? impacts on the airport's Coopers End Roundabout and the nearby Parsonage Road junction are likely to be under-represented for this critical junction for the airport, and future junction modelling should assess these junctions in combination, rather than treating them as separate junctions, given their interaction. Though the principle of encouraging sustainable travel behaviour is welcomed, MAG require assurance that the impact of not achieving a 15% modal shift has been assessed for highway impact with sensitivity tests applied for with and without mitigation. They also seek reassurance that sustainable transport measures that may deliver such a modal shift have been fully costed, are practically and financially deliverable. The airport should not be liable to fund any sustainable transport measures that derive from non-airport development.	Collaboration with MAG is essential and ongoing between sets of transport consultants, MAG, the Council and the County Council, to investigate suitable mechanisms to ensure the highways and wider transport capacity can accommodate future housing and employment demands.
NDLP1101	Richard Hughes				National context	Cites Politician's statement that will reduce pressure for development on the countryside.	There are regular planning statements issued by Government which take some time to become mandatory. Therefore the local plan will continue with the process that commenced some time ago and the re-draft Regulation 19 will be issued for consultation in late Summer 2024.
NDLP323 NDLP2841 NDLP3282 NDLP3517	Dr Peter Stuart Withington Mrs Amanda Perry Andrew Martin Takeley Neighbourhood Plan Steering				Neighbourhood Plans	The Stebbing Neighbourhood Plan and subsequent appraisal by Grover Lewis Associates into the designation of Stebbing Green as a Conservation Area, with a formal request from Stebbing Parish Council, has not been acted upon by the Council but should be incorporated into the Regulation 19 stage. The Takeley Neighbourhood Planning questionnaire identified that 98% respondents felt it was important to protect the CPZ Countryside Protection Zone and that any housing should be justified with little support for taking agricultural land, and then only in developments of up to 30 homes. Jacks Lane, the Warish Hall area and Smiths Green lane should be protected. Great Dunmow's	The parishes have been invited to consider allocating sites for non-strategic development in Neighbourhood Plans and can include appropriate designations of environmental or heritage areas etc.. The Council will consider any such requests in due course. The selection of the site as a preferred location for strategic development has had regard to a number of criteria including sustainability and deliverability. The proposals in the Neighbourhood Plan do not take priority over the strategic district policies but can inform details and suggest new smaller sites. Suggestions arising from the Neighbourhood Plan are noted and considered in the review of the site allocation and design guidance. The sites suggested for development have

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NDLP1570	David Perry					Neighbourhood Plan (due to be updated) identifies the Chelmer Valley landscape to the east of Great Dunmow as an area to be preserved due to its unique and valuable character, setting out areas acceptable for development. Hence the location of the proposed Church End allocation site is in conflict with the Great Dunmow Neighbourhood Plan policy LSC3 and DS1.	been through the site selection methodology and sustainability appraisal and will be reviewed following from further evidence and consultation. The strategic policies and sites in the local plan will override proposals in the Neighbourhood Plans.
NDLP2065 NDLP2540 NDLP2541 NDLP3728	Land owner D J Bagnall D J Bagnall Countryside Partnerships Plc		Bidwells		Planning consents	The allocations in the South Strategy are speculative development, cannot grow strategically and over half of the allocations were previously rejected at appeal for valid planning reasons i.e., in sustainable locations, landscape, heritage impact and where access was a safety concern. One such 'appeal' site in Takeley is 'Jacks' (S62A/2023/0016), rejected at Appeal on grounds of unsafe access and harm to the landscape, and the site is adjacent to the newly adopted 'Conservation Area' of Smiths Green. Respondent submits that property benefits from an extant outline planning permission granted on appeal (reference APP/C1570/W/21/3270615) for the development of up to 60 dwellings. However, the South Uttlesford Strategy does not make reference to this site; it should be included in the emerging Local Plan as a deliverable residential site in Great Dunmow.	The inclusion of the Jacks Lane scheme in the draft local plan was based on assessment of sustainability factors regarding its location, landscape sensitivity, access and so on and the reasons for planning refusal were based on the unacceptability of the details, especially the access design. The location of schools is subject to the County Education Authority criteria and the final site will be designed in accordance with this. Delivery of essential associated infrastructure will be assessed for viability before the site is finally allocated in the Regulation 19. All consents are noted and will be included in the monitoring of approvals up to April 2024 for the Regulation 19 draft, and the consequent overall housing need for this Local Plan.
NDLP2787 NDLP2904 NDLP2946 NDLP2972	Lorraine Flawn Maggie Sutton Alan Vye Bryan Pinchback				Pollution - noise and air quality	Impact on amenity and health from M11 and airport noise particularly in school children following from the 2001-2003 RANCH project (Road and Aircraft Noise exposure and children's Cognition and Health) and this is one of many factors which lead to the respondent objecting to the proposed development in Takeley. Noise levels in the area will increase markedly with the proposed development at Takeley with a steady flow of articulated lorries and other vehicles. Questions what calculations have been done to assess the decibel output on top of existing road and airport noise?	Contamination, pollution, air quality and noise issues are addressed in policies CP43, CP43 and CP44. There will be construction lorries arising from development and some commercial traffic from employment sites. Previous research on noise will be reviewed and mitigation measures required if limits are predicted to be unacceptable.
NDLP2696	Pascale Muir				Proposed allocations - Church End East	The allocation at Church End East fails to meet the requirements in terms of the impacts on sustainability, transport, viability, landscape sensitivity and heritage. The plan does not fully account for patterns of travel since Covid restrictions were lifted.	These matters are discussed in more detail in relation to the South Uttlesford Area Strategy and it should be noted that substantial changes are proposed to the Reg 19 plan in comparison to the Reg 18. However, the Council is satisfied that the proposed allocations are appropriate, are informed by evidence, and support sustainable development.
NDLP1569 NDLP2639	David Perry Chris Loon				Proposed Allocations - Great Dunmow	It is suggested that Great Dunmow and Takeley are becoming a single ribbon conurbation and will no longer be separate settlements. Reference is made to the plan referring to Stansted and Great Dunmow as historic settlements, but it is suggested that the plan does not protect their identity, in particular with development proposed at Great Dunmow that is said to be likely to have significant detrimental impacts. Another respondent suggests that Great Dunmow is not a sustainable location with services and facilities not keeping up with the level of growth and the nearest station at Stansted Airport, which is not suitable for commuters.	The proposed allocations are being subject to detailed and careful masterplanning to inform the policy wording to ensure any proposals are delivered to a high standard and sensitive to their setting and any historic features. More detailed Heritage Impact Assessments are being undertaken for selected sites including for Great Dunmow. Great Dunmow is located on the A120 corridor that is close to a wide range of employment opportunities that are accessible by sustainable modes and where there are opportunities to enhance these links. It is however recognised that services and facilities need to be improved to ensure they are fit for purpose and appropriate for the level of development coming forward.
NDLP1511	Natural England				Proposed Allocations - Stansted	It is suggested that even though Stansted is a large employer, it employs people from outside of Uttlesford and that placing all Uttlesford development, including additional employment development in proximity to Stansted, will	The Council is satisfied the proposed spatial strategy provides balance between supporting development in sustainable locations across the district, that have good access to sustainable modes of travel and across different parts of the

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						increase congestion and lead to significant additional issues. Natural England requires further consultation, particularly in relation to Stansted 023+13 due to the impacts on Sawbridgeworth Marsh SSSI, Thorley Flood Pound SSSI and Little Hallingbury SSSI.	district. It is the case that Stansted is a significant employment area within Uttlesford and the majority of the identified employment need arises in this area. Supporting development in this area provides opportunities to support sustainable development, to maximise use of sustainable modes and to ensure that new infrastructure has the maximum benefit. However, development is also supported at the majority of the top tier settlements and appropriate larger villages as explained/ stated elsewhere. Further work will be undertaken and further engagement with Natural England will also be carried out.
NDLP1880	Vic Ranger				Site allocation - Elsenham, Parish of Stansted Mounfitchet	STANSTED 016 RES. Although technically within Stansted parish the proposed site is adjacent to Elsenham, on a bus route and easy walking access into the village. Considers this site is deliverable and reflects the previous Inspector's recommendation that smaller sites should be brought forward.	Noted. The Site Selection Topic Paper has been updated to inform the Reg 19 Plan and consider any new sites or re-assess existing sites where appropriate. One additional allocation is made at Elsenham that adjoins the existing consented scheme near to the Railway Station to enable the delivery of a primary school as supported by ECC.
NDLP3968 NDLP3970 NDLP3973	The Streeter Family AC Streeter AC Streeter				Site allocation - Great Hallingbury	Resubmissions include proposed 5-10 dwellings for delivery in early years of the local plan on 0.95ha site at Great Hallingbury (Great Hallingbury 007 RES) and proposed 1.95ha site (Great Hallingbury 006 RES) for 40 dwellings south of Bedlams Lane close to Bishops Stortford, and Great Hallingbury 009RES for up to 180 dwellings, well-located in relation to other residential and community facilities and the town's employment and public transport. Objects to the draft Plan because respondent asserts that assessment was unsound by virtue of failing to consider the proximity and relevance of ease of access to services and facilities at nearby Bishop's Stortford, and the value of smaller sites being able to come forward for early delivery. Emphasises that the Council had recognised in the Issues and Options consultation that edge of settlement development can be a sustainable way to accommodate housing growth. Following from this respondent asserts that the release of sites at Great Hallingbury from the Green Belt is justified to promote sustainable patterns of development, as advocated in para.142 of the National Planning Policy Framework (NPPF September 2023) but by applying a strict approach that is contained and restrained by the administrative boundary such sites were excluded and hence not considered more strategically.	When the sites were assessed for suitability for allocation and in accordance with spatial strategy there were more than sufficient sites available in other highly sustainable locations in the district to cover the projected requirement for dwellings. It was not considered necessary or appropriate to release land for other sites located in the green belt whether or not the site might be considered sustainable in other respects. The Council undertook a high level review of the Green Belt boundaries in 2023 and there is no justification for amendment to the boundary, nor exceptional circumstances to allocate these sites for development.
NDLP3775 NDLP3777 NDLP3780 NDLP3781	Manor Oak Homes Manor Oak Homes Manor Oak Homes Manor Oak Homes				Site allocation - Hatfield Heath	Hatfield heath is the primary settlement in the south-western part of the District with a population of 2000. Cox Ley, Hatfield Heath would be a non-strategic housing allocation submitted under the CFS HELAA ref. 008 RES submitted with several studies and supporting statements e.g. Preliminary Ecology Assessment/ Flood Risk/Drainage Statement/Geo-Environmental Report/Landscape, Visual Impact and Green Belt Assessment/Sustainable Design and Energy Strategy/Transport Statement/Aboricultural Impact Assessment/Site Masterplan/Vision Statement. Considers that the plan should provide for sustainable small sites in an identified Local Rural Centre, even though it is in the green belt in order to meet local needs, in accordance with paragraph 142 of the NPPF. Hatfield Heath is well served	It is not considered appropriate to allocate sites in the Green Belt where there are a range of non-Green Belt sites available elsewhere.

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						with early years and primary school provision, retail facilities, community buildings, a GP surgery and public houses, takeaways and restaurants, sports provision, allotments, adult football pitch and a cricket pitch, good range of open spaces such as The Shaw. Few sites and only 26 have come forward because of green belt designation, impacting on local housing need; respondent considers that around 260 would be more proportionate.	
NDLP2248	Ian Butcher				Site Allocation - Employment	Endorses the approach to employment around the Great Dunmow area which benefits from good accessibility to the A120, east-west connectivity to Harwich, Felixstowe and Stansted Airport and is an established location for employment. Promotes land East of Braintree Road is located only a short distance away. Landsec welcomes the proposed allocation of 15 hectares of the Easton Park estate for employment uses. Another developer promotes an 'Employment, Community Energy and Biodiversity Park' on land north of Stansted Airport, Burton End adjacent to the M11 connections to Cambridge and London and Stansted Airport with 28m passengers a year and 224,000 tonnes of cargo transported (2019). The promoter criticises the spatial strategy for failing to capitalise on the potential of the airport and the surrounding land to harness economic growth, nor recognise Stansted Airport as the economic core. Sufficient land should be allocated around the airport to facilitate growth in this location. Promotes a scheme accordingly, not submitted in the Call for Sites, that also proposes a Community Energy and Biodiversity Park with the potential to deliver 20 MWe, equating to energy supply for c 5,000 homes, hence sustaining the proposed employment growth and delivering a cutting-edge, net zero, high-quality employment scheme. It is adjacent to the Northside site, submitted by Threadneedle Curtis Limited (Ref: UTT/22/0434/OP) approved in August 2023. Another site put forward is south of Bamber's Green and to the east of Stansted Airport, submitted as 14Tak15 with potential for residential development and strategic employment development. Of the 54ha across the District, 30ha is proposed in the vicinity of Takeley and respondent is concerned that this level of commercial development in one location will result in significant harm to the existing community in terms of traffic and loss of countryside. The concentration of development in one broad location may mean the allocation is not built out because the market is swamped. Suggests a broader approach to the A120 corridor and the land on the Uttlesford and Braintree District boundary, allocating a proportion of the 30 hectares in this location; Policy CP 4 would need to be varied. Further west along the B1256, respondent considers that site (Takeley 002 adjoining allocated Takeley 005 EMP) should be included as an employment and logistics allocation since it was assessed positively in the HELAA, and with regard to the policies on noise, air quality, pollution and contamination appropriate 'buffers' would ensure the amenity value of the surrounding area is not unacceptably impacted. Representations for sites at the western end of the Takeley growth corridor are supported by the Plan's economic	Several sites have been identified as employment sites in the A120 corridor that demonstrate accessibility and sustainable location in relation to workforce and housing. Design guidance will be set out for each site to show building parameters, uses and access with mitigation where necessary. The employment designation south the A120/B1256 junction together with Mobility Hub will be explored further with the promoter. It helps to meet the need for employment land and sustainable transport related policy initiatives. The HELAA assessment examined all submitted sites in accordance with the methodology published with this Plan and has also reviewed new sites submitted with the Reg 18 consultation. The preferred sites that best meet the employment, location and economic needs of the spatial strategy are being proposed at Regulation 19. With regard to childcare provision, this would be incorporated into the employment site guidance, and referenced in the relevant employment policies and CP68 on community infrastructure where there is no other alternative provision locally.
NDLP2265	Landsec						
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council					
NDLP3166	Phoenix Life Limited and Mulberry S						
NDLP3167	Phoenix Life Limited and Mulberry S						
NDLP3168	Phoenix Life Limited and Mulberry S						
NDLP3169	Phoenix Life Limited and Mulberry S						
NDLP3170	Phoenix Life Limited and Mulberry S						
NDLP3171	Phoenix Life Limited and Mulberry S						
NDLP3172	Phoenix Life Limited and Mulberry S						
NDLP3173	Phoenix Life Limited and Mulberry S						
NDLP3187	Phoenix Life Limited and Mulberry S						
NDLP3283	Legal and General Property						
NDLP3307	24/7 Investments Limited						

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NDLP3308	24/7 Investments Limited					<p>strategy which acknowledges the importance of the A 120 corridor, Stansted Airport, links to the ports and the rest of the strategic road network. respondent submits that analysis by Savills Economics suggests that the Draft Local Plan evidence base in the Icen Report may have underestimated future demand and has not adequately accounted for historic suppressed demand, future market drivers and the actual (slower)rate of development. Hence proposed allocations of employment land might be insufficient to meet future demand considered in a wider Property Market Area (PMA) towards East Hertfordshire. Without additional employment allocation there is a risk that demand will not be accommodated, will be suppressed, or will be met elsewhere. Further consideration should be given to allocating 12.3 hectares (30.4 acres) of land considered to be in this Takeley A120 growth corridor for employment use and considered to be available, suitable and viable. It is located east of Stansted Road, east of Bishops Stortford, with the existing Goodliffe Park employment area located immediately south west of the site, and access road links to the B1343. Respondent contends that the site does not fulfil Green Belt functions and that its allocation aligns with the aim of working closely with neighbouring authorities to identify suitable and appropriate sites for development; the Council's site selection process is flawed since it should have critically analysed all sites and not taken the status of the land as Green Belt as a starting point of dismissal. The council should ensure that sufficient nursery provision is available to meet the demands of the Government's new free childcare allowance. This should also include provision for wraparound care and childcare during school holidays.</p>	
NDLP3417	Mr Mark Jackson						
NDLP3952	Messrs Bull and Robertson						
NDLP3955	Messrs Bull and Robertson						
NDLP4127	Endurance Estates Land Promotion Lt						
NDLP4135	Endurance Estates Land Promotion Lt						
NDLP4137	Endurance Estates Land Promotion Lt						
NDLP4140	Endurance Estates Land Promotion Lt						
NDLP4141	Endurance Estates Land Promotion Lt						
NDLP4148	Endurance Estates Land Promotion Lt						
NDLP4149	Endurance Estates Land Promotion Lt						
NDLP4128	Endurance Estates Land Promotion Lt						
NDLP1571	David Perry						
NDLP2139	Paul Hinwood						
NDLP4164	Threadneedle Curtis Limited						
NDLP4237	City and Country Residential Ltd						

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NDLP3392 NDLP3401	Strategic Land V Limited & Ms Hawke Strategic Land V Limited & Ms Hawke				Site allocation - Flitch Green	Land east of Station Road, Flitch Green (Little Dunmow 001 RES) for 75 and 150 dwellings was rejected because it was not in the top tiers of the settlement hierarchy. Respondent asserts that Flitch Green is well located between Great Dunmow and Felsted along the A120 corridor, accessible by sustainable and efficient modes of transport. A development allocation would provide opportunity for Flitch Green to grow and share services and facilities across the three settlements, and become a sustainable area for further growth.	The Site Selection Topic Paper will be updated to inform the Reg 19 Plan, but the Spatial Strategy doesn't need to look beyond the Key Settlements and Local Rural Centres for strategic development as these provide more than sufficient scope and opportunity to meet the identified need. The potential for standalone new communities have been considered and this is discussed elsewhere.
NDLP3963	The Streeter Family				Site allocation - resubmission Great Hallingbury	Resubmissions include proposed 5-10 dwellings for delivery in early years of the local plan on 0.95ha site at Great Hallingbury (Great Hallingbury 007 RES) and proposed 1.95ha site (Great Hallingbury 006 RES) for 40 dwellings south of Bedlams Lane close to Bishops Stortford, and Great Hallingbury 009RES for up to 180 dwellings, well-located in relation to other residential and community facilities and the town's employment and public transport. Objects to the draft Plan because respondent asserts that assessment was unsound by virtue of failing to consider the proximity and relevance of ease of access to services and facilities at nearby Bishop's Stortford, and the value of smaller sites being able to come forward for early delivery. Emphasises that the Council had recognised in the Issues and Options consultation that edge of settlement development can be a sustainable way to accommodate housing growth. Following from this respondent asserts that the release of sites at Great Hallingbury from the Green Belt is justified to promote sustainable patterns of development, as advocated in para.142 of the National Planning Policy Framework (NPPF September 2023) but by applying a strict approach that is contained and restrained by the administrative boundary such sites were excluded and hence not considered more strategically.	The Site Selection Topic Paper will be updated to inform the Reg 19 Plan, but the Spatial Strategy doesn't need to look beyond the Key Settlements and Local Rural Centres for strategic development as these provide more than sufficient scope and opportunity to meet the identified need. The potential for standalone new communities have been considered and this is discussed elsewhere. The Council does not consider that there are any exceptional circumstances to justify release from the Green Belt as there are more than sufficient opportunities to meet the identified need from non Green Belt sites.
NDLP3408 NDLP3409	Montare LLP Montare LLP				Site allocation - Stebbing	Promoter considers that the Plan has not recognised the strategic opportunity for sustainable growth at 'Land to west of Stebbing' submitted in the Call for Sites for a mixed use 240 dwelling development (80 affordable), with parkland, re-wilding and biodiversity, local food production, around 200 jobs, education provision all in a net zero development. Objects to the Site's omission in the HELAA process. Asserts that the housing allocation figure for Stebbing of 109 houses should be significantly increased.	The Site Selection Topic Paper will be updated to inform the Reg 19 Plan, but the Spatial Strategy doesn't need to look beyond the Key Settlements and Local Rural Centres for strategic development as these provide more than sufficient scope and opportunity to meet the identified need. The potential for standalone new communities have been considered and this is discussed elsewhere.
NDLP1143 NDLP1054 NDLP930 NDLP2239 NDLP2262	Rob Snowling Suzanne Platt Hannah Beamish Ian Butcher Landsec	Director Pigeon Investment Management Ltd Partner Bidwells	Sophie Pain Hannah Beamish		Site allocation - Great Dunmow - comments on allocation, new and resubmitted	Disputes allocation of Church End in preference to sites in the southwest and south east of Great Dunmow as more suitable locations. The retaining of the Church End development "would fly in the face of local feelings and is inherently impactful, problematic and unsustainable. It should never have been considered and it appears that the evidence has been interpreted to support a predetermined decision." Considers site at Church End to be unsuitable because of adverse impacts including: loss of high quality agricultural land; harmful impact on attractive landscape and character and the natural environment; harmful impact on heritage and setting of the historic environment, particularly Church End, the designated Conservation Area and its heritage assets.	The proposed allocation at Great Dunmow has been significantly improved since the Reg 18 version with a greatly reduced area proposed for development, significant increases in open space provision, along with improved mitigation for landscape and heritage factors. This has been informed by substantial additional work. An additional allocation to the west provides an opportunity for substantial open space provision and wildlife enhancement along with provision of specialist housing (elderly living units and a care home – which does contribute towards the specific identified need).

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NDLP2312	Debra and Derek Blizzard					Detailed response from promoter and agent on behalf of three landowners promoting a site to the north-west of and adjoining the Church End site at north east Great Dunmow for the purposes of specialist housing and a care home with self-build and around 80% green space, formerly rejected by the Council during the Call for Sites process. Submission includes reasons for objection to the allocation of the proposed Church End site and forwards the submission of an amended detailed proposal, previously submitted for consideration for allocation in the Local Plan, that sets out proposals for housing and community uses, biodiversity, policy compliance with net zero, access and links to the wider transport network, active travel, heritage celebration, SUDs, landscape and views, 80% public open space centred around a proposal for specialist types of housing for older people along with self-build/custom built units.	
NDLP2709	Pascale Muir						
NDLP2842	Mrs Amanda Perry						
NDLP2849	Mrs Amanda Perry						
NDLP2850	Mrs Amanda Perry						
NDLP3142	Mr Rupert Kirby						
NDLP3143	Mr Rupert Kirby						
NDLP3279	Andrew Martin						
NDLP3298	24/7 Investments Limited						
NDLP3411	Montare LLP						
NDLP3853	Lands Improvement Holdings						
NDLP3866	Lands Improvement Holdings						
NDLP3889	Lands Improvement Holdings						
NDLP4110	Siemens Benefits Scheme Limited						
NDLP4112	Siemens Benefits Scheme Limited						
NDLP4116	Siemens Benefits Scheme Limited						
NDLP4118	Siemens Benefits Scheme Limited						
NDLP662	David Beedle David Perry						

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NDLP1577							
NDLP3156 NDLP3159	Bellway Homes Bellway Homes				Site allocation-Hatfield Broad Oak	Promoter urges reconsideration of submitted site (HatfieldBO 004 RES) in Station road and to extend the settlement limits to accommodate development in a landscaped setting with no extant adverse highway grounds though within Zone of Influence if Hatfield Fres. It is reduced from the original submission as part of a wider proposal for residential development comprising up to 250 dwellings, a new primary school, multi-use games area, open space and a community centre.	The Site Selection Topic Paper will be updated to inform the Reg 19 Plan, but the Spatial Strategy doesn't need to look beyond the Key Settlements and Local Rural Centres for strategic development as these provide more than sufficient scope and opportunity to meet the identified need. The potential for standalone new communities have been considered and this is discussed elsewhere. Larger Villages (including Hatfield Broad Oak) have been provided with housing requirement figures to be planned through a Neighbourhood Planning process, led by the community, to include non-strategic sites. On that basis, consideration of sites at Hatfield Broad Oak will be a matter for the Neighbourhood Plan process.
NDLP99 NDLP98 NDLP1885 NDLP3435 NDLP3452 NDLP3456 NDLP3468 NDLP3473 NDLP3602 NDLP3740 NDLP3754 NDLP3977 NDLP4234A NDLP4229	Lois Prior Lois Prior Vic Ranger Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern) Endurance Estates Land Promotion Lt Knight Frank Denise Gemmill Denise Gemmill AC Streeter City and Country Residential Ltd City and Country Residential Ltd				Site allocation-Stansted Mountfitchet-comments on allocation, new and resubmitted	Plan does not consider proximity of Bishops Stortford as a major economic and service Centre and its relationship to Stansted Mountfitchet, and therefore the Plan is unsound . The criteria applied to the housing site selection process has excluded other and more sustainable sites in favour of less sustainable opportunities around smaller and more remote locations within the District. The Elms Farm 8.4ha site was proposed in CFS ref Stansted 018RES for 150 dwellings with numerous public and community benefits but respondent considers that the Plan has made insufficient allocations in Stansted Mountfitchet and places undue reliance on less sustainable allocations elsewhere in the District. From a transportation and access to employment point of view, the Key Settlement of Stansted Mountfitchet is one of the most sustainable locations within the entire District. Paragraph 16 of the NPPF affirms that the Plan must be prepared with the objective of contributing to the achievement of sustainable development. The Site performed well and scored similarly to other proposed allocations in Stansted and elsewhere yet despite the sustainability of the location, is not a proposed allocation. This is because, as set out in the Council's Site Selection Topic Paper, at Stage 3 of the selection process, all sites located within the Green Belt were automatically discounted without further assessment.	The Site Selection Topic Paper will be updated to inform the Reg 19 Plan, but the Spatial Strategy doesn't need to look beyond the Key Settlements and Local Rural Centres for strategic development as these provide more than sufficient scope and opportunity to meet the identified need. The potential for standalone new communities have been considered and this is discussed elsewhere. The Council does not consider that there are any exceptional circumstances to justify release from the Green Belt as there are more than sufficient opportunities to meet the identified need from non Green Belt sites.
NDLP1164	Sharon Critchley				Site allocation-Takeley - comments on	Considers that the Strategy should have looked at the area as a whole including transport assessment for the housing and employment sites. An holistic view would not propose a	The proposed allocation at Takeley has been substantially improved/alterd since the reg 18 version of the Plan. The western extent of the site will no longer include development and

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NDLP726	Sharon Critchley				allocation, new and resubmitted sites	secondary school adjoining the noise and pollution if the A120. Concentrating growth in Takeley where the settlement is expected to take a large amount of growth is flawed because it does not have the capacity or facilities and is not a town like Saffron Walden and Great Dunmow. Housing would impact significantly on heritage and landscape as evident in planning inspector decisions over the years. There is insufficient infrastructure locally though health infrastructure is planned by the NHS who will provide a new facility rather than be a requirement of the local plan. A new school will attract significant traffic and impact on road safety. .	thus provides greater protection for the heritage asset, enables expansion of the Ancient Woodland, and facilitates the delivery of more significant open space that will provide SANG provision to help mitigate any impacts on Hatfield Forest. The school site is re-located and the site master-plan has been improved with a stronger policy and clarity provided on what is expected. The local centre will include new health care provision. The western extent of the site is reinstated into the CPZ so this area will continue to be protected against development. A new policy is developed to support 'Garden Village' principles, thus signalling the Council's commitment to delivering high quality and sustainable development.
NDLP1092	Richard Hughes						
NDLP1025	Catherine Loveday						
NDLP1578	David Perry						
NDLP2268	Mr Kemp and Ms Shutes						
NDLP2363	Douglas and Ruth Burton					Other issues include: impact on the Four Ashes junction; impact on amenity of the Smiths Green Conservation Area, ancient woodland, wildlife, loss of green space; lack of proposed community facilities such as health and leisure; promotion of use of the private car. Similarly the reduction in the boundaries of the CPZ has a similar impact.	
NDLP2367	Douglas and Ruth Burton						
NDLP2370	Douglas and Ruth Burton						
NDLP2372	Douglas and Ruth Burton					Respondents are supportive of the South Area Strategy and promote other sites for inclusion at land south of Stortford Road, Little Canfield and land in north-east Takeley between the A120 and Stortford Road, and land South of Dunmow Road. They seek an amendment to the emerging Local Plan which allocates this land to the east of the North East Takeley allocation for housing purposes with an amendment to the master plan to incorporate this and hence increase the number of units allocated in Takeley to between 1,956- 2,366. Another respondent agrees that Takeley's new strategic scale development would provide opportunity for a comprehensive and high-quality scheme that incorporates large areas of open space, protects the historic and environmental assets, and provides a new local centre and infrastructure such as schools and health facilities with existing and proposed improved accessibility. Advocates inclusion of site 004 RES, in isolation provides less than 100 dwellings but is deliverable alongside the growth site proposed.	
NDLP2373	Douglas and Ruth Burton						
NDLP2374	Douglas and Ruth Burton						
NDLP2376	Douglas and Ruth Burton						
NDLP2560	Geoff Bagnall						
NDLP2975	Bryan Pinchback						
NDLP2976	Bryan Pinchback						
NDLP3152	Bellway Homes						
NDLP3155	Bellway Homes						
NDLP3157	Bellway Homes						
NDLP3158	Bellway Homes						
NDLP3160	Bellway Homes						
NDLP3342	Welbeck Strategic Land						
NDLP3708	Douglas and Ruth Burton						

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NDLP3711	Douglas and Ruth Burton						
NDLP3714	Douglas and Ruth Burton						
NDLP3716	Douglas and Ruth Burton						
NDLP3717	Douglas and Ruth Burton						
NDLP3756	The Hargrove Family						
NDLP3757	The Hargrove Family						
NDLP3950	Messrs Bull and Robertson						
NDLP4106	Siemens Benefits Scheme Limited						
NDLP1016	Linda Carpenter				South Area Strategy - approach	<p>Concerned that development proposals will ruin a beautiful part of Essex, destroying wildlife and impacting on carbon output with reduced uptake from trees. Suggest development should be focused on brownfield land where possible. The Strategy should cover the rural areas and settlements too, not just the key and higher order settlements. Disagreement with the South Area Strategy because there is no evidence for all the housing need. Development at Takeley looks disjointed between the different settlements and the plan should try to join the separate areas together but there is a need for a separate identity for Little Canfield and Takeley rather than coalescence within that.</p> <p>The area is short of amenities and nothing in the strategy clearly addresses this, especially since past promises of facilities do not seem to have materialized on the ground. The amenities at Great Dunmow, including health, schools, sports, supermarkets have not increased by much in over 25 years whilst the population using them has doubled.</p> <p>There will be additional traffic created by the Takeley development and Stansted expansion. Public transport is not 24/7, yet the airport functions all hours and so there will be an increase in work related travel as employment and passenger numbers increase. The main routes are the M11 and A120 but the B1256 is increasingly used to access the strategic road network, including lorries from the quarry and commercial areas, with speeding beyond the 30/40mph limits.</p> <p>Residents drive to larger centres instead. As the population has increased, footfall has reduced in the town centre at the expense of local business. Hence the strategy to locate</p>	<p>Refer to other responses relating to development at Great Dunmow and Takeley.</p> <p>The Local Plan focuses development at the largest and most sustainable settlements, maximises opportunities for use of sustainable modes of travel and delivery affordable housing and infrastructure where it is most needed. This approach helps to protect the more rural communities and smaller and less sustainable settlements.</p>
NDLP1014	Catherine Loveday						
NDLP1007	Helen Carter						
NDLP840	Janice Hughes						
NDLP826	Linda Steer						
NDLP1002	Helen Carter						
NDLP798	Mrs Susan Barker						
NDLP306	Sally Taylor						
NDLP537	Carol Hayward						
NDLP1061	Alison Farrell						
NDLP494	Simon Carpenter						
NDLP1248	Elsenham						
NDLP1240	Mr Bill Critchley						
NDLP1369	Carmel Doherty						
NDLP1370	John Doherty						
NDLP1409							

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NDLP2140 NDLP2461 NDLP3050 NDLP3112 NDLP824 NDLP2695 NDLP1407	Mrs. Christine Tann Paul Hinwood Daniela Biddlecombe Anne Cook Higgins Group Linda Steer Pascale Muir Mr Roger Martin					increasing numbers of houses at 'sustainable' higher order centres is flawed.	
NDLP3233	Weston Homes Plc				Spatial Strategy - Takeley	<p>A number of objections were received relating to the proposed development at Takeley. Key points raised include:</p> <ul style="list-style-type: none"> • The site doesn't have convenient access to a railway station • The site includes parcels of land that have previously been refused at Appeal • Large allocations do not align with Paragraph 61 of the NPPF that seeks to support smaller sites – the allocation is too large and is unlikely to be delivered in the plan period. • There are various constraints effecting the site including heritage and Ancient Woodland • A question is raised for why so much (60%) of the housing is being put into one location. • It is suggested that the Local Plan doesn't provide any justification for why Takeley and the South Area is identified for development for housing and employment. • It is suggested that there is no infrastructure being planned to support the development. <p>A number of other comments provide support for the proposed development. Key points include:</p> <ul style="list-style-type: none"> • Takeley is the fifth most sustainable settlement in the district benefitting from w a wide range of local services and facilities • The proposal will provide a range of new facilities including new Primary and Secondary schools, along with a local centre, retail and health provision • The traffic modelling indicates that development can be accommodated successfully and the area is less constrained than many alternatives (outside of flood plain/ Green Belt etc). • The site is located on a strategically important transport corridor, in proximity to the district's largest employer, with opportunities for enhancing public transport, cycling and walking. • It is suggested that additional sites could be brought forward at Takeley that would provide more plan flexibility, support greater infrastructure delivery, etc. 	<p>Refer to previous responses. In relation to some specific points:</p> <ul style="list-style-type: none"> • The site is less than 1 mile from a public transport interchange at Stansted Airport, but also benefits from existing and opportunities for improved public transport connections to Great Dunmow; Bishops Stortford and beyond. • The areas of land previously refused for Appeal were smaller areas that did not provide appropriate mitigation for the nearby heritage asset – the proposal now includes substantial areas of open space to more than adequately mitigate for this. • The proposal is entirely consistent with the NPPF as a Local Plan needs to support a rolling land supply and this sites of different size, type and geography are needed. • The site does not account for 60 % of the development. It accounts for around 30% of the additional development allocated in the Plan, but only around 10 % of the development supported by the Plan overall. • The Plan and supporting evidence provides clear reasons for the selection of the site. • The site will provide a comprehensive range of infrastructure as set out in the updated Site Templates <p>Supporting comments noted.</p>

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NDLP233	Mr Roy Warren	Planning Manager Sport England			Sport	The Council should develop a strategic approach to meeting current and future sports infrastructure needs in the area informed by the evidence base and consultations with key stakeholders including Sport England, sports governing bodies and local sports clubs/groups, looking at how the principal development allocations can help meet unmet needs and those arising from new development. Policy should cover community use of sports facilities for example in Takeley associated with the proposed secondary school. Deficiencies are unlikely to be addressed by improving the capacity of existing facilities as Sport England considers the potential to deliver this is limited in south Uttlesford; new infrastructure will be needed. At Takeley consideration should be given to whether the proposed secondary school could provide co-located and/or shared community use facilities such as indoor sports and artificial grass pitches/MUGAs as a more efficient way of ensuring overall adequate provision. Furthermore, consideration should be given to co-locating dedicated community sports provision (e.g. playing fields) adjoining the school so that ancillary facilities could be potentially shared between the school and the community as this would be more efficient than separate provision being made. At Church End, Great Dunmow, provision should be made for formal open space to be designed for outdoor sports use as well as other green infrastructure for accommodation of a multi-pitch sports ground with ancillary facilities.	The Plan is supported by updated evidence for Leisure uses and facilities and the updated Site Template makes clear what is required on this site.
NDLP491	Mr Ken McDonald				Stansted Mountfitchet - impact of growth	Concerned about protection and acknowledgement of the character of the town given the strategic approach to development and housing allocations area. Welcomes affordable housing but requests a community centre to complement the smaller village halls elsewhere and suggests small retail units to reduce need to travel into the town. Requests a consideration of the impact of congestion in the town centre combined with the volume of traffic accessing the M11 and passing through the town; suggests a by-pass. General concern for overall impact of proposed growth on the traffic, wildlife, air quality, water supply and services and suggests that it needs to be assessed in the context of growth in Bishops Stortford, with no further housing development in Stansted until the growth of Bishops Stortford has been analysed, the roads upgraded to support traffic or restrict through traffic from the M11. Parish Council reflects on a meeting with the developer, Bloor Homes, in January 2023 where mitigation measures and community benefits were proposed. The detailed impact mitigation measures the parish council seek are that: (i) the Parish Council should be involved at all stages in any prospective planning application, especially on landscaping; (ii) Pennington Lane should be closed to create a safe route through to the Country Park, and the Manuden Bridleway with a potential cycle route to Cambridge Road, via Coopers Alley; (iii) Footpath improvements and lighting from the B1383 junction with High Lane to Five Acres; (iv) Extending the 30mph speed limit along B1383; (v) Creating a safe pedestrian crossing point on the B1383; (vi) Improved transport links to Stansted and surrounding areas; (vi)	The evidence and modelling calculations for housing need and traffic impact have regard to circumstances in adjoining areas. The traffic modelling will look in more detail at local impacts and mitigation and requirements will be set out in the site guidance. Other infrastructure impacts will be identified and costed in the Infrastructure Delivery Plan with developers expected to contribute accordingly. The sites at Stansted are identified as suitable and provide valuable community or public benefit with appropriate mitigation for adverse impacts arising from traffic movements. Local plan policy requires an appropriate level of community infrastructure to be provided in a timely way and as an essential part of any new strategic housing development. All new development is required to provide supporting infrastructure in compliance with local plan policy and the master plan proposals.
NDLP483	Mr Ken McDonald						
NDLP1084	Etienne Faure						
NDLP56B	Laura Stylianou						
NDLP1805	Stansted MF Parish Council						
NDLP1808	Stansted MF Parish Council						
NDLP1789	Littlebury Parish Council						

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						Potential provision of an 'Early Years' Education facility;(vii) Cemetery – cash sum to be donated from another developer for the purchase of additional burial space at one of two potential sites; (viii) Almshouses – space to provide for Almshouses (which were to have been provided on a green belt site as part of another application that was refused planning permission).	
NDLP733A NDLP270 NDLP103 NDLP1639	Melissa Burgess Mark Lawrence Jonathan Fox Alan Wheeler				Stansted Mountfitchet - Access and Transport	Respondent expresses the opinion that the role of the Parish Council in environmental maintenance could be strengthened with appropriate funding through housing development on this north side of the town. Poor walking access into town because of lack of illumination and pavement width and configuration of High Lane as a narrow road and on- street parking that will experience pollution from increased traffic including construction traffic. Existing traffic congestion due to narrow connecting roads specifically Chapel Hill, Grove Hill, Bentfield Road and Bentfield Causeway, and congestion on B1383 will be exacerbated by new development where travel to town would likely be by car because of unreliable and hourly bus service.	The Parish Council can work with the highways authority and/ or developer to address maintenance issues but it is not a matter that can be addressed through the local plan. The transport modelling and mitigation package will address access requirements and safety aspects of walking routes as part of the aim of securing good, convenient, and safe walking and cycling routes across the district. The Walpole Meadows site development guidance requires working with the public transport operators to improve services into the town centre.
NDLP219 NDLP56A NDLP179 NDLP1235 NDLP1751 NDLP4304	Amanda Jayne Smart Laura Stylianou Mrs Janice McDonald Alan Bore Tony Crosby Hertfordshire County Council				Stansted Mountfitchet - Infrastructure	Welcomes development proposals including affordable housing but requests a community centre to complement the smaller village halls elsewhere and suggests small retail units to reduce need to travel into the town. Concerned about impact on health facility, traffic and the need to provide well-designed open space. Community infrastructure such as a village hall should be provided. A comment by Hertfordshire County Council (HCC) also comments how new bus services could be improved to help strengthen sustainable travel links to Bishops Stortford.	Local plan policy requires an appropriate level of community infrastructure to be provided in a timely way and as an essential part of any new strategic housing development. All new development is required to provide supporting infrastructure in compliance with local plan policy and the master plan proposals. A small local centre with community uses is being considered in the review of the master plan proposals for the Walpole Meadow along with potential expansion of the local primary school. The district design code and design guidance for the strategic development site will help to structure well-designed open spaces for amenity and wildlife value.
NDLP2596 NDLP2598 NDLP3174 NDLP3715	Stebbing Parish Council Stebbing Parish Council Phoenix Life Limited and Mulberry S Douglas and Ruth Burton				Support - general	Stebbing Parish Council supports the overall South Area Strategy. Several promoters support the plan and it overall objectives and commends the level of ambition of Uttlesford District Council. Supports the view that development around Stansted Airport needs to balance the positive economic benefits with the potential noise and air pollution impacts. Supports CP 10 aims to protect the countryside's intrinsic character and beauty, its value as productive agricultural land, recreational land, and for biodiversity benefit. Weston Homes strongly support the South Uttlesford Area Strategy and in particular the emerging allocation of the north-east Takeley site for 1,636 homes for land at Warish Hall, Parkers and Warrens Farm. Logical and clear sustainable option for growth that will help to support the strategic role of the Local Rural Centre. Strategic scale development in this location would help to provide a comprehensive and high-quality scheme and ensure that UDC effectively delivers the required number of houses, as well as school places and employment floorspace, in the right area at the right time across the District in compliance with the NPPF. Support for high design and environmental aspirations in the plan with	Noted. There will be adjustments to the allocations in the light of further evidence, reassessment of housing need, consultation responses and design guidance for review in the Regulation 19 draft Plan. The District Design Code working alongside the council's Quality Review Panel will help to achieve high design standards.

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						strong focus on biodiversity, providing resilience to local flooding and tackling climate change issues.	
NDLP3367 NDLP3385 NDLP3495	Gladman Gladman Mr and Mrs R A French				Support - Great Dunmow	Promoter strongly supports the proposed allocation of land north and south of The Broadway, Great Dunmow and confirms that the site is deliverable within the guidelines of the proposed development framework. Supports the principle of growth in this strategically important transport and economic corridor. Piecemeal growth in the absence of an up-to-date local plan has led to infrastructure capacity issues and opportunities missed which can be addressed by new, planned development. Considers that Great Dunmow can accommodate higher growth and further sites should be allocated to contribute towards meeting this need. Argues that the SA did not consider higher growth levels at Great Dunmow and considers that figure should be higher with 2,895 dwellings a minimum requirement with further sites allocated to contribute towards meeting this need such as LtEaston 003 RES.	Note support for the allocation and availability of a deliverable site as well as comments on capacity for increased growth which may be the case for subsequent local plans though the current housing requirement is for around 5000-6000 new dwellings. Developers and the Council are working collaboratively on the Master plan concept whilst the Council retains the right to amend the housing allocation, and parameters of the site designation. Promoters are working on a package of strategic highways interventions including :maximisation of active travel opportunities to ensure that potential for walking and cycling is realised; re-alignment of the junctions at Bigod's Lane and St Edmunds Lane on to the Broadway; exploration of measures to strengthen/address the weak bridge; potential re-routing of The Broadway through the site
NDLP3418 NDLP3422 NDLP3451 NDLP3439	Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern)				Support - Stansted Mountfitchet	Bloor Homes support the local plan's objectives and the spatial strategy which directs development towards Key Settlements such as Stansted Mountfitchet. They consider their site will help to meet the objectives by providing a quality development in a sustainable location with good access to jobs, services and facilities. However, the developer recommends that flexibility be introduced into policy CPI0 and the framing of the strategic masterplan by using phrasing such as "potential vehicle access." Furthermore, improvements necessary to support the development and have wider benefit to the existing community would be through developer contributions (or Community Infrastructure levy (CIL)), where the delivery agency would be the Council. Some of the proposed routes require more detailed assessment and the promoter looks to the Council's Draft Infrastructure Delivery Plan for clarity of need.	Note support and need to agree on the evolution of the concept master plan and site guidance to cover different but related sites. The IDP is evolving and will include all types of infrastructure required support developments and will input to the Local Plan viability assessment.
NDLP3238 NDLP3239 NDLP3271 NDLP3276 NDLP3611 NDLP3629 NDLP3706	Weston Homes Plc Weston Homes Plc Weston Homes Plc Weston Homes Plc Hill Residential Ltd Hill Residential Ltd Douglas and Ruth Burton				Support - Takeley	Weston Homes support the allocation of the land which would support the wider strategies of the London Stansted-Cambridge Corridor and the former South East LEP, helping to improve the functional economy of the Corridor and as such, Weston Homes support the proposed allocations in north-east Takeley offering opportunity to increase the supply at a range of tenures in a sustainable growth location; the site is available and is deliverable. Weston Homes is the sole owner of the 88ha site and although there will be a requirement for some third party land access agreements, discussions with adjacent landowners have confirmed land availability for site accesses at the points shown on the concept masterplan. Asserts that development could commence on adoption of the local plan (in early 2026) of viable new housing within the next five years with no need for any significant enabling or infrastructure works. Weston Homes strongly supports the South Uttlesford Area Strategy and in particular the emerging allocation of the north-east Takeley site for 1,636 homes for land at Warish Hall, Parkers and Warrens Farm.	Support is noted and the points made about the strategic position of Takeley and the availability of the land for a viable development. The precise status, content and relationship to policy of the site guidance will be clarified as the Regulation 19 Plan develops. The housing delivery trajectory tables will be reviewed as part of the Regulation 19 draft. There will be adjustments to the allocations in the light of further evidence, reassessment of housing need, consultation responses and design guidance for review in the Regulation 19 draft Plan.

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						Logical and clear sustainable option for growth that will help to support the strategic role of the Local Rural Centre. Strategic scale development in this location would help to provide a comprehensive and high-quality scheme and ensure that UDC effectively delivers the required number of houses, as well as school places and employment floorspace, in the right area at the right time across the District in compliance with the NPPF. Priors Wood should be squared off rather than elongated with new appropriate planting that will enhance its biodiversity value. A Community Use Agreement should be applied to the new schools including for access to the recreational facilities. Support for the proposed allocation at Warish Hall, Parkers and Warrens Farm for a residentially led, mixed use development comprising c1,636 new dwellings and community infrastructure but the master plan should also identify early years provision and Roseacres school expansion. Query whether the site guidance will become policy and provide specific guidance in accordance with CP52 (Good design outcome and process). Suggests that a site-specific policy would also clarify the application of other Local Plan policies including Core Policies 11 (Stansted Airport), 38 (Natural Environment), 40 (Biodiversity) and 54 (Specialist housing). Earlier delivery is possible and could be reflected within the Housing Trajectory with an earlier start on site from one or more promoter of the sites in the concept master plan.	
NDLP1150	Michael Marriage				Takeley - Access and transport	Objection to the pressure of 1636 new homes on the transport infrastructure especially creating poor environmental quality along B1256 with impact of HGV from warehousing and limited access to public transport. Objects to new development in the Takeley area and Conservation Area along the B1256 because of impact of traffic on stability of historic buildings , especially for those properties with kerbside frontages. The location of bus stops means a long walk from some parts of the village, and increasing numbers of cars cannot be accommodated on the B1256. Cycling link to the airport is essential because it is unsafe to access the airport on foot or bicycle and to cross over airport lands to the terminal. Insufficient width in Gilders Road to access new development. Objection to allocation of the Takeley site because of poor access to a railway station and the high cost of using the Stansted Airport station; access involves use of the car which is not sustainable. Impact on traffic congestion and road safety at Four Ashes junction. The proposed development will put pressure on the local road network that does not have the capacity particularly the B1256, Parsonage Road and the Four Ashes junction. The proposed secondary school will introduce additional traffic at school peak times. Traffic congestion is worsened by on-street parking. Objects on traffic generation grounds and the lack of capacity of J8 on the M11 with its onward links to Bishops Stortford and the A120. Congestion here and along the B1256 will worsen with the new Takeley housing and Taylor's Farm employment proposals.. Concern that the plan relies on increased use of B1256 and there will be excessive congestion arising from the proposed school	Good active travel links to the airport will be sought as part of the site guidance and planning conditions. Fly parking is a recognized issue which should be relieved slightly by improved accessibility by other transport means to the airport. It is an area of responsibility for the Highway Authority/ MAG and/or the land owners where unauthorized parking is occurring. Discussion with the airport and highways authorities authority on this matter is ongoing. The proposed access to new development will be designed in accordance with traffic management principles and road safety and this may mean the creation of new access points as the design evolves. It is recognized that some site allocations are not as close to railway stations as is desirable but many of the development sites in the higher order settlements with a railway station have consents or have been developed. One of the site selection criteria is existence of and the ability to improve on existing bus services. Takeley is served by services to local and further away destinations with good links to the airport as a major employment and commuter hub; any new development will be required to undertake mitigation works as a requirement of the site guidance and any future planning consents. The traffic model is undergoing refinement with more detailed testing of the proposed uses including employment and will identify potential mitigations at key junctions and road links. The traffic modelling takes into account all growth in the A120 corridor as well as proposed junction improvements arising from previous consents at the airport and Northside. If the analysis identifies unacceptable queues or congestion then further improvements will be needed and will be proposed in the Regulation draft 19. The inclusion of bus and cycling routes is designed to provide choice and to provide better access to the
NDLP1100	Pauline Ezra						
NDLP1085	Pauline Ezra						
NDLP996	Helen Carter						
NDLP986	Helen Carter						
NDLP911	Linda Steer						
NDLP863	Richard Hughes						
NDLP847	Janice Hughes						
NDLP842	Janice Hughes						
NDLP330	Marie Goodey						
NDLP146-C	Mr Bill Critchley						
NDLP116	Tim Connolly						
NDLP153	Graham Statter						
NDLP275	Lawrence Barling						

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NDLP1422	H Degun					<p>which must have car access and staff parking, warehousing and new development, access to the Flitch Way and retail at Great Dunmow, and is reliant on co-operation of MAG for sustainable access improvements. Beyond that are minor roads and winding lanes traversed by public footpaths and the Harcamlow Way. Appropriate infrastructure is not proposed in the Takeley development, the only initiative being the bus-only route across the site. The only railway station is at Stansted airport with poor public access and no clear evidence in the Local Plan of negotiation with MAG over its potential for growing use by non-airport customers, and even then this would exacerbate unauthorized car parking along roadsides leading to the airport to avoid car parking charges. Increased traffic will be generated by employees of the airport living in the new development. The Plan does not address Fly parking for airport users. The proposed cycling routes represent an urban intrusion into the rural area, altering its character. Issues around environmental quality arising from excessive traffic along the B1256 such as excessive noise pollution from lorries and cars, excessive car fumes affecting air quality, vibration from lorries, excessive traffic causing delays on the B1256. Many objections because of increasing traffic deriving from the homes, proposed employment and secondary school around Takeley, and Priors Green and along the B1256 despite the A120 bypass and due to planning consents for housing and industrial since it was opened in 2004. Important to ensure that any access arrangements do not impinge on the rural character of Jack's Lane. Smith's Green Lane may experience use by increased traffic that is out of character with its protected lane status and cannot be accommodated within the capacity of the route. Endurance Estates Land Promotion has outline planning consent on four sites in north Takeley. Construction is underway by Stonebond on land west of Parsonage Road, where a new roundabout has been constructed to open up land. Access to the western portion of the proposed allocation with new public transport connectivity for the whole development will come through land to the east of Parsonage Road which has outline planning permission for 88 homes (UTT/21/2488/OP). Hill Residential and the consortium are happy to work with the Council to ensure the successful delivery of this proposed strategic allocation.</p>	<p>countryside and not its urbanisation. The Master Plan envisages the retention of Smiths Green Lane as a green throughfare with limited access except by foot and bicycle and/or by car as at present. The proposed bus route will cross the Lane to link into Parsonage Road. Support of Endurance estates as an adjoining landowner is welcomed and further work will ensure the integration of access across the site into the Takeley allocation for sustainable travel purposes is an essential sustainability component of the Concept master plan.</p>
NDLP1560	Endurance Estates						
NDLP1816	Mr Bill Critchley						
NDLP2096	Paul Regeli						
NDLP2125	David Perry						
NDLP1907	Kenneth Reid						
NDLP1908	Paul Hinwood						
NDLP2023	Little Canfield Parish Council						
NDLP2027	R Leviton						
NDLP2125	David Perry						
NDLP2236	Kim James						
NDLP2609	Geoff Bagnall						
NDLP2616	Jackie Cheetham						
NDLP531 NDLP2945	Peter Hayward Alan Vye						
NDLP3045	Anne Cook						
NDLP1158	Sarah Firth				Takeley - Infrastructure	<p>Significant objection to expansion of Takeley since it is not considered to be a 'town' with associated high levels of community infrastructure to support a growing population. Claims that the draft Plan does not make provision for facilities. Growth of population in Takeley is putting a strain on infrastructure such as at the Four Ashes junction, doctors' surgeries, low water pressure, damage to grass verges and power cuts. Improved infrastructure at nearby growth towns such as Bishop's Stortford can accommodate more people and growth should be focused there and away from Takeley and rural areas. Queries how the Plan can be confident in the delivery of a new health facility in Takeley when the proposed Priors Green facility has not been delivered. Locating a secondary school in Takeley will add</p>	<p>The South Area Strategy requires the identified and associated infrastructure to be provided as an integral and timely part of the buildout of any development proposal. The site selection methodology considered a range of factors to identify the most sustainable locations. The most sustainable settlements are those with higher levels of services and facilities. All site proposals have been assessed for community and utility infrastructure needs which will be reflected in the Infrastructure Delivery Plan, and will be a requirement of any future planning consent. The concept master plan for Takeley includes a local centre and suggests a range of facilities that may be appropriate. The utility companies are engaged in the local plan process and the Infrastructure Delivery Plan (IDP) identifies issues of capacity and supply across the district. This will ensure</p>
NDLP866	Richard Hughes						
NDLP836	Janice Hughes						
NDLP146-B	Mr Bill Critchley						
NDLP54	Dan Vitale						
NDLP1727	Vicky Brown						
NDLP2238	Jean Johnson						

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NDLP2405	David Gary					to the traffic. Adverse impact on population growth of Takeley without improvements to infrastructure. New housing planned for Takeley would add further stress to the already low pressure water supply in the area, a problem that will become more acute due to changes in rainfall and the inadequate supply of reservoirs. Concerned about overall availability of Water Supply given the proposed increase in houses and therefore population. There has been a lack of investment in infrastructure since the 1990's to accommodate new development nor provide for local people. Suggestion that the district should have its own 'garden city' with its own infrastructure and services provided in time to accommodate new housing, to be run by a locally controlled development corporation.	that appropriate measures can be put in place before a site is allocated, and before any planning consent with appropriate conditions is granted.
NDLP1059	Terry Kemp						
NDLP1157	Dean Thomas						
NDLP2966	Bryan Pinchback						
NDLP3486	Allison Evans						
NDLP1131	Michael Marriage				Takeley - overall impact of growth	<p>There are several objections and concerns raised about the principal aspects of the proposed allocations, the details of which have been captured under headings elsewhere in this spreadsheet but concerns for the overall impact of growth in relation to the Takeley area are summarised here.</p> <ul style="list-style-type: none"> • Impact on wildlife and on the ancient woodland at Priors Wood; possibly consider this for a new country park and enhanced buffer zone beyond 15m ; how would the woodland be extended. Even with the 15m buffer zone pollution will impact on the sustainability of the woodland and wildlife• • The negative impact on the landscape, local heritage, ancient monuments, and countryside from increased traffic, noise, and light pollution. • Considerable concern about disproportionate growth of Takeley compared to other settlements. • contrary to the NPPF and local plan policy on habitat protection • Loss of agricultural land and opportunity encouraging developers to purchase valuable farmland. • Loss of the viability of ECC-owned Parkers Farm and the employment of the Coleman family tenant farmers for at least three generations; reduction in current farmland now owned by Weston Homes on fields farmed for 800-1000 years. • Vehicular access across Smiths Green Lane would impact on tranquility and wildlife here. • Use of Smiths Green Lane as school access is unsafe because the us no lighting. • New housing would affect the capacity of the new health facility. • No need for more employment because Northside makes adequate provision • High volume of new housing being is totally disproportionate and will change the nature of Takeley from a small village beyond all recognition. • Commentary on variety of impacts of housing growth including the suggestion that Elsenham is the more sustainable location than Takeley with access to the main railway line. • Impacts on the heritage assets have not been fully taken into account. • effect of noise and air pollution on residents and school students arising from the proposed new schools. • The character of the area will be obliterated if the green spaces between housing areas are eroded • Impact on congestion at Four Ashes in particular is already an accident waiting to happen, but the queues there are unsustainably large too - with no other routes out to reduce the pressure. Increased pollution at the Four Ashes junction <p>The Plan's Spatial Strategy is considered the most expedient given the level of new growth that needs to be accommodated and the level of services and facilities in the hierarchy of existing settlements which means locating growth where there is the most sustainable solution. In order to be achievable all elements will have to meet the relevant policy requirements and guidance. All the strategic development proposals in the South Area Strategy have been subject to analysis of impact on heritage, landscape character, environment, transport etc. It is important to provide a range of employment opportunities in addition to the larger scale offer that will become available at Northside. Development will be required to comply with site guidelines in addition to the district Design Code. All infrastructure will be agreed with the provider, costed and the viability and timing of implementation assessed in order that the plan can be found sound.</p>	
NDLP993	Helen Carter						
NDLP983	Helen Carter						
NDLP872	Philip Platt						
NDLP409	Mr Bill Critchley						
NDLP100	Claire Larter						
NDLP345	Janis Keith						
NDLP827	Anthony Adair						
NDLP1238	Charlotte Parks						
NDLP1871	Amanda Gibson						
NDLP1483	Jane Clark						
NDLP1360	Debra Jones						
NDLP1440	David Perry						
NDLP1566	Helen Carpenter						
NDLP1968	Sue De Ats						
NDLP1969	Tim De-Ats						
NDLP1731	Mr Iain Page						
NDLP1918	Judy Marlow						
NDLP1904	Terry Schroder						
NDLP2134	Ron and Jan Griffiths						

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NDLP1655	Diane Conway					<p>caused by increased traffic volumes. •Difficult to make linkages to existing development so isolated new settlement.</p> <p>•Impact on community infrastructure including health facilities and doctor's surgery. •Concern that delivery of infrastructure is the responsibility if several other organisations and not within the control of the local Plan e.g., Essex County Council for Education and Transport, the Health Authority, Affinity Water Authorities. •Schools at capacity and excess traffic from children being driven to school.</p> <p>•Impact on existing under-maintenance of the road network</p> <p>•Uneven allocation of growth in the district towards the Little Canfield/Takeley areas with consequent increase in car usage which is in contradiction with climate change ambitions. •Junction 8 is congested and respondent suggests a new A120 junction. •A 12FE secondary school needs its own access. Might be better located in Great Dunmow our local town, where there is a transport system and local commerce to support it. •Any transport hub at Stansted airport means the cost of travel by train should be reduced but crucially needs the support of the Manchester Airports Group •Insufficient water supply and low water pressure.</p> <p>•The roads are already highly congested, especially in peak hours, and with no rail station and sporadic bus services, residents have to drive given the rural nature of the area.</p> <p>•Cycling or walking simply is not an option because of inadequate facilities and distances. •Additional traffic and HGV on Parsonage Road; already, 53 lorries were counted on 16th November 10.00am and 11.00am – how will it accommodate walking and cycling? •Light pollution from new estates and traffic compared to 'dark' wooded areas pre-development. • Because no easy access to a national rail station increasing numbers of commuters will drive to Stansted, Eisenham and Bishops Stortford as they currently do, rather than to an offshoot to the airport. •Many developments in Takeley located within the previous designated Countryside Protection Zone, removed by the Uttlesford Council without any discussion with local residents but will mean a large housing estate in the countryside, rather than develop land around an existing facility. Removing a large area of the CPZ around Takeley will not provide protection of the countryside around the airport and 'preserve its rural character' but will cause coalescence. • Uneven impact of development across the district with little development proposed where there is access to a mainline rail station at Wenden's Ambo, Newport, Great Chesterford. •Reduced impact on south Uttlesford if there were a purpose-built new town so all facilities and transport links can be incorporated from the planning stage, as opposed to the ongoing 'tacking on' to towns and villages that is currently proposed. •Great Chesterford Research Park is the second largest economic driver in the Uttlesford area, and new development should be proposed there. •The local community and planning inspectors have rejected all planning applications or proposals to build houses on what is ancient, historical and</p>	
NDLP2028	P Barber						
NDLP2068	Stephen Jolly						
NDLP2134	Ron and Jan Griffiths						
NDLP2173	Phillip Bodsworth						
NDLP2185	Pauline Ezra						
NDLP2398	Jane Gray						
NDLP2808	Jackie Cheetham						
NDLP3488	Allison Evans						

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						agricultural countryside and this should be respected by the local plan allocations. •Need for greenspace and accesses to the Flitch Way are on private land requiring permission of the landowners to improve so potential conflict with the Local Plan statement that: "Our Plan includes policies to protect the natural environment but also to encourage increased access to open space and semi-natural habitats areas.	
NDLP734	Sharon Critchley				Takeley - Public Open Space	Inappropriate public open space is proposed in the form of a 'green wedge' on the Takeley scheme with uncertainty of maintenance responsibilities, and broken up by bus and cycle routes. Impact on ancient Priors Wood by access with particular concern for impact on the range of wildlife species. No area of public open space is proposed in the Takeley scheme unlike Stansted Mountfitchet and Great Dunmow; Flitch Way functions as a country park and not only as a cycle route. Supports for the creation of country park and areas of open space in association with proposed development sites but they must include links to Public Rights of Way and bridleways. Suggests that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians. There is some concern that it has been relegated for developers to provide open space despite assurance in the local plan process that the concept of green space was significant within the Local Plan.	The open space proposed in the Takeley master plan will be provided as part of the overall scheme. Small areas of open space have little functionality and the aim is to create linked spaces but it is not intended to create a country park here. Public open space is proposed in all three strategic sites in this South Area Strategy – this has been greatly increased following the Reg 18 consultation and more detailed evidence gathering. It is recognized that the Flitch Way performs several functions and clarity over future improvements and role will be developed as part of a programme. The Local Plan embeds the concept of green infrastructure throughout its policies, site guidance and in evidence gathering. Its core objectives (SO1- ecological and climate emergency; SO2- protect valued landscapes; SO3- protect the natural environment; all have a strong green focus.
NDLP1171 NDLP1153 NDLP1148 NDLP1087 NDLP820 NDLP818 NDLP626 NDLP408 NDLP331 NDLP146-A NDLP107 NDLP802 NDLP803 NDLP106 NDLP368	Sarah Firth Jackie Deane David Adams Pauline Ezra Paul Beckett Paul Beckett Belinda Eden Mr Bill Critchley Marie Goodey Mr Bill Critchley Ian Gibson Linda Steer Linda Steer Amanda Gibson Joe Argent	Parish Clerk Takeley			Takeley - Environment	Respondents cite the Government's Climate Change Committee that talks about sustainable farming practice and local food consumption and hence the Plan should not be proposing the loss of valuable agricultural land for housing in this southern part of the district; the local plan should consider pasture and pastoral land. Many objections around destruction of valuable trees and encroachment on heritage woodland, thus ignoring the growing worldwide concern about global warming and climate change, where trees provide valuable protection alongside the need to retain farmland and become more self-sufficient in growing valuable crops. Appeal Inspector Richard McCoy stated "I have concluded that the proximity of the development to Prior's Wood in place of an open agrarian field would result in harm to the character and appearance of the area, including Prior's Wood. The concern under this main issue is that trees within the woodland itself would be harmed by the proposed development". Need to protect this ancient woodland and not route a cycle path through it, nor across Warish Hall Lane/Smiths Green Lane. As another inspector said: "ancient woodland is an irreplaceable habitat - once it is gone it is gone forever." Parish Council strongly objects to the size of the Takeley/Little Canfield allocation, to its heritage, landscape and ecological harm and lack of delivery of sustainable transport routes. Linking the new Priors Green to the Smiths Green Conservation Area will harm the rural character and agrarian setting including that of Parkers Farm and its long links with the local agricultural economy. Smith's Green Lane is a protected rural lane and alongside Jacks Lane, their use for a bus route would mean lighting,	Refer to other responses. The proposed masterplan has improved greatly since the Reg 18 version and includes greater protection for the heritage asset, expansion of the Ancient Woodland, increased areas of open space and habitat creation/ biodiversity gain, etc.

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NDLP830	Laura Williams					surfacing and other 'urbanising' features. The proposed cycling and walking routes to the airport would need to negotiate the airport roundabouts and are not practicable. The proposed secondary school is felt not to be needed in this area and will reduce the linear form that characterises historic development of Takeley Heritage and Landscape assessment for Takeley Parish Council in May 2022 identified the environmental character of the area with "the development of hamlets around greens the strong association of the settlement form and character with the landscape. The sense of being set away and 'isolated' from the main settlement of Takeley is still found at Smiths Green. This is reinforced by the lack of visibility of development in the views from these areas with strong views over the open countryside. The greens, verges and lanes all reinforce the rural character of the area.	
NDLP1208	Mrs Lucy Gibson						
NDLP1815	Mr Bill Critchley						
NDLP1893B	Karen Quinn						
NDLP2235	Kim James						
NDLP2526	Judy Marlow						
NDLP2608	Geoff Bagnall						
NDLP2613	Jackie Cheetham						
NDLP2784	Lorraine Flawn						
NDLP2805	Jackie Cheetham						
NDLP1149	Dean Thomas						
NDLP2947	Alan Vye						
NDLP2969	Bryan Pinchback						
NDLP2970	Bryan Pinchback						
NDLP2971	Bryan Pinchback						
NDLP2978	Bryan Pinchback						
NDLP2979	Bryan Pinchback						
NDLP808	Linda Steer						
NDLP807	Linda Steer						
NDLP478	Mr Bill Critchley				Takeley Facilities	It is suggested that Takeley has few facilities and development in the Country Park will further erode those available. It is also stated that the description of Takeley is inaccurate, that it is not a 'town' and that there are no bus routes along Dunmow Road .	The proposed Local Plan allocation will provide a new local centre, education provision, a new health centre along with a range of other benefits including biodiversity gain and open space. There are no developments proposed within Country Parks, but new Country Park provision is proposed. Takeley is classified correctly as a Local Centre. Town centre Use of "town centre" refers to types of use" in the centre of Takeley.
NDLP4305	Hertfordshire County Council				Takeley – Cross Boundary Links	Comment highlighting that most trips from Takeley to access services, education, employment and retail are into Hertfordshire. It states that the plan should consider these when planning strategic sites. The comment suggests	Noted, when proposing the allocated sites active travel links to employment and retail provision , across boundaries will be considered.

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						strengthening bus services to Bishops Stortford or improving the Flitch Way link into Bishops Stortford.	
NDLP1093	Pauline Ezra				Water Management and Flooding	Concern over impact on the balancing ponds designed to address water management for Priors Green development if there is further housing development since when it rains heavily, this ground is sodden and sections of land appear to sink. There is currently a ditch that runs around the current estate but by creating a bus route here from one field to another will impede the water course and flow of water. A new bus routes and cycle/ pedestrian access should therefore be located outside the field boundary. There is concern over localised flooding that may be aggravated at Great and Little Easton, and at Crouches Farm, Church End, and increase the likelihood of flooding of heritage and properties and roads around Braintree Road, the River Chelmer and Merks Hill Wood. Increased incidence of local flooding also in Bigod's Lane will be exacerbated by new housing development, a concern that was voiced by Anglia Water regarding the refusal of planning application for 50 houses on the south side of the Church End strategic site. In Stansted Mountfitchet, the land adjacent to High Lane is prone to flooding and its agricultural use helps to protect the local area from flooding. The Environment Agency made several observations and requirements as follows. The Environment Agency requires the sequential approach for all the site allocations especially for residential, so as to consider properly flooding and opportunities to mitigate flood risk. The EA request that the site allocations are revised to take into consideration the EA comments on flood risk, areas that are included in the EA flood alert and warning areas. In the south Uttlesford area, these primarily are listed by the EA and cover: the River Stort, Stansted Brook and their tributaries from Clavering to Hoddesdon including Stanstead Mountfitchet ;the Upper River Roding including Molehill Green, Dunmow, and southwards with flood alert area only in Uttlesford; the Pincey Brook and its tributaries from Takeley to Harlow including Hatfield Broad Oak, Hatfield Heath and Sheering with flood alert area only in Uttlesford; Stansted Brook at Stansted Mountfitchet . The Stansted Mountfitchet 023+013 and East of High Lane North and Walpole Meadows North, East of Pennington Lane - Site Allocations Flood Risk do not include mention of the Ugley Brook, a statutory main river, which runs through the middle of the site for East of High Lane North, and on the boundary of the Walpole Meadows North site which have indication of flood zones 2 and 3 on site. The Master Plan Concept map should label the main river line, flood zones and flood extents. This is important for the East of High Lane North site proposed for 140 dwellings with flood zone 3 and 3b where some of the development would be in close proximity to the main river and potential built development in functional floodplain, consequently impacting floodplain storage. The section needs to assess the implications of climate change on flood risk as required in. Core Policy 36 and the SFRA. The National Receptor	Any proposed development and amendments will be subject to a full drainage analysis to ensure drainage from new development can be accommodated in SUDs and using other sustainable methods, and that there would be no predicted impact on existing sites or SUDs balancing ponds or other arrangements. The strategic site guidance will require a full and acceptable local drainage mitigation strategy that will protect existing areas as well as provide a sound water management scheme for the proposed new development. The SFRA will be updated and instances of localised flooding investigated. The Council will work with the Environment Agency, County as drainage authority and developer to design and test a suitable scheme which will allow for increased probability of flooding due to climate change calculations too. The council's Water Cycle study will take the baseline work and review the impact of proposed development on water flow and flood risk. Site developing requirements will include a drainage and water management strategy that will address wildlife impacts too. The water management and site drainage strategy will need to comply with policy CP37. These checks and balances will be tested to ensure that the potential for local flooding will be addressed and mitigated. All the EA advice will be required to be followed and explored further for the Stansted and Takeley sites' master plan guidance and as policy alongside the EA statutory requirements.
NDLP1040	Suzanne Platt						
NDLP1034	Louise Howles						
NDLP1033	Louise Howles						
NDLP1032	Louise Howles						
NDLP841	Michael O'Reilly						
NDLP839	Philip Platt						
NDLP733C	Melissa Burgess						
NDLP582	Stewart Garrick						
NDLP389	David Heaven						
NDLP354	Darren Dack						
NDLP292	James Eyre						
NDLP63-B	Catherine Charles						
NDLP57	Jonathan Fox						
NDLP120	Martin Fricker						
NDLP201	Keith Kear						
NDLP653A	Andrew Wise						
NDLP1297	Helen Haines						
NDLP1481	Environment Agency						
NDLP2088	Mrs Elaine Hussain						
NDLP2163C	Keith Yates						
NDLP2186	Pauline Ezra						
NDLP2848	Mrs Amanda Perry						
NDLP516	Jane Wilson						

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NDLP3042B	Susanne Chumbley					Database from 2022, in Stansted Mountfitchet, identified eleven residential properties and fifteen commercial properties in the 1 in 100 year+ Climate Change (20%) extent. Site guidance should look at implementing any Green Blue Infrastructure for flood risk management in line with Core Policy 39, preferably using Natural Flood Management (NFM) working with the landowner. Any development upstream needs to also consider that flood risk is not increased downstream. EA recommend that there will be a commitment to an undeveloped, naturalised buffer zone of at least 8m, which is maintained and undeveloped with all new proposals. Groundwater is sensitive at Stansted being within a Source Protection Zone 2 (SPZ2), a catchment area for sources of potable, high quality water supplies and the site sits atop a number of aquifers with sensitive designations: Chalk Bedrock, Thanet Sand and Lambeth Group Bedrock, Sand and Gravel Superficial Deposits. The site sits within a WFD groundwater water body - Upper Lee Chalk and development at this site should follow the listed groundwater and land quality advice and the 'Approach to Groundwater Protection' The use of piled foundations at this site would require a supporting Foundation Works Risk Assessment demonstrating that they would not result in a deterioration of groundwater quality. For the Takeley sites (007 MIX + 016 RES) close to the site allocation is the Takeley Stream, sections of this culvert are Below Required Condition (BRC) and if there is scope, then improvements should be sought to bring the assets up to condition.	
NDLP3352B	Laura Balerdi						
NDLP2698	Pascale Muir						
NDLP1493	Thames Water				Water supply	There are water supply and pressure issues at peak times in Takeley; the Plan should refer to a commitment from the utility companies to address this very well-known issue. The plan needs to address plans for Waste Water, as the properties in the Takeley area have private septic tanks. The water discharge will flow into the only feed for the Hatfield Forest Lake so separate infrastructure is required. There is a lack of available water for fire crews and on occasion the Stansted Airport Fire Service has had to assist. Thames Water consider that the scale of development at the Takeley site is likely to require upgrades to the wastewater network and sewage treatment infrastructure and that the Developer and the Local Planning Authority should liaise with Thames Water to agree a housing and infrastructure phasing plan to determine the magnitude of spare capacity and what phasing may be required. This should ensure development does not outpace delivery of essential network upgrades and will obviate the need for planning conditions at a later stage.	The capacity of the utilities, waste water and water supply network are the subject of the Infrastructure Delivery Plan and adequate measures will be required to be in place to ensure that the water supply and other utilities are available in advance of the occupation of the development. Strategic Policy 5 and core policy CP5 require the utility infrastructure to be installed in a timely way. The Infrastructure Delivery Plan will identify utility issues, phasing and costs.
NDLP2948	Alan Vye						
NDLP2949	Alan Vye						
NDLP2967	Bryan Pinchback						
NDLP2968	Bryan Pinchback						
NDLP2984	Mr Gary Slaughter						
NDLP2992	Susan Le Good						
NDLP3492B	Allison Evans						

Table 2 Core Policy 11: Stansted Airport

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP557	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flich Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual			Accessibility and sustainable travel	General commentary on sustainable travel regarding the strategic sites where the aim is to enable people to travel for every day needs including for work by non-car modes, as far as is possible in a rural area. By proposing to improve linkages for cyclists and pedestrians and to improve bus services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers. Respondent makes the important point that a policy requirement of 'should' does not guarantee delivery e.g. need for reliable bus services at all times to aid journeys to work/airport .Queries whether the Council has support from MAG for improved and safe non-car access to and around the airport to create a sustainable route ; this is important since car parking and drop-off is a major source of income for the airport and train fares are expensive. Coopers End roundabout is restricting. This is contrary to developing a role as a transport hub. Respondent supports the climate change objectives in the Plan and suggest that the airport authority should be encouraged to support more sustainable travel initiatives such as walking and cycling links and/or a spur from the Flich Way.	The creation of sustainable transport routes and the encouragement of active travel modes are key to the spatial strategy and climate change objectives. The council will continue to explore with MAG how in collaboration, working towards this objective can be progressed. The plan has policy on sustainable transport and will require contributions to a proposed future programme to support the Flich Way in the future. The aim of the approach for the strategic sites is to enable people to travel for every day needs including for work by non-car modes, as far as is possible in a rural area. By proposing to improve linkages for cyclists and pedestrians and to improve bus services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers. Every effort is being made to encourage sustainable transport links and improvements as policy and site guidance requirements for strategic development proposals. In addition the council is engaged in transport- related projects that aim to improve cycling and walking connections.
NDLP378A NDLP4012	Mr Bill Critchley Unknown						
NDLP3785	Ministry of Defence Safeguarding				Aerodrome safeguarding - MOD	MOD response identifies safeguarding zones that are designated to preserve the operation and capability of Carver Barracks. Additionally, the MOD have an interest within the plan area, in a new technical asset known, the East 2 WAM Network, which contributes to aviation safety by feeding into the air traffic management system in the Eastern areas of England. There is the potential for development to impact on the operation and/or capability of this new technical asset for which the MOD will need to be consulted on.	The MOD sets out a set of circumstances where development may impact on their operations and therefore consultation and liaison with the MOD is required, which the Council will continue to undertake.
NDLP4015	MAG London Stansted Airport				Aerodrome safeguarding - MAG	MAG supports reference to aerodrome safeguarding. Notes that text contains inaccuracies that need correction. Suggests various amendments including splitting CPII (Stansted Airport) into two policies dedicated to the (1)airport's operation and development, and (2) on aerodrome safeguarding. The Safeguarding Zones map at Appendix 5 should be removed because the zones are liable to change and an out-of-date map would be misleading; the Plan should refer to the need for applicants to use the latest safeguarding maps held by the Council. References to aerodrome safeguarding should be included in policies 15, 25, 33, 37, 39 and 40. Proposals for a new policy were included in the response.	All points made by MAG are noted and will be considered for inclusion in the updated Local Plan section on the airport within text or policy as appropriate.

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NDLP1019	Mark Bulling				Air pollution	Plan should have regard to air pollution from planes in consideration of land use policies.	The plan includes various environmental policies which can address area of particular concern.
NDLP564 NDLP1829	Mr Michael Young Essex County Council				Airport - strategic significance	The Local Plan should reflect the significance of the role of the airport at a regional and national level with the busiest single terminal in the UK and its capacity and driver for growth. It contributes 12,000 jobs, £1bn to the national economy, facilitates tourism and is the UK's second largest cargo airport by weight. Cargo relies on easy access provided through the A120 and M11 in all directions operating through the World Cargo Centre. Furthermore there should be recognition of the first purpose-built aviation- related college at an airport. Core Policy 11 should ensure alignment with the Dept. Transport national aviation policy; the county does not support the policy. They suggest that the draft local plan lacks clarity to ensure mitigation is adequate for future growth and that the overall planning context for growth at Stansted is more focused. Correct the statement that Stansted is the fourth and not the second busiest airport.	These comments are noted. It is recognised that the policy could place more emphasis on and provide for the needs of the airport as a significant economic driver and not only in the context of local growth and the need for mitigation. The council will undertake to increase collaborative working with the county and with the Manchester Airports Group and other relevant stakeholders to strengthen this policy in the Regulation 19 draft Local Plan. The traffic passing through and cargo handled by Stansted has been reported in different ways and suffice it to say that the airport is nationally significant, is set to increase its passenger numbers by nearly 20% and is a major contributor to the local and regional economy. The Local Plan policy will be reviewed to reflect its importance and operational needs whilst respecting local impact.
NDLP306 NDLP1056 NDLP4025	Sally Taylor Terry Kemp MAG London Stansted Airport	Councillor Birchanger Parish Council			Airport car parking and traffic	There is no policy, unlike in the 2005 adopted Plan, which states that 'proposals for car parking associated with any use at Stansted Airport will be refused beyond the Airport boundaries, as defined in the Stansted Airport Inset Map'. The scale and management of car parking needs to be carefully controlled to maximise the percentage of passengers using public transport to get to or from the airport. The 2005 policy says it was important that the character of the villages and countryside around Stansted were not damaged by car parking. The draft Local Plan should include a statement on this. Informal parking by airport users in Takeley is dangerous and unsafe with no formal parking areas are provided in Takeley. Traffic will increase as passenger numbers increase and passengers will largely arrive by car; there will be growth in traffic deriving from increase in employees too.	The issue of car parking in and around the airport is an acknowledged nuisance for local residents and detracts from the encouragement to use non-car means to access the airport which is key guidance in this local plan. Suggest the issue is addressed as a statement or as a policy clause as suggested by MAG. The intention is not to encourage car use by providing for parking in Takeley but to improve bus service and cycling/walking access so that these modes of travel are used. Hence strategic sites are required to provide for these improvements. There are a range of parking restrictions and approaches to enforcement that have been successful in other residential areas, and these can be considered in relation to the proposed allocation at Takeley. The Transport Model takes into account all existing and predicted traffic movements, land uses, junctions etc. and will provide an overview and appropriate mitigation. This is covered in the transport policies and the provision of safe non-car routes will continue to be explored.
NDLP489	Mr Ken McDonald				Airport employment	Nature of employment use that relates to the airport directly should be relocated on airport land.	In addition to policies relating to the airport and its uses, including for some employment, it is important the Local Plan makes provision for employment over and above the airport and any employment associated with the airport and that needs to be provided for on separate sites, albeit, the evidence demonstrates that some of this should be in proximity to the airport.
NDLP217 NDLP485 NDLP488 NDLP904 NDLP1004	Mr Richard Gilyead Mr Ken McDonald Mr Ken McDonald Allison Ward				Airport operations	A range of general comments were received relating to the Airport. These include: • Seeks confirmation that airport activities will be retained in the airport boundary as in the long-established policy. • Concerned about measures to protect from 'glint and glare' from solar panels. • Policy should oppose harmful impact of aircraft and airport activity. • The 2005 policy limiting car parking associated with the airport to the airport boundaries should be replicated otherwise it opens the surrounding countryside and	The retention of the requirements of the previous policy on airport activity within the defined boundary will be considered in Regulation 19. Policy CP25 on renewable energy takes into account safety considerations for aircraft but will be reviewed with respect to aircraft safety in particular. Policy is designed to protect amenity as far as possible whilst allow airport to operate. Will consider the Parish Council's suggested revision to policy and policy wording will be reviewed following from consultation and to reflect Government policy. It is important to remember that any proposals for airport expansion and or its operation is a

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NDLP1083 NDLP269 NDLP1729	Colin Arnott Jackie Deane John Welham Hazel Taylor					villages to airport parking sites. The policy should also clearly promote sustainable transport and only permit additional surface parking within the airport if this is appropriately assessed. <ul style="list-style-type: none"> Parish Council suggests the policy should be amended to include 'the provision of additional or replacement airport-related parking will be refused beyond the airport boundaries. Policy should specifically exclude any expansion to a second airport runway and to support making 'best use' of the existing runway as confirmed in the Airport Inquiry in 2020. Para 6.9, bullet 6 refers to 33 hectares of potential strategic employment space which threatens the long-established status quo of airport-related employment only on airport land and no non-airport activity and as a long-established policy should not be breached. 	matter for Nationally Significant Infrastructure Projects and do not fall within the remit of the Local Plan. The Local Plan must also be supportive of appropriate economic growth in line with national policy. The Economic Needs Assessment makes it clear that employment growth is needed that relates both to and out-with the airport operations.
NDLP3089	Segro				Cargo Policy	The range and diversity of employment opportunities in relation to Stansted Airport is welcomed as are improvements to Parsonage Road that will help employees. The Adopted Local Plan (2005) and Policies Map identifies the SEGRO as located within the AIR2 Development Zone (Policy AIR2 – Cargo Handling / Aircraft Maintenance Area). The AIR2 Development Zone is recognised as a cargo handling / aircraft maintenance area which is “principally reserved for the repair, overhaul, maintenance and refurbishment of aircraft, and facilities associated with the transfer of freight between road vehicles and aircraft, or between aircraft”. However, the Regulation 18 Local Plan has replaced Policy AIR2 and with Core Policy 11 (London Stansted Airport) which provides an overarching Airport policy but makes no reference to the Site or its use as a cargo handling or aircraft maintenance development zone. SEGRO request that the Site is allocated for employment use (and on the future Policies Map), as well as cargo handling and aircraft maintenance. This is on the basis that the Site is no longer supported by the allocation of the AIR2 Development Zone. It is considered that this will provide flexibility for a range of logistics and employment uses to come forward in an area that will support economic growth.	The importance of providing for employment and the aircraft-related industries, logistics and cargo sectors is recognised. The policy wording will be reviewed along with the site allocation in the Regulation 19 draft and policies map.
NDLP852 NDLP2230 NDLP2297 NDLP3521 NDLP4019	Allison Ward Much Hadham Parish Council Deborah Bryce Takeley Neighbourhood Plan Steering MAG London Stansted Airport	Parish Clerk High Easter Parish Council	Allison Ward		Noise and Nuisance	Concern that airflights pass over the parish slightly outside the recognised flight paths and create unwelcome noise nuisance, also over noise for sensitive uses especially during evening and nighttime hours. Policy should make clear that the Local Plan will support making 'best use' of the runway and allow airport-related activities only. The plan must include adequate policy to protect amenity from airport nuisance including noise, safety, night flights. Noise nuisance protections need to be in place including air safety. The policy should refer to the Stansted Airport Noise Action Plan in order to seek maximum reductions in noise. Concerned that the proposed location of sensitive uses such as the proposed secondary school, health and housing proposed in the CPZ which is affected by noise in parts. From MAG References to noise should be	The airport policy and noise policy will be reviewed to ensure that adequate safeguards are set out in the policies. Wording of this policy can be amended to include reference to the airport action plans on noise reduction.

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NDLP687	Nicola Davies					strengthened and add more explanatory text, or relocate to the noise section and CP44 chapter. Proposes the following amendment to Paragraph 6.28 that "Aircraft noise is generally exempt from the general noise nuisance controls. The Department for Transport (DIT) is responsible for the control of aircraft noise, and regulates Stansted as a 'designated Airport' and as such determines Stansted's Noise Abatement Procedures" . The Civil Aviation Authority' ¹ indicates the overall policy is that noise issues are best handled at a local level by the airport and the relevant local authority, engaging with people who are affected by noise, as is the case for the most recent planning permission relating to airport operations which has a planning condition establishing areas within noise contours at different stages of the airport's passenger growth. Respondent proposes that there is also new explanatory text aligned with the Government's latest aviation noise policy statement (March 2023,Department for Transport's policy paper on aviation noise policy ¹² . A new policy paper is anticipated from Government . However, the provision of the data contained in the five sections of paragraph 6.29 is not standard practice across UK airports. and is proposed to be re-framed to refer to the annual noise contours for the airport as a well-established means to understand the level and geographical extent of noise arising from aircraft. New development proposals should be considered having regard to those contours when decisions are made.	
NDLP255	Jonathan Fox				Policy wording	Respondent makes the overall point that the Council UDC has an obligation to ensure Stansted Airport plays its part in reducing CO2 emissions to reduce global warming. COP 28 reinforced the need for urgent global action to dramatically reduce carbon emissions, to which aviation is a major contributor. Stansted airport is the fourth and not the second busiest airport. Wording of policy needs to emphasize that the Plan will support making best use of the airport but not a second runway extension but that the Council will work collaboratively with the airport to mitigate environmental and climate change impacts. The policy wording seems to be more liberal than Government policy but should reflect it on best use of the existing runway defined as a throughput of 43 million passengers per annum, and protect the CPZ with no change in boundary. The policy should also make clear that UDC does not support any increase in this limit or any additional runway. Wording needs to reference the current position regarding its role as an international travel gateway; the continued growth of the airport and its consequential increase in its economic contribution to the local, regional and national economy; reference to B8 (not B1) uses at Northside and the 'expanded' (not new)terminal facility; Paragraph 6.20 reference to the airport as a 'transport hub' should explicitly describe the airport as an international gateway, reflecting its primary air travel function. Needs to emphasise in this core policy a requirement to maximise possible reductions in noise	Policy wording will be reviewed following from consultation and to reflect Government policy and status of airport in relation to business league tables (1 London Heathrow – 61.6 million passengers; 2 London Gatwick – 32.83 million passengers; 3 Manchester – 23.34 million passengers; 4 London Stansted – 23.29 million passengers (Jul 2023)). Supporting statement will clarify the airport's function and economic role. Noise reduction in the Stansted Airport Noise Action Plan will be referenced. It is important to note that any proposals for development at the Airport will be subject to Nationally Significant Infrastructure Projects and fall outside the scope of the Local Plan. The Local Plan must be supportive of economic growth in line with national policy.
NDLP287	Dominic Davey						
NDLP289	Val McKirdy						
NDLP304	Sally Taylor	Councillor Birchanger Parish Council					
NDLP375	Michael Schultz						
NDLP560	Mr Michael Young						
NDLP630	Mr Ken McDonald						
NDLP713	Christine Coultrup						
NDLP816	Nicola Davies	Parish Clerk High Easter Parish Council					
NDLP850	Allison Ward						
NDLP903	Allison Ward	Parish Clerk Great Canfield Parish Council					

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NDLP305	Sally Taylor	Councillor Birchanger Parish Council				through compliance with the Stansted Airport Noise Action Plan.	
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1228							
NDLP1230	Simon Havers	President Bishop's Stortford Civic Federation					
	John Rhodes						
NDLP1305							
NDLP1311	Mr Quintus Benziger						
NDLP1312	Patricia Harrison						
NDLP1359	Colin Harrison						
NDLP1873							
NDLP1397	Mr Keith Vines Patrick Going						
NDLP1527							
NDLP1531	Richard Vallance						
NDLP1562	Mr Peter Turner						
NDLP1596	Silke Sheppard	Clerk Sawbridgeworth Town Council					
NDLP1665	Eileen Kay						
NDLP1673	Mr Richard Bowran						
NDLP1506	Antony Wordsworth						
NDLP2120	Anne Wordsworth						
NDLP1867	Mr Bruce Drew						
NDLP1496	Michael and Patricia Fairchild	Office Manager Stop Stansted Expansion					
NDLP1649	Mike Parnell						
NDLP1652							
NDLP1980	Stansted Airport Watch						

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NDLP1983	Sue Cony						
NDLP2026	Patrick Harte						
NDLP2042	Phyllis Clark						
NDLP2120	Rebecca Foley						
NDLP2180	Mr and Mrs Hudson						
NDLP2516	Douglas Kent						
NDLP2535	Michael and Patricia Fairchild						
NDLP2573	Mr Roger Clark						
NDLP2734	Michael and Patricia Fairchild						
NDLP2803	Gillian Mulley						
NDLP4014	Little Hallingbury Parish Council						
NDLP1888	Paula Griffiths						
	Amanda Deans						
	MAG London Stansted Airport						
	Karen Quinn						
NDLP378B	Mr Bill Critchley				Public Safety	There is no policy on public safety zones (PSZ) unlike in the 2005 adopted plan. Department for Transport policy paper 'Control of development in airport safety zones, updated in 2021, states that: "Local Plans should identify that: 7) PSZs have been established for a particular airport. 2) That there is a general presumption against most kinds of new development and against certain changes of use and extensions to existing properties within the zones, as described 3) The extent of PSZs should be indicated on local plan maps." A PSZ remains at Stansted Airport and the Local Plan should include a suitable policy to guide applicants for prospective development within the Zone. Maps compiled by Stansted Airport indicating the extent of the PSZ at either end of the airport's runway should be included as an appendix to the Local Plan and, as a land use component, should also be shown on the Local Plan map. Furthermore, a suitable	The Local Plan does make reference to a safeguarded area around the Airport, where there may be restrictions on development and where the airport would need to be consulted, so there may simply be a mismatch of terminology used. This will be addressed in the Reg 19 version of the Local Plan.
NDLP4018	MAG London Stansted Airport						

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						policy and explanatory text for insertion into the South Uttlesford Chapter is recommended.	
NDLP766	Mr Neil Reeve				Renewable energy	Encourage the Airport to put solar panels above the extensive open carparking areas.	This suggestion aligns with the renewable energy policy (number 25) and will be included as an encouragement in this airport policy in the Regulation 19 draft
NDLP2646	Future Workplace Property Unit Trus				Support	FWPUT welcome recognition within the draft Local Plan of the scale and importance of Stansted Airport for the area, and with the October 2023 planning consent to grow its capacity from 35 to 43 million passengers per annum, this importance will only continue to grow. The growth of Stansted Airport, including as a hospitality centre and as a stimulus to ancillary services is highlighted as integral to its role as one of the country's busiest airports. The draft Local Plan recognises that it will need to take into consideration the Airport's growth, including that in relation to employment opportunities, and how it will be necessary to ensure that economic and employment benefits are accessible to all communities across the district. As recognised in the draft Local Plan, Stansted Airport's expansion and its anticipated substantial increase in passenger numbers make it necessary to consider implications for surrounding supporting uses and services, including those related to hotels and tourism. FWPUT welcome Strategic Objectives 7 and 8, where it is noted that the planned expansion of Stansted Airport should be embraced, economic development opportunities maintained, and that employment opportunities across sectors including tourism should be promoted. FWPUT welcome Paragraph 6.24's statement that support will be given to appropriate aviation-related development proposals and the airport's contribution to the local economy. Adjoining District Council supports the recognition of Stansted airport as a multi-modal hub and supports the proposed strengthening of railway facilities.	The relevant policies will be viewed to ensure there is robust support for airport-related activity in appropriate locations. Recognise the importance of permitting and encouraging airport related uses, including in the hospitality sector, and to restricting unrelated development in these rural locations.
NDLP2648	Future Workplace Property Unit Trus						
NDLP2656	East Herts District Council						
NDLP102	Andy Tongue				Transport Hub	The promotion of the airport as a transport hub is hindered by the high cost of rail fares and drop off/pick-up charges, together with no direct pedestrian access since the Parsonage Road pavement is around 0.5km too short. Concern that promotion of use of the airport as a transport hub, despite efforts to encourage pedestrian and bicycle use, will inevitably lead to additional demand for car parking and that this should be accommodated underground or in multi-storey car parks rather than in open ground. Add to policy the encouragement of walking and cycling to the airport from the Takeley area in order to encourage its use as a local transport hub. It is difficult to use Stansted airport for commuters as a local transport hub without provision of commuter parking.	Whilst the potential to improve access to the transport hub at the airport is attractive , it must also be considered that the airport, and its associated on site services, facilities and associated employers, is by far the largest concentration of employment within Uttlesford - on that basis, improving access via sustainable modes is not only to facilitate use of the transport hub, but also for those that work at the airport. The provision of more affordable housing in more accessible locations where access to the airport via sustainable travel is improved can only assist with reducing the level of vehicle trips. There will be further discussion and negotiations with the Airport authority in terms of easy access for non-airport passengers and discussions with the rail and coach operators. The Transport Hub issues are being discussed with the airport authority to achieve optimal land use, operations and good design for any additional parking should this be proposed. The provision of parking that accords with the needs of local commuters will also be discussed with the airport authority with a view to addressing this issue in Regulation 19 and/or where the Council can influence.
NDLP714	Christine Coultrup						
NDLP766	Mr Neil Reeve						
NDLP805	Howard Lees						

Table 3 Core Policy 12: Stansted Airport Countryside Protection Zone

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3180 NDLP3181 NDLP2024A	Phoenix Life Limited and Mulberry S Phoenix Life Limited and Mulberry S Little Canfield Parish Council				Countryside Protection Zone	Strong objection to amendments the CPZ boundary because of the growing need to strengthen it in the light of potential encroachment from proposed and new development, and airport growth and consequent increase in traffic.	The CPZ policy and boundary have been updated since the Reg 18 version of the Plan with areas reinstated and some areas added, even over and above the 2005 version. This has been informed by detailed additional evidence to consider how the policy can be improved and strengthened. It is considered overall that the reg 19 version is greatly improved from the Reg 18 version.
NDLP862	Linda Steer				Countryside Protection Zone - General Comments	Strong objection to amendments the CPZ boundary because of the growing need to strengthen it in the light of potential encroachment from proposed and new development, and airport growth and consequent increase in traffic.	As above.
NDLP296 NDLP59 NDLP262 NDLP286 NDLP334 NDLP358 NDLP410 NDLP411 NDLP412 NDLP565 NDLP800 NDLP882 NDLP1017 NDLP711 NDLP900 NDLP1015 NDLP873	Mr Bill Critchley L Cogger-Berry Val Mckirdy Dominic Davey Martin Dunn Mrs Margaret Shaw Tasos Colocasidou Tasos Colocasidou Crystal Colocasidou Mr Michael Young David Adams Colin Arnott Jackie Deane Christine Coultrup Allison Ward Helen Carter				CPZ Boundary	A number of objections to adjusting the boundary were received including submissions from several parish councils. The CPZ has protected against coalescence and should be retained in its entirety and in perpetuity. Respondents query the soundness of the scrutiny behind the proposed reduction in the CPZ boundary which was set up originally in the early 1980's by the Inspector to the Inquiry into the expansion of Stansted Airport to protect the land around the 'airport in the countryside'. The Inspector considered that any encroachment would spoil this valued landscape and the 1995 and 2005 Local Plans enshrined this with policy to contain the airport's physical expansion and to avoid any coalescence within the CPZ. The Countryside Protection Zone (CPZ) policy that sought to provide protection from development to identified land parcels around Stansted Airport to "safeguard the rural nature and setting of Stansted". Stansted is now recognised as the country's second busiest airport and the government approved an increase in passenger numbers to 43 million. Therefore by inference, it is clear that the area surrounding the airport in relation to people, visitors, vehicles, businesses, commercial enterprises, etc. has dramatically increased since 2005 and will continue to do so over the forthcoming years and therefore has even greater need to be protected. Although some sites have been lost to development this is not a reason to reduce the boundary; there is an argument that it should therefore be strengthened. The CPZ is helping to maintain the vision of the 'airport in the countryside'.	As above. Furthermore, it should be noted that there have been substantial changes to the CPZ since it was originally set up with a large number of applications coming forward, some approved and some not, but where Appeal decisions have been taken by Inspectors, they have not always supported the principle of the CPZ. It is considered that the revised (Reg 19 version) of the policy actually provides greater clarity and protection than the 2005 version and identifies an areas more likely to endure.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP893	Richard Hughes						
NDLP1144	Janice Hughes						
NDLP268	Michael Marriage						
NDLP862	John Welham						
NDLP895	Linda Steer						
NDLP302	Janice Hughes						
NDLP305	Sally Taylor						
NDLP306	Sally Taylor						
NDLP1310	Sally Taylor						
NDLP1295	Patricia Harrison						
NDLP1348	Great Hallingbury Parish Council						
NDLP1242	Peter Knight						
NDLP1271	Mr Bill Critchley						
NDLP1209	Mr Bill Critchley						
NDLP1211	Maggie Sutton						
NDLP1229	Mrs Lucy Gibson						
NDLP1304	Mrs Lucy Gibson						
NDLP1313	Mr David Gordon						
NDLP1358	Mr David Gordon						
NDLP1872	John Rhodes						
NDLP1411	Mr Quintus Benziger						
NDLP1429	Colin Harrison						
NDLP1528	Mr Keith Vines						
NDLP1530	Patrick Going						
NDLP1561	Marie Goodey						
NDLP1595	Katie Rae						
NDLP1664	Mr Peter Turner						
	Silke Sheppard						

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NDLP1672	Eileen Kay						
NDLP1814	Mr Richard Bowran						
NDLP2105	Antony Wordsworth						
NDLP2119	Anne Wordsworth						
NDLP2152	Mr and Mrs Colocasidou						
NDLP1648	Tim Whitting						
NDLP1651	Michael and Patricia Fairchild						
NDLP1654	Val Waring						
NDLP1978	Sue Cony						
NDLP2029	Patrick Harte						
NDLP2069	Diane Conway						
NDLP1830	Phyllis Clark						
NDLP2105	P Barber						
NDLP2119	Isobel Brooks						
NDLP2138	Essex County Council						
NDLP2152	Tim Whitting						
NDLP2178	Michael and Patricia Fairchild						
NDLP2231	Paul Hinwood						
NDLP2315	Val Waring						
NDLP2515	Mr Roger Clark						
NDLP2568	Much Hadham Parish Council						
NDLP2783	Michael Letchford						
NDLP2804	Michael and Patricia Fairchild						
NDLP2902							
NDLP526							
NDLP622							
NDLP3027							
NDLP3047							

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NDLP3310	Little Hallingbury Parish Council						
NDLP3322	Lorraine Flawn						
NDLP3368	Jackie Cheetham						
NDLP3487	Maggie Sutton						
NDLP3489	Peter Hayward						
NDLP3524	Louise Masters						
	Jean Johnson						
NDLP374	Anne Cook						
NDLP895	Michael Johnstone						
NDLP1495	The North West Essex Constituency La Gladman						
	Allison Evans						
	Allison Evans						
	Takeley Neighbourhood Plan Steering						
	Michael Schultz						
	Janice Hughes						
	Stansted Airport Watch						
NDLP1212	Mr Jonathan Fox				CPZ policy	Need to withstand any expansion of the airport on environmental and climate change grounds. Concerned that the CPZ area is being eroded and some land is being held back for development purposes but this should only be entertained on a small scale and selective basis. Objects to erosion of the vision for the CPZ which was that Stansted would be the 'Airport in the Countryside', free of new development around it apart from airport-related development and enshrined in planning policy since 1995. Considers that only airport-related businesses should be permitted on the airport site and that planning policy should prohibit housing, commercial and other development adjacent to the airport boundary in order to prevent 'urbanisation' and to avoid coalescence. Supports the CPZ	As above.
NDLP1214	Mr Ralph Phillips						
NDLP1505	Mr Bruce Drew						
NDLP1726	Vicky Brown						
NDLP1868	Mike Parnell						
NDLP2138	Paul Hinwood						
NDLP2150							

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NDLP1487	Ian Shufflebotham					function to prevent growth and protect the local communities from expansion, protecting mature hedgerows and trees in a green open space rather than replanting which will decimate the wildlife and biodiversity. Brownfield land should be used as opposed to arable. Remaining woodland should remain within the CPZ and be afforded particular protection for biodiversity, wildlife and landscape views. Considers that the reduction in the Countryside Protection Zone would contradict the policy's aim to protect quality farmland. Concerned that the Council's stance on the airport may be weakening and allowing housing in the CPZ.	
NDLP1579	Andrew West						
NDLP1986	David Perry						
NDLP2150	Elizabeth Beckett						
NDLP2175	Ian Shufflebotham						
NDLP2557	Phillip Bodsworth						
NDLP2612	Can						
NDLP402	Jackie Cheetham						
NDLP4024	Louise Johnson						
NDLP1888	MAG London Stansted Airport Karen Quinn						
NDLP2024B	Little Canfield Parish Council				Flitch Way	Objects to what us considered to be " an almost total removal of the Countryside Protection Zone "and a change of use for the heritage Flitch Way.	It is not proposed to change the use of the Flitch Way as a piece of local heritage but to review its function from biodiversity, walking, heritage and landscape and recreational perspectives and to identify if and where improvements might be made. Any such proposal would be subject to public consultation and developers would be required to contribute.
NDLP1074	Howard Rolfe				Opposition to Local Plan	General opposition to the plan including the CPZ boundary change. Also objects to reduction of the Affordable Housing target, the level of housing proposed in Takeley and Saffron Walden, the lack of development of a new community, lack of an infrastructure plan and that development in Uttlesford is primarily developer led with no cohesion or strategic overview.	As above. Wider comments addressed elsewhere in relation to CP10.
NDLP486	Mr Ken McDonald				Policy wording	Wording of supporting text needs explaining to make clear the justification for any change. The wording in the policy itself needs strengthening and less obtuse.	Noted. As above. The Plan is now supported by more detailed and updated evidence relating to the CPZ.
NDLP2269	Mr Kemp and Ms Shutes				Support	A number of comments express support for proposed amendment to the CPZ boundary, maintaining its original purpose and supporting the A120 as an effective physical boundary to the north of Takeley/Prior's Green/Little Canfield. Agrees with boundary review and the release of certain land parcels from the CPZ to allow for new development proposals, such as employment land, to be considered for allocation rather than being retained as 'open countryside'. Considers this is sensible, especially in the context of	Noted.
NDLP3240	Weston Homes Plc						
NDLP3241	Weston Homes Plc						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3343	Welbeck Strategic Land					employment and logistics opportunities near to the A120, the M11 and Stansted Airport, and the sustainability and employment demand benefits that would arise. This reinforces the robustness of the revised CPZ. Makes the point that for the land parcels removed from the CPZ then they should be coupled with proposals to allocate land for alternative uses, such as employment. Supports new boundary as shown in Appendix 7 especially the removal of Parcel 5, which incorporates the north-east Takeley strategic allocation. This is strongly supported since Takeley is a highly sustainable option for strategic growth and given its location south of the A120 corridor and recent developments, it needs to be allocated for housing to meet the district's needs. Sites which do not fulfil the original four purposes of the CPZ and particularly if not within the airport surroundings need not be protected.	
NDLP3953	Messrs Bull and Robertson						

Table 2 Core Policy 13: Delivery of Transport Schemes in the South Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP430	Alan Carter				Active Travel and Sustainable Travel	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. In Great Dunmow it was suggested other alternative development sites could provide better connections. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances - they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that there are no safe cycle routes into Gt Dunmow and delivering LTN 1 /20 routes not possible from Gt Dunmow site.	The Council is content that Core Policy 13 highlights the active travel measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider how existing bus services can be enhanced to support the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision
NDLP797	David Adams						
NDLP1262	Christopher Hibberd						
NDLP2632	Matthew Parish						
NDLP1575	David Perry						
NDLP1580	David Perry						

							to deliver mode shift through the delivery of sustainable transport measures.
NDLP90	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident			Flitch Way		Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence and policy approach will detail the appropriate improvement measures for the Flitch Way balancing the aspiration to improve cycling and walking against the landscape and biodiversity value of the route. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures.
NDLP769	Mr Neil Reeve						
NDLP760	Virginia Barlow						
NDLP891	Allison Ward	Parish Clerk Great Canfield Parish Council					
NDLP3026	Jean Johnson						
NDLP3485	Allison Evans						
NDLP3529	Takeley Neighbourhood Plan Steering						
NDLP828	Valdis Belinis						
NDLP829	Valdis Belinis						
NDLP1098	Alison Farrell						
NDLP829	Valdis Belinis					A number of respondents support of upgrade of the Flitch Way to all weather use, however any improvements need to ensure there are barriers to deter motorised vehicles. Conversely there were a number of respondents who suggested that the Flitch Way is unsuitable to be used as an active travel route as it is as dark and remote and any significant improvements would impact on wildlife. It was stated that it should be promoted as recreational route and not a utility route – a route along the B1256 would be better suited for active travel. Access across M11/J8 is a problem for connections into Bishops Stortford	

NDLP1427	Katie Rae						
NDLP1894	Karen Quinn						
NDLP2682	National Trust						
NDLP3528	Takeley Neighbourhood Plan Steering						
NDLP2481	Alan Wenman						
NDLP2614	Jackie Cheetham						
NDLP2232	Jean Johnson						
NDLP2625	Matthew Parish						
NDLP2785	Lorraine Flawn						
NDLP2806	Jackie Cheetham						
NDLP3101	Andrew McDonnell				HGV Impact	Respondents comment about the volume of traffic in the village will be generated as a result of the local plan growth and the impact of HGV's.	The Council will use the transport evidence base to review the impact of traffic on the local and strategic highway network. Development proposals in Stansted Mountfitchet. The Local Plan promotes sustainable modes of transport and the promotes the use of the strategic road network for car trips from the development sites. Localised highway interventions will be considered where there is a demonstratable impact linked to the local plan growth.
NDLP247	Julian Hart				Highway infrastructure	It is suggested that there will be a detrimental impact on Bigods Lane in Great Dunmow if upgraded to vehicular use. They suggest that there is rat running through side roads around the town and villages. It is suggested that there needs to be an approach to increasing car parking provision in the district including consideration of a P&R. It all towns and villages respondents state that junction improvements are required including traffic calming. There were a number of comments that roads are unsuitable and highway	The policy provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off site improvements to the highway network, however, a comprehensive approach to management
NDLP293	James Eyre						
NDLP768	Virginia Barlow						

NDLP1696	Essex Police	Planning Advisor Essex Police				improvements and traffic increases would have negative impact on conservation areas and heritage assets. There was a number of comments that improvements are required to the B1256. Some respondents assert that E-bikes are not a realistic option – as the roads are in a poor state. State of rural roads and need for investment. It was raised that there is an existing HGV scheme in Stansted Mountfitchet that requires further consideration.	and maintenance of the network is a matter for the highway authority (Essex C.C.). The strategic approach to transport will be detailed in the County Council's Local Transport Plan (LTP). Core Policy 31 details the approach to parking in development proposals. Again the wider approach to parking and highway management will be addressed by the LTP, The Essex Parking Standards and the Uttlesford Parking Strategy
NDLP2164	Keith Yates						
NDLP2164	Keith Yates						
NDLP2634	Matthew Parish						
NDLP2847	Mrs Amanda Perry						
NDLP3102	Andrew McDonnell						
NDLP3338	Mr Raymond Woodcock						
NDLP3440	Bloor Homes (Eastern)				Highway infrastructure. Site promoter	The site promoter have provided further detail regarding how they are aiming to meet the draft policy requirements regarding highway infrastructure and sustainable transport.	The Council will continue to work closely with the site promoter to ensure the emerging site proposals align with the emerging policy.
NDLP775	Roderick Jones				Impact on Flooding in Great Dunmow	Proposals should consider the impact of development on areas subject to flooding in Church End.	Comment have been noted and development proposals will be subject to detail flood risk assessments.
NDLP2564	Geoff Bagnall				Impact on Heritage	Respondents have raised concerns regarding the impact of increased traffic and transport infrastructure on heritage assets such as conservation areas and Scheduled Ancient Monuments,	The Council is content that the approach is reasonable and proportionate in relation to the impact of transport on heritage assets. Furthermore, the development frameworks and further iterations will consider the impact of any transport infrastructure on heritage assets and their setting.
NDLP2702	Pascale Muir						
NDLP4020	MAG London Stansted Airport				MAG - Stansted Airport	The site owners of Stansted Airport have challenged the wider use of the rail station for residents and how the transport interchange can be enhanced to support he increase and how this will impact on the core function of the airport. They also question the delivery of the cycle and pedestrian links to the airport across They have raised a number of site specific concerns regarding transport proposals which effect the airport land and operation.	The Council is content that the policy approach for the South Area strategy and supporting policies provide the framework for the delivery of sustainable transport links to the airport. The transport evidence will provide further clarity on the nature of the interventions and the council will continue to work with the airport on seeking sustainable access to the airport for public transport and cycles. The Council will work closely with the airport to work towards a package of sustainable transport that meets the needs of the area and residents whilst also supports the wider sustainable aspirations of the airport.
NDLP4027	MAG London Stansted Airport						
NDLP4013	Saffron Walden Town Council				Policy Consistency	The comment suggest that Core Policy 13 should be consistent with CP7.	The comments have been noted and both policies will be review to ensure consistency where appropriate.

NDLP3317	The North West Essex Constituency Labour Party				Rural Villages	Respondents comment about the volume of traffic in the village will be generated as a result of the local plan growth and the impact of HGV's.	The Council will use the transport evidence base to review the impact of traffic on the local and strategic highway network. Development proposals in Stansted Mountfitchet. The Local Plan promotes sustainable modes of transport and the promotes the use of the strategic road network for car trips from the development sites. Localised highway interventions will be considered where there is a demonstratable impact linked to the local plan growth. it should be noted that strategic development is all directed towards the most sustainable locations in the Key Settlements and selected Local Rural Centres with very modest growth directed towards the Larger Villages.
NDLP3337	Mr Raymond Woodcock						
NDLP132	Mr Bill Critchley				SRN	Respondent states that congestion at J8 on the M11 is severe. J8 is a significant barrier to active travel, Local Plan proposals should include J8 improvements – as there is a big impact on B1256, use of sustainable transport will not mitigate the impact and use of the car. There is no rail station in Takeley and buses are unreliable. There is no evidence that Stansted Airport can be used as a transport hub. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic.	Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider the impact on the Strategic Road Network resultant from the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. It is also important to note that the NPPF requires the Council to direct growth to locations that are sustainable or that can be made to be sustainable. The A120 corridor has amongst the best existing public transport in the district along with some of the best opportunities for improving public transport and sustainable modes. We have to recognise that the strategic road network is under pressure and this will continue with or without development in Uttlesford. The Local Plan provides an opportunity to ensure that any worsening of the impact from development in Uttlesford is minimised. The airport is a major employer - the airport and the associated employment/ businesses etc and it already contains a Public Transport Interchange. If our objective is to improve access to sustainable modes of travel, then making it easier for people to access the airport via sustainable modes can only be a positive objective. This will assist people working on site to access the airport using sustainable modes and/ or to access the Public Transport Interchange more effectively.
NDLP1280	Les Thain						
NDLP1743	Salings Parish Council						
NDLP2153	Val Waring						
NDLP2569	Little Hallingbury Parish Council						
NDLP2654	East Herts District Council						
NDLP3527	Takeley Neighbourhood Plan Steering						
NDLP273	Mr Bill Critchley						
NDLP258	Val McKirdy				Stansted Airport	A number of respondents support use of Stansted Airport rail station for residents, however they state that an increase in airport passenger numbers impact on traffic. It is suggested that increasing commuters will impact on security at the airport, train fares are more expensive at airport and the airport managers will not support cycle access and that delivery of a route across airport land is not possible. Respondents state there is 'Fly parking' in Takeley and on surrounding roads. there needs to be much improved sustainable transport links to the airport, including more frequent services from the villages and services running into the night. Cycle routes into the airport need to be all year round and lit. There should be a guided busway from Gt D, through Easton Park to the airport. Taxi/uber drivers waiting in	The Council is content that the policy approach for the South Area strategy and supporting policies provide the framework for the delivery of sustainable transport links to the airport. The transport evidence will provide further clarity on the nature of the interventions and the council will continue to work with the airport on seeking sustainable access to the airport for public transport and cycles. Please also refer to previous responses.
NDLP311	Sally Taylor	Councillor Birchanger Parish Council					
NDLP313	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1435	Mr Jonathan						

NDLP310	Everett Sally Taylor					Takeley for fares. There should be connections from Stansted to the airport transport hub. The delivery of a sustainable link from Takeley to SA is supported by one major employer on the airport estate	
NDLP2563	Geoff Bagnall						
NDLP123	Mr Antony Johnson				Sustainable Transport	A number of respondents make comments relating to Public Transport. These include:	Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider how existing bus services can be enhanced to support the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. In particular:
NDLP164	Simon Ingman					• unavailability of bus services in the area, where they are provided on new estates they often are using narrow estate roads. In order for the public transport proposals to work there needs to be increased frequency and residents require motivation to use PT.	• Directing development to the most sustainable locations which are either sustainable or can be made to be more sustainable will help to maximise opportunities for using public transport and deliver improvements where they are likely to be most effective – this also helps to make these services more viable and so protected for a longer period.
NDLP157	Helen helen					• There should be space for bikes on buses and future funding of bus services.	• The provision of spaces on buses for cycles is a matter for bus operators, but the Plan does support improvements to cycle links and the provision of mobility hubs that can provide more secure for cycle storage.
NDLP384	Joanna Pratt					• Cycle lanes along Cambridge road, lack of cycle routes along B1256,	• Access to Stansted is discussed in relation to previous responses.
NDLP487	Mr Ken McDonald					• support for a transport hub at Stansted, with other respondents saying there is no evidence that Stansted Airport can be used as a transport hub, The transport hub located on the employment land is in the wrong place.	• Relevant policies in different parts of the plan do make provision for various improvements at Rail Stations including for improved cycle storage.
NDLP1018	Catherine loveday					• Should be more car parking at rail stations. Cost of rail tickets from the airport are higher than other stations.	• A balance is needed for ensuring access to rail stations where they exist, but we are planning for the district as a whole and simply locating all development at railway stations wouldn't support communities in other parts of the district, that still have businesses that need to be supported, or communities/ residents who are seeking affordable housing (for example) and would simply facilitate out-commuting
NDLP306	Sally Taylor	Councillor Birchanger Parish Council				• Stansted Mountfitchet station requires improvement, use of sustainable transport will not mitigate the impact and use of the car, no rail station in Takeley and buses are unreliable.	• The mobility hub is designed to facilitate easy access to cycling/ walking and public transport, for example providing good cycle links and improved cycle storage, whilst providing good access to buses, thus enabling people to either use buses to reach an employment site, or other people to cycle to the site and pick up a bus if they have a longer journey (for example).
NDLP1247	Sam Ansell					• Need clarity on the location of the B1256 transport hub and it could complement the Landsec development.	
NDLP1302	Maureen Norman					• What is a mobility hub/transport hub?	
NDLP1236	Alan Bore					• Why have the sites been located where they are – not near rail links?	
NDLP1343	Sarah Eley						
NDLP1817	Mr Bill Critchley						
NDLP1804	Stansted MF Parish Council						

NDLP1903	Keith Exford						
NDLP2263	Landsec						
NDLP2624	Matthew Parish						
NDLP2697	Pascale Muir						
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council					
NDLP2997	Susan Le Good						
NDLP3046							
NDLP3091	Anne Cook						
NDLP3320	Segro						
NDLP1111	The North West Essex Constituency Labour Party						
	Jackie Deane	Parish Clerk Takeley					
NDLP3369	Gladman				Sustainable Transport. Site promoter	The site promoter have provided further detail regarding how they are aiming to meet the draft policy requirements regarding highway infrastructure and sustainable transport.	
NDLP3423	Bloor Homes (Eastern)						Noted. The Council will continue to work closeley with the site promoter to ensure the emerging site proposals align with the emerging policy.
NDLP3457	Bloor Homes (Eastern)						
NDLP305	Sally Taylor				Sustainable Transport. Stansted Airport	Respondents state there is an unavailability of bus services in the area, where they are provided on new estates they often are using narrow estate roads. In order for the public transport proposals to work there needs to be increased frequency and residents require motivation to use PT. There should be space for bikes on buses. Cycle lanes along Cambridge road, future funding of bus services, lack of cycle routes along B1256, support for a transport hub at Stansted, Stansted Mountfitchet station requires improvement, use of sustainable transport will not mitigate the impact and use of the car, no rail station in Takeley and buses are unreliable, no evidence that	Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider how existing bus services can be enhanced to support the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision
NDLP2983	Mr Gary Slaughter						
NDLP2989	Susan Le Good						

					<p>Stansted Airport can be used as a transport hub, The transport hub located on the employment land is in the wrong place and it could be in the Tesco car park. Concerns that bus services are under threat and are not commercially viable. Should be more car parking at rail stations as bus services are poor. Moor detail is required on proposals. The location of the Church end site – impacts on its sustainability. Cost of rail tickets from the airport are higher than other stations. Need clarity on the location of the B1256 transport hub and it could complement the Landsec development. What is a mobility hub/transport hub? Why have the sites been located where they are – not near rail links? Many people commute to London in cars or travel to other stations out of the district. The delivery of a sustainable link from Takeley to SA is supported by one major employer on the airport estate</p>	to deliver mode shift through the delivery of sustainable transport measures.
NDLP432	Martin Fricker				<p>Traffic Volume & Speed</p> <p>Respondents mention the impact on Takeley St of tipper lorries and HGV's and the number of commuters who use the B1256 to access J8. There are several comments regarding the ineffective traffic calming measures in Takeley, suggested congestion at the Four Ashes junctions and that the priority should be for traffic to be routed along A120, Respondents state the plan proposes more traffic without any investment in the road network, intensifies use of Parsonage road which is heavily used by HGVs associated with Elsenham quarry. Respondents state that Parsonage road is unsuitable for the level of proposed vehicle movements. The condition of the roads in the district is poor. In Takeley it is suggested that there is an issue with airport related Fly parking and uber drivers waiting for pick-ups</p>	<p>The Council will use the transport evidence base to review the impact of traffic on the local and strategic highway network. Development proposals in Takeley will promote sustainable modes of transport and the promote the use of the strategic road network for car trips from the development sites. Localised highway interventions will be considered where there is a demonstratable impact linked to the local plan growth. For example, the Council are investigating if local HGV restrictions can be applied to ensure that any HGGV traffic from the proposed Takeley Street employment site can only travel west from the site to the M11/ A120 Junction thus not using roads through Takeley itself.</p>
NDLP115	Andy Tongue					
NDLP298	Julian Hart					
NDLP619	Paul Anderson					
NDLP627	Belinda Eden					
NDLP712	Christine Coultrup					
NDLP169	Danny Booty					
NDLP2113	Paul Learner					
NDLP2137	Paul Hinwood					
NDLP2153	Val Waring					
NDLP2021	Little Canfield Parish Council					
NDLP2030	P Barber					
NDLP2113	Paul Learner					
NDLP2137	Paul Hinwood					
NDLP906	Linda Steer					

NDLP1045	Terry Kemp					
NDLP2988	Susan Le Good					
NDLP2991	Susan Le Good					
NDLP2995	Susan Le Good					
NDLP730	Susan Le Good					
NDLP3025	Sharon Critchley					
NDLP859	Jean Johnson					
NDLP3104	Richard Hughes					
	Sharon Critchley					
NDLP2704	Pascale Muir				Traffic Volume and Speed - Gt. Dunmow	Respondents comment about the volume of traffic at Church End that will be generated as a result of the local plan growth and that in Gt Dunmow most of the traffic goes south through the town causing impacts throughout the town. People state that they believe there will be a significant impact on St Edmunds Lane as car users travel south and this will also impact on the ability to deliver bus services as they also have to use St. Edmunds Ln.
NDLP2844	Mrs Amanda Perry					The Reg 19 plan is proposing to significantly re-configure the development proposed at Great Dunmow and to reduce further the scale of growth. This was informed by interim traffic modelling completed in the winter 2023/24 to help inform the Reg 19 Plan and to help address concerns raised through the consultation. There are a wide range of changes and improvements to the proposals. There is also a broader range of transport work in progress to help ensure the Reg 19 plan provides for appropriate mitigation and maximises opportunities for supporting sustainable transport and connectivity.
NDLP2845	Mrs Amanda Perry					
NDLP3041	Susanne Chumbley					
NDLP1357	Sarah Eley					
NDLP2489	Miss Kathryn Woods					
NDLP2490	Miss Kathryn Woods					
NDLP2491	Miss Kathryn Woods					
NDLP2708	Pascale Muir					

NDLP2310	Debra and Derek Blizzard						
NDLP2283	Julian Hennessey						
NDLP757	David Adams				Transport Evidence	Transport evidence uses surveys taken in 2021 when demand was suppressed by Covid. The evidence doesn't take into account the houses being built in the corridor	The Council is content that transport evidence base is appropriate and robust. The DfT state that the use of the 2021 survey data is acceptable. The transport modelling does take into account all development sites which have consent or have been completed. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.
NDLP794	David Adams						
NDLP795	David Adams						
NDLP3483	Allison Evans						
NDLP1574	David Perry				Transport Evidence. Traffic Volume	Respondents comment about the volume of traffic at Church End that will be generated as a result of the local plan growth and that in Gt Dunmow most of the traffic goes south through the town causing impacts throughout the town. People state that they believe there will be a significant impact on St Edmunds Lane as car users travel south and this will also impact on the ability to deliver bus services as they also have to use St. Edmunds Ln. Transport evidence uses surveys taken in 2021 when demand was suppressed by Covid. The evidence doesn't take into account the houses being built in the corridor.	The Council will use the transport evidence base to review the impact of traffic on the local and strategic highway network. Development proposals in Great Dunmow will promote sustainable modes of transport and the promote the use of the strategic road network for car trips from the development sites. Localised highway interventions will be considered where there is a demonstratable impact linked to the local plan growth. The Council is content that transport evidence base is appropriate and robust. The DfT state that the use of the 2021 survey data is acceptable. The transport modelling does take into account all development sites which have consent or have been completed. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.
NDLP140	Neil Bromley				Transport Impact - Felsted	Respondents comment about the volume of traffic in the villages surrounding Gt Dunmow that will be generated as a result of the local plan growth.	The Council will use the transport evidence base to review the impact of traffic on the local and strategic highway network. Development proposals in Great Dunmow will promote sustainable modes of transport and the promote the use of the strategic road network for car trips from the development sites. Localised highway interventions will be considered where there is a demonstratable impact linked to the local plan growth.
NDLP337	Janis Keith				Transport	The plan should focus economic growth in the north and west of the district, instead of promoting growth and the increase in private transport within the southern key settlements. The plan should ensure there is adequate parking for existing and proposed development.	Noted. The Spatial Strategy is discussed elsewhere, but development is focused on the largest and most sustainable locations and where there is greatest opportunity to deliver sustainable development. The A120 corridor is a key growth corridor located in proximity to the district's largest employment areas and where the majority of employment need is focused - and where there are significant opportunities to improve public transport and walking/cycling.

Table 3 Core Policy 14: Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1139	Jackie Deane	Parish Clerk Takeley			Bus route improvements	Concerns over the suitability of Parsonage Road for a bus route, and that financial contributions through s.106 should be flexibly	Bus travel forms part of our sustainable transport network and new development is proposed where it can make use of the existing bus

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1139	Jackie Deane	Parish Clerk Takeley				implemented rather than specifically allocated. Suggestion to extend rail service to the airport. Existing bus service unreliable and under-used.	network or, if not, new bus routes are proposed. Making bus travel easier and more convenient should increase take up of this as a mode of travel. Where new routes are proposed, a highways assessment is carried out to verify the suitability of these new routes for bus travel. The Council will seek s.106 contributions from developments to help to fund the wider bus network, as well as local improvements to the bus infrastructure.
NDLP1276	Mr Robert Jones						
NDLP761	Virginia Barlow	Parish Clerk Great Canfield Parish Council			Flitch Way	Residents concerned about the loss of Flitch Way as a linear country park and the engineering work required to overcome flooding and to make it a suitable surface for cycling as a sustainable travel route.	The intention is to make the Flitch Way a sustainable travel route, encouraging residents to walk and cycle along this attractive pathway enjoying the benefits of active travel and being outdoors. Surfacing proposals will be light touch, only enough to make the route accessible and address issues of localized flooding and churned up paths. The habitat value of the Flitch Way is fully acknowledged by the Council and proposals will not negatively affect the biodiversity benefits enabled by the path. Mitigation measures will be put in place to prevent misuse or antisocial use of the path, such as being used by motorcars or motorbikes.
NDLP892	Allison Ward						
NDLP1428	Katie Rae						
NDLP1627	Barry Smith						
NDLP1628	Barry Smith						
NDLP1049	Janice Hughes				Heritage and conservation	Concern over the development proposed at Takeley and the impact that will have on the heritage and conservation setting, particularly around the Conservation Area of Smiths Green and the development proposed (and refused) at Bulls Field.	The policy team is aware of developments in relation to current and recently determined applications and appeals and is content the proposed allocations overcome any previously issues satisfactorily - in most cases the areas affected by Appeal affect a small extent of the proposed allocations, which enables more effective mitigation. For example, an area at Takeley refused so it can remain open to protect the heritage asset, will remain open within the proposed allocation. The Reg 19 plan will reflect revisions to allocations, where applicable.
NDLP166	David Kerry				Increased traffic	Concerns over increased traffic as a result of development, including congestion and accidents.	It is understood and accepted that new development will increase demands on local transport infrastructure. In mitigation to this, traffic modelling is undertaken to assess likely traffic impacts and areas highlighted are addressed as part of the enabling work to the development. The proposed developments also support a wide range of sustainable transport interventions and are located to maximise opportunities for cycling, walking and using public transport.
NDLP2031	P Barber				Mobility Hub	Concern that the location proposed is isolated. Lack of understanding over the purpose of the mobility hub.	The proposed location of the mobility hub is adjacent to proposed employment and within easy cycling distance of Takeley and Great Dunmow. This will serve the existing residents of Takeley as well as the new residents and the school attendees. As such, this location will not be isolated. The function and purpose of a mobility hub will be to provide rapid EV charging points, secure cycle storage and maintenance, as well as safe and sheltered bus waiting areas.

Table 4 Core Policy 15: Green and Blue Infrastructure in the South Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4029	MAG London Stansted Airport				Aircraft safety	Supports the Council's approach to green and blue infrastructure. Emphasises that there is a requirement to safeguard aviation activity when considering any proposal such as landscaping and the creation or modification of water bodies that may attract birds as this could lead to an increase in bird-strike risk. Aviation safety must therefore be addressed in the determination of planning applications for such schemes and proposals that adversely impact on aircraft safety should not be supported. Policy 15 should therefore include the need to consider the impact upon aviation and cross refer to the standalone airport safeguarding policy as proposed earlier in a related representation.	The impact on airport safety arising from landscaping and blue infrastructure proposals is noted. The policy will be amended to address this.
NDLP429 NDLP1759 NDLP2179 NDLP402A NDLP3131 NDLP3138 NDLP3370 NDLP429 NDLP55	Mr Andy Dodsley Mr Bob Brooker Mr Roger Clark Louise Johnson Stop Easton Park Stop Easton Park Gladman Mr Andy Dodsley Laura Stylianou	Parish Clerk Elsenham Parish Council			Country Park	Support for the principle of the creation a new Country Park to relieve pressure on Hatfield Forest and to provide another facility in the district. Cautions that it needs to be carefully designed with all functions in mind including user safety, wildlife, play areas, access, facilities. A new Country Park has to be of sufficient scale to be able to accommodate a range of activities as a destination like the other major country parks in Essex. The inclusion of the Great Easton site offers such possibilities, but open space associated with some proposed development sites would be insufficient.	Any new country park will be designed to conform with Natural England standards for a country park which includes the features mentioned by the respondent. The Council is commissioning a study to identify the best location, design, access and facilities etc. for the final proposal which will be set out at Regulation 19 stage. A Country Park is a formal designation that must meet certain Natural England criteria, but it is the intention on the development sites to maximize the amount of green space for amenity and biodiversity. The Great Dunmow site concept master plan proposes a substantial area of open space, nature, biodiversity and woodland as part of the green infrastructure network.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2917 NDLP190 NDLP373 NDLP373 NDLP508 NDLP764 NDLP1173 NDLP272	Christine Chester Mrs Rachel Kesterton Mr Stuart Walker Mr Stuart Walker Mrs Helen Walker John Stevens Sarah Firth Dennis Litjens				Country Park - Easton Park	Considerable support is expressed for the creation a country park at Great Easton because it is important to have an additional significant open space in the south of the district given all the new housing proposed and the lack of ease of access to Hatfield Forest. Comments on the lack of ability to use the footpaths for people with buggies and that linear routes such as the Flitch Way are not as useful as a circular route. A new park is necessary to strengthen the Blue Green Infrastructure and to connect areas of ecological importance such as the Chelmer, Roding and Pincey Brook Valleys as well as the Flitch Way and other SSSIs in the area. Opportunity should be taken to refocus on heritage and to link up habitats through to the River Chelmer and along the Flitch Way as part of the local Nature Network.	Part of the land at Great Easton is being explored for a country park to meet the Natural England standards and criteria and to relieve pressure on Hatfield Forest. Further work undertaken following the Reg 18 Plan has considered what SANG (sustainable accessible natural greenspace) to help mitigate any potential impacts associated with visitors to Hatfield Forest and new open space/ Country Park provision will be provided on all strategic allocations, including substantial areas of open space at Great Dunmow and Takeley, where the proposed allocations are significant improved – thus mitigation for impacts, and for wildlife enhancements are greatly increased.
NDLP378 NDLP156 NDLP2032 NDLP3530	Mr Bill Critchley Barry Smith P Barber Takeley Neighbourhood Plan Steering				Flitch Way	Emphasises that the Flitch Way is a park and not a cycle route so improvements to the surfacing and formalising this function would impact on nature and on the rural feel of the route, use by horse riders, and without illumination, on public safety. There has been some objection to any development/paving over The Flitch Way path because of its informal recreational and wildlife value.	The proposal for enhancing the Flitch Way is at a very early stage and one of the first points to agree is its multiple functions given its various roles as a recreational route, nature area and potential links to the cycling and walking highway network. . Any improvements would involve engagement with the communities and if agreed would need to be funded for example through the planning and development process.
NDLP1355	Sarah Eley				Flooding	Increased risk of flooding arising from climate change along with increased incidents of flooding along the River Chelmer suggest that the location of new development in the Church End area is not the most suitable. Walking along the River Chelmer in part is not possible when it is subject to flooding though driving is possible.	For any proposed development site to be taken to the next stage a drainage strategy that takes into account the probability of climate change-related events, will need be agreed with the Lead Local Flood Authority and the Environment Agency and will be planned for the highest probability of flooding within the climate change model. Further assessment by the Council's Water Cycle and flood risk consultants during the Regulation 19 preparation period will inform the water management design on this site and the requirements in the site development guidance.
NDLP3113	Higgins Group				Green and Blue Infrastructure funding	Support for the GBIS but asks how the country parks, and green and blue networks would be funded and which developments would be expected to contribute .	Refer to earlier responses. The proposed allocations will all provide areas of open space/ country parks to be delivered as part of the proposals and these requirements are set out in the Site Templates.
NDLP773	Mr Neil Reeve				Green Infrastructure linkages	Encourages the more strategic proposals for woodland and wildlife planting across swathes of the district and county under the Big Green Infrastructure project to be incorporated in the Green and Blue Infrastructure Strategy alongside support for a country park.	The GBIS supports the strategic links for natural planting and wildlife corridors across the county and including Uttlesford and every effort will be made accommodate these initiatives in development proposals or planning policies.
NDLP2673 NDLP2674	National Trust National Trust				Hatfield Forest	The respondent emphasises the role of Hatfield Forest in the public domain. In pursuance of the National Trust Act 1907 the National Trust has to work towards its core objective at Hatfield Forest of preservation of historic interest and natural beauty on behalf of the nation, forever : 404ha of mediaeval Royal Hunting forest. It has	The importance of Hatfield Forest is well known and the Council is working with the National Trust and other public authorities to try to secure a mechanism to raise funds to implement the mitigation measures to protect its long-term future. Alternative green spaces are required in all the new developments allocated in the plan. The study is

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						diverse features and habitats and is carefully managed. with the respondent describing its many diverse features and visitor facilities. As a National nature reserve, Hatfield Forest NNR is also designated as a Site of Special Scientific Interest (SSSI). This means that the National Trust is legally obliged to observe the provisions of the Wildlife and Countryside Act, 1981 (as amended). The Forest's ecological and historic importance is reflected in its designations - for its considerable ecological significance and especially for its veteran trees and old growth woodland on undisturbed soils. The Forest's key features are: wood pasture with cattle grazing, unimproved grassland and veteran pollards; ancient coppice woodland with a long continuity of management; freshwater habitats and very high species richness of invertebrates, fungi, lichens and plants, including many nationally rare or threatened species. There is also a great diversity of breeding and wintering birds, with more than 60 species breeding on the site. Increased vulnerability of Hatfield Forest derives from growing population pressure within the catchment area and over-use of the environment such as trampling.	also looking at areas potentially or SANG , smaller green spaces that will provide an amenity function and help to ameliorate pressure on Hatfield Forest.
NDLP428	Mr Andy Dodsley				Policy Wording	Update the wording of the Core Policy 15 to reflect Core Policy 10 in the South Area Strategy and the Green and Blue Infrastructure Strategy Opportunity No. 8.	Noted. The policies have been updated accordingly informed by updated evidence.
NDLP1744 NDLP1151 NDLP306 NDLP1606 NDLP2020 NDLP2683	Salings Parish Council Jackie Deane Sally Taylor Anglian Water Little Canfield Parish Council National Trust	Parish Clerk Takeley Councillor Birchanger Parish Council			Public open space	Inappropriate public open space is proposed in the form of a 'green wedge' on the Takeley scheme with uncertainty of maintenance responsibilities, and broken up by bus and cycle routes. Impact on ancient Priors Wood by access with particular concern for impact on the range of wildlife species. No area of public open space is proposed in the Takeley scheme unlike Stansted Mountfitchet and Great Dunmow; Fritch Way functions as a country park and not only as a cycle route. Supports for the creation of country park and areas of open space in association with proposed development sites but they must include links to Public Rights of Way and bridleways. Suggests that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians. There is some concern that it has been relegated for developers to provide open space despite assurance in the local plan process that the concept of green space was significant within the Local Plan.	The proposed allocation at Takeley is substantially improved from the Reg 18 version with significant areas of open space, greater protection for the heritage asset, greater opportunities for wildlife enhancements, expansion of the Ancient Woodland and provision of SANG (see other responses) to help mitigate any potential impact on Hatfield Forest.
NDLP1582	David Perry				Site selection	Great Dunmow Town Council has developed a 59 acre (23 ha) public access woodland to the south of Great Dunmow as a significant area of green space. Respondent argues that this is equivalent to the proposed Great Dunmow site at Church End and that the latter is less suitable as a development site than another site submitted to the south east of Great Dunmow which links the parish council woodland (ref.Gt Dunmow 008). If the site had been selected for future development it would enlarge and enhance this currently young woodland area.	The woodland planting by the parish council is noted and can be integrated in the green infrastructure network across the district. Any new development proposals in the will take account of this new woodland in habitat creation and biodiversity proposals.

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NDLP3441	Bloor Homes (Eastern)				Stansted Mountfitchet - parkland	Respondent supports the aims of CP15 including the creation of a country park. The suggested parkland at Walpole Meadows would be 8.64 ha and therefore below the Natural England standards and would also be provided along with other green space on the related site to the east. The respondent requests the removal of the Walpole Meadows designation as a 'country park' because the criteria cannot be met but nevertheless the amenity will be provided by the developer., to be delivered solely at "North Walpole Meadows"	Noted. Refer to other responses. Additional evidence has informed the Reg 19 version of the Plan to ensure that sufficient open space and SANG is provided.
NDLP3458	Bloor Homes (Eastern)						
NDLP3424	Bloor Homes (Eastern)						
NDLP3525	Takeley Neighbourhood Plan Steering Group				Takeley - woodland	Opposes cycleway through ancient woodland at Priors Wood and proposed housing around it, and proposed employment uses adjoining Priory Wood near to Thremhall Priory to the detriment of Hatfield Forest. Development here and east of Parsonage Road will affect the agrarian landscape and impact on the setting of the Takeley Conservation Area and the ancient woodland.	There are no proposals for cycle ways through ancient woodlands. The proposed allocation is greatly improved and will now support expansion of the ancient woodland.
NDLP4306	Hertfordshire County Council				Cross boundary Transport Issues	Further consideration should be made to cross boundary sustainable transport provision, to which a number has been previously identified by Essex County Council and the Hertfordshire County Council Eastern Area Growth & Transport Plan.	Noted. Uttlesford has considered active travel modes and sustainable transport provision and has developed a comprehensive package of supporting evidence. Wider and cross border travel has been taken into account.
NDLP740	Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association			Walking routes and Public Rights of Way (PROW)	Supports the principle of the creation of country park areas of open space in association with proposed development sites but considers they must include links outside into Public Rights of Way and bridleways. There is a good public right of way network but its useability is reduced by poor maintenance. Request that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians.	The development of the master plans for the proposed development sites includes access and links to the wider area through the promotion of active travel and safe public routes. Links to proposed major areas of public open space in development sites and to country parks will be explored more fully as the proposal becomes finalized but the principle of external linkages is strongly supported. It is a County Authority duty to maintain the PROW. Permissive paths across private land should be maintained by the land owner. In development proposals, if a new public route is to be created, the developer will be asked to set aside a sum for its future maintenance.
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					

Table 2: Core Policy 11: Stansted Airport

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP557	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flich Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't			Accessibility and sustainable travel	General commentary on sustainable travel regarding the strategic sites where the aim is to enable people to travel for every day needs including for work by non-car modes, as far as is possible in a rural area. By proposing to improve linkages for cyclists and pedestrians and to improve bus services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers. Respondent makes the important point that a policy requirement of 'should' does not guarantee delivery e.g. need for reliable bus services at all times to aid journeys to work/airport. Queries whether the Council has support from MAG for improved and safe non-car access to and around the airport to create a sustainable route ; this is important	The creation of sustainable transport routes and the encouragement of active travel modes are key to the spatial strategy and climate change objectives. The council will continue to explore with MAG how in collaboration, working towards this objective can be progressed. The plan has policy on sustainable transport and will require contributions to a proposed future programme to support the Flich Way in the future. Discussion with the airport will continue on improving sustainable travel links. The aim of the approach for the strategic sites is to enable people to travel for every day needs including for work by non-car modes, as far as is possible in a rural area. By proposing to improve linkages for cyclists and pedestrians and to improve bus

NDLP378A NDLP4012	Mr Bill Critchley Unknown	allow me to submit comments both on behalf of an organisation and as an individual				since car parking and drop-off is a major source of income for the airport and train fares are expensive. Coopers End roundabout is restricting. This is contrary to developing a role as a transport hub. Respondent supports the climate change objectives in the Plan and suggest that the airport authority should be encouraged to support more sustainable travel initiatives such as walking and cycling links and/or a spur from the Flitch Way.	services (routes, frequency, hours of operation etc.) then this is an appropriate policy position from which to commence discussion with key providers. Every effort is being made to encourage sustainable transport links and improvements as policy and site guidance requirements for strategic development proposals. In addition the council is engaged in transport- related projects that aim to improve cycling and walking connections. The co-operation of landowners will be required. The airport policy, site guidance and route proposals will be reviewed under the Draft Regulation 19 Local Plan.
NDLP3785	Ministry of Defence Safeguarding				Aerodrome safeguarding - MOD	MOD response identifies safeguarding zones that are designated to preserve the operation and capability of Carver Barracks. Additionally, the MOD have an interest within the plan area, in a new technical asset known, the East 2 WAM Network, which contributes to aviation safety by feeding into the air traffic management system in the Eastern areas of England. There is the potential for development to impact on the operation and/or capability of this new technical asset for which the MOD will need to be consulted on.	The MOD sets out a set of circumstances where development may impact on their operations and therefore consultation and liaison with the MOD is required, which the Council will continue to undertake.
NDLP4015	MAG London Stansted Airport				Aerodrome safeguarding -MAG	MAG supports reference to aerodrome safeguarding. Notes that text contains inaccuracies that need correction. Suggests various amendments including splitting CPI11(Stansted Airport) into two policies dedicated to the (1)airport's operation and development, and (2) on aerodrome safeguarding. The Safeguarding Zones map at Appendix 5 should be removed because the zones are liable to change and an out-of-date map would be misleading; the Plan should refer to the need for applicants to use the latest safeguarding maps held by the Council. References to aerodrome safeguarding should be included in policies 15, 25, 33, 37, 39 and 40. Proposals for a new policy were included in the response.	All points made by MAG are noted and will be considered for inclusion in the updated Local Plan section on the airport within text or policy as appropriate.
NDLP1019	Mark Bulling				Air pollution	Plan should have regard to air pollution from planes in consideration of land use policies.	The plan includes various environmental policies which can address area of particular concern.
NDLP564 NDLP1829	Mr Michael Young Essex County Council				Airport - strategic significance	The Local Plan should reflect the significance of the role of the airport at a regional and national level with the busiest single terminal in the UK and its capacity and driver for growth. It contributes 12,000 jobs, £1bn to the national economy, facilitates tourism and is the UK's second largest cargo airport by weight. Cargo relies on easy access provided through the A120 and M11 in all directions operating through the World Cargo Centre. Furthermore there should be recognition of the first purpose-built aviation- related college at an airport. Core Policy 11 should ensure alignment with the Dept. Transport national aviation policy; the county does not support the policy. They suggest that the draft local plan lacks clarity to ensure mitigation is adequate for future growth and that the overall planning context for growth at Stansted is more focused. Correct the statement that Stansted is the fourth and not the second busiest airport.	These comments are noted. It is recognised that the policy could place more emphasis on and provide for the needs of the airport as a significant economic driver and not only in the context of local growth and the need for mitigation. The council will undertake to increase collaborative working with the county and with the Manchester Airports Group and other relevant stakeholders to strengthen this policy in the Regulation 19 draft Local Plan. The traffic passing through and cargo handled by Stansted has been reported in different ways and suffice it to say that the airport is nationally significant, is set to increase its passenger numbers by nearly 20% and is a major contributor to the local and regional economy. The Local Plan policy will be reviewed to reflect its importance and operational needs whilst respecting local impact.
NDLP306 NDLP1056 NDLP4025	Sally Taylor Terry Kemp MAG London Stansted Airport	Councillor Birchanger Parish Council			Airport car parking and traffic	There is no policy, unlike in the 2005 adopted Plan, which states that 'proposals for car parking associated with any use at Stansted Airport will be refused beyond the Airport boundaries, as defined in the Stansted Airport Inset Map'. The scale and management of car parking needs to be carefully controlled to maximise the percentage of passengers using public transport to get to or from the airport. The 2005 policy says it was important that the character of the villages and countryside around Stansted were not damaged by car parking. The draft Local Plan should include a statement on this. Informal	The issue of car parking in and around the airport is an acknowledged nuisance for local residents and detracts from the encouragement to use non-car means to access the airport which is key guidance in this local plan. Suggest the issue is addressed as a statement or as a policy clause as suggested by MAG. The intention is not to encourage car use by providing for parking in Takeley but to improve bus service and cycling/walking access so that these modes of travel are used. Hence strategic sites are required to provide for these improvements. There are a range of

						parking by airport users in Takeley is dangerous and unsafe with no formal parking areas are provided in Takeley. Traffic will increase as passenger numbers increase and passengers will largely arrive by car; there will be growth in traffic deriving from increase in employees too.	parking restrictions and approaches to enforcement that have been successful in other residential areas, and these can be considered in relation to the proposed allocation at Takeley. The Transport Model takes into account all existing and predicted traffic movements, land uses, junctions etc. and will provide an overview and appropriate mitigation. This is covered in the transport policies and the provision of safe non-car routes will continue to be explored.
NDLP489	Mr Ken McDonald				Airport employment	Nature of employment use that relates to the airport directly should be relocated on airport land.	In addition to policies relating to the airport and its uses, including for some employment, it is important the Local Plan makes provision for employment over and above the airport and any employment associated with the airport and that needs to be provided for on separate sites, albeit, the evidence demonstrates that some of this should be in proximity to the airport.
NDLP217	Mr Richard Gilyead				Airport operations	A range of general comments were received relating to the Airport. These include: <ul style="list-style-type: none"> • Seeks confirmation that airport activities will be retained in the airport boundary as in the long-established policy. • Concerned about measures to protect from 'glint and glare' from solar panels. • Policy should oppose harmful impact of aircraft and airport activity. • The 2005 policy limiting car parking associated with the airport to the airport boundaries should be replicated otherwise it opens the surrounding countryside and villages to airport parking sites. The policy should also clearly promote sustainable transport and only permit additional surface parking within the airport if this is appropriately assessed. • Parish Council suggests the policy should be amended to include 'the provision of additional or replacement airport-related parking will be refused beyond the airport boundaries. • Policy should specifically exclude any expansion to a second airport runway and to support making 'best use' of the existing runway as confirmed in the Airport Inquiry in 2020. • Para 6.9, bullet 6 refers to 33 hectares of potential strategic employment space which threatens the long-established status quo of airport-related employment only on airport land and no non-airport activity and as a long-established policy should not be breached. 	The retention of the requirements of the previous policy on airport activity within the defined boundary will be considered in Regulation 19. Policy CP25 on renewable energy takes into account safety considerations for aircraft but will be reviewed with respect to aircraft safety in particular. Policy is designed to protect amenity as far as possible whilst allow airport to operate. Will consider the Parish Council's suggested revision to policy and policy wording will be reviewed following from consultation and to reflect Government policy. It is important to remember that any proposals for airport expansion and or its operation is a matter for Nationally Significant Infrastructure Projects and do not fall within the remit of the Local Plan. The Local Plan must also be supportive of appropriate economic growth in line with national policy. The Economic Needs Assessment makes it clear that employment growth is needed that relates both to and out-with the airport operations.
NDLP485	Mr Ken McDonald						
NDLP488	Mr Ken McDonald						
NDLP904	Mr Ken McDonald						
NDLP1004	Allison Ward						
NDLP1083 NDLP269 NDLP1729	Colin Arnott Jackie Deane John Welham Hazel Taylor						
NDLP4164	Threadneedle Curtis Limited				Designation of Northside	The respondent argues that the site at 'Northside' is suitable for employment uses and that the council should accept this is a sustainable location for development. The document requests that the proposals map is updated to identify the site as an employment allocation. This	Noted, The Employment Needs Paper has reflected this site and the designations have been shown to separate Northside from the overall Stansted Airport allocation to ensure that the Plan reflects the latest position.
NDLP3089	Segro				Cargo Policy	The range and diversity of employment opportunities in relation to Stansted Airport is welcomed as are improvements to Parsonage Road that will help employees. The Adopted Local Plan (2005) and Policies Map identifies the SEGRO as located within the AIR2 Development Zone (Policy AIR2 – Cargo Handling / Aircraft Maintenance Area). The AIR2 Development Zone is recognised as a cargo handling / aircraft maintenance area which is "principally reserved for the repair, overhaul, maintenance and refurbishment of aircraft, and facilities associated with the transfer of freight between road vehicles and aircraft, or between aircraft". However, the Regulation 18 Local Plan has replaced Policy AIR2 and with Core Policy 11 (London Stansted Airport) which provides an overarching Airport policy but makes no reference to the Site or its use as a cargo handling or aircraft maintenance development zone. SEGRO request that the Site is allocated for employment use (and on the future Policies Map), as well as cargo handling and aircraft maintenance. This is on the basis that the Site is no longer	The importance of providing for employment and the aircraft-related industries, logistics and cargo sectors is recognised. The policy wording will be reviewed along with the site allocation in the Regulation 19 draft and policies map.

						supported by the allocation of the AIR2 Development Zone. It is considered that this will provide flexibility for a range of logistics and employment uses to come forward in an area that will support economic growth.	
NDLP852	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward		Noise and Nuisance	Concern that airflights pass over the parish slightly outside the recognised flight paths and create unwelcome noise nuisance, also over noise for sensitive uses especially during evening and nighttime hours. Policy should make clear that the Local Plan will support making 'best use' of the runway and allow airport-related activities only. The plan must include adequate policy to protect amenity from airport nuisance including noise, safety, night flights. Noise nuisance protections need to be in place including air safety. The policy should refer to the Stansted Airport Noise Action Plan in order to seek maximum reductions in noise. Concerned that the proposed location of sensitive uses such as the proposed secondary school, health and housing proposed in the CPZ which is affected by noise in parts. From MAG References to noise should be strengthened and add more explanatory text, or relocate to the noise section and CP44 chapter. Proposes the following amendment to Paragraph 6.28 that "Aircraft noise is generally exempt from the general noise nuisance controls. The Department for Transport (DIT) is responsible for the control of aircraft noise, and regulates Stansted as a 'designated Airport' and as such determines Stansted's Noise Abatement Procedures". The Civil Aviation Authority ¹ indicates the overall policy is that noise issues are best handled at a local level by the airport and the relevant local authority, engaging with people who are affected by noise, as is the case for the most recent planning permission relating to airport operations which has a planning condition establishing areas within noise contours at different stages of the airport's passenger growth. Respondent proposes that there is also new explanatory text aligned with the Government's latest aviation noise policy statement (March 2023, Department for Transport's policy paper on aviation noise policy ¹² . A new policy paper is anticipated from Government . However, the provision of the data contained in the five sections of paragraph 6.29 is not standard practice across UK airports. and is proposed to be re-framed to refer to the annual noise contours for the airport as a well-established means to understand the level and geographical extent of noise arising from aircraft. New development proposals should be considered having regard to those contours when decisions are made.	The airport policy and noise policy will be reviewed to ensure that adequate safeguards are set out in the policies. Wording of this policy can be amended to include reference to the airport action plans on noise reduction.
NDLP2230	Much Hadham Parish Council						
NDLP2297	Deborah Bryce						
NDLP3521	Takeley Neighbourhood Plan Steering						
NDLP4019	MAG London Stansted Airport						
NDLP687	Nicola Davies						
NDLP255	Jonathan Fox				Policy wording	Respondent makes the overall point that the Council UDC has an obligation to ensure Stansted Airport plays its part in reducing CO2 emissions to reduce global warming. COP 28 reinforced the need for urgent global action to dramatically reduce carbon emissions, to which aviation is a major contributor. Stansted airport is the fourth and not the second busiest airport. Wording of policy needs to emphasize that the Plan will support making best use of the airport but not a second runway extension but that the Council will work collaboratively with the airport to mitigate environmental and climate change impacts. The policy wording seems to be more liberal than Government policy but should reflect it on best use of the existing runway defined as a throughput of 43 million passengers per annum, and protect the CPZ with no change in boundary. The policy should also make clear that UDC does not support any increase in this limit or any additional runway. Wording needs to reference the current position regarding its role as an international travel gateway; the continued growth of the airport and its consequential increase in its economic contribution to the local, regional and national economy; reference to B8 (not B1) uses at Northside and the 'expanded' (not	Policy wording will be reviewed following from consultation and to reflect Government policy and status of airport in relation to business league tables (1 London Heathrow – 61.6 million passengers; 2 London Gatwick – 32.83 million passengers; 3 Manchester – 23.34 million passengers; 4 London Stansted – 23.29 million passengers (Jul 2023)). Supporting statement will clarify the airport's function and economic role. Noise reduction in the Stansted Airport Noise Action Plan will be referenced. It is important to note that any proposals for development at the Airport will be subject to Nationally Significant Infrastructure Projects and fall outside the scope of the Local Plan. The Local Plan must be supportive of economic growth in line with national policy.
NDLP287	Dominic Davey						
NDLP289	Val McKirdy						
NDLP304	Sally Taylor	Councillor Birchanger Parish Council					
NDLP375	Michael Schultz						
NDLP560	Mr Michael Young						
NDLP630	Mr Ken McDonald						
NDLP713							

NDLP1506	Mr Bruce Drew	Office Manager Stop Stansted Expansion					
NDLP2120	Michael and Patricia Fairchild						
NDLP1867							
NDLP1496	Mike Parnell						
NDLP1649	Stansted Airport Watch						
NDLP1652	Sue Cony						
NDLP1980	Patrick Harte						
NDLP1983	Phyllis Clark						
NDLP2026	Rebecca Foley						
NDLP2042	Mr and Mrs Hudson						
NDLP2120	Douglas Kent						
NDLP2180	Michael and Patricia Fairchild						
NDLP2516							
NDLP2535	Mr Roger Clark						
NDLP2573	Michael and Patricia Fairchild						
NDLP2734	Gillian Mulley						
NDLP2803	Little Hallingbury Parish Council						
NDLP4014							
NDLP1888	Paula Griffiths Amanda Deans MAG London Stansted Airport Karen Quinn						
NDLP378B	Mr Bill Critchley				Public Safety	There is no policy on public safety zones (PSZ) unlike in the 2005 adopted plan. Department for Transport policy paper 'Control of development in airport safety zones, updated in 2021', states that: "Local Plans should identify that: 7) PSZs have been established for a particular airport. 2) That there is a general presumption against most kinds of new development and against certain changes of use and extensions to existing properties within the zones, as described	The Local Plan does make reference to a safeguarded area around the Airport, where there may be restrictions on development and where the airport would need to be consulted, so there may simply be a mismatch of terminology used. This will be addressed in the Reg 19 version of the Local Plan.
NDLP4018	MAG London Stansted Airport						

						3) The extent of PSZs should be indicated on local plan maps." A PSZ remains at Stansted Airport and the Local Plan should include a suitable policy to guide applicants for prospective development within the Zone. Maps compiled by Stansted Airport indicating the extent of the PSZ at either end of the airport's runway should be included as an appendix to the Local Plan and, as a land use component, should also be shown on the Local Plan map. Furthermore, a suitable policy and explanatory text for insertion into the South Uttlesford Chapter is recommended.	
NDLP766	Mr Neil Reeve				Renewable energy	Encourage the Airport to put solar panels above the extensive open carparking areas.	This suggestion aligns with the renewable energy policy (number 25) and will be included as an encouragement in this airport policy in the Regulation 19 draft
NDLP2646	Future Workplace Property Unit Trus				Support	FWPUT welcome recognition within the draft Local Plan of the scale and importance of Stansted Airport for the area, and with the October 2023 planning consent to grow its capacity from 35 to 43 million passengers per annum, this importance will only continue to grow. The growth of Stansted Airport, including as a hospitality centre and as a stimulus to ancillary services is highlighted as integral to its role as one of the country's busiest airports. The draft Local Plan recognises that it will need to take into consideration the Airport's growth, including that in relation to employment opportunities, and how it will be necessary to ensure that economic and employment benefits are accessible to all communities across the district. As recognised in the draft Local Plan, Stansted Airport's expansion and its anticipated substantial increase in passenger numbers make it necessary to consider implications for surrounding supporting uses and services, including those related to hotels and tourism. FWPUT welcome Strategic Objectives 7 and 8, where it is noted that the planned expansion of Stansted Airport should be embraced, economic development opportunities maintained, and that employment opportunities across sectors including tourism should be promoted. FWPUT welcome Paragraph 6.24's statement that support will be given to appropriate aviation-related development proposals and the airport's contribution to the local economy. Adjoining District Council supports the recognition of Stansted airport as a multi-modal hub and supports the proposed strengthening of railway facilities.	The relevant policies will be viewed to ensure there is robust support for airport-related activity in appropriate locations. Recognise the importance of permitting and encouraging airport related uses, including in the hospitality sector, and to restricting unrelated development in these rural locations.
NDLP2648	Future Workplace Property Unit Trus						
NDLP2656	East Herts District Council						
NDLP102	Andy Tongue				Transport Hub	The promotion of the airport as a transport hub is hindered by the high cost of rail fares and drop off/pick-up charges, together with no direct pedestrian access since the Parsonage Road pavement is around 0.5km too short. Concern that promotion of use of the airport as a transport hub, despite efforts to encourage pedestrian and bicycle use, will inevitably lead to additional demand for car parking and that this should be accommodated underground or in multi-storey car parks rather than in open ground. Add to policy the encouragement of walking and cycling to the airport from the Takeley area in order to encourage its use as a local transport hub. It is difficult to use Stansted airport for commuters as a local transport hub without provision of commuter parking.	Whilst the potential to improve access to the transport hub at the airport is attractive, it must also be considered that the airport, and its associated site services, facilities and associated employers, is by far the largest concentration of employment within Uttlesford - on that basis, improving access via sustainable modes is not only to facilitate use of the transport hub, but also for those that work at the airport. The provision of more affordable housing in more accessible locations where access to the airport via sustainable travel is improved can only assist with reducing the level of vehicle trips. There will be further discussion and negotiations with the Airport authority in terms of easy access for non-airport passengers and discussions with the rail and coach operators. The Transport Hub issues are being discussed with the airport authority to achieve optimal land use, operations and good design for any additional parking should this be proposed. The provision of parking that accords with the needs of local commuters will also be discussed with the airport authority with a view to addressing this issue in Regulation 19 and/or where the Council can influence.
NDLP714	Christine Coultrup						
NDLP766	Mr Neil Reeve						
NDLP805	Howard Lees						

Table 3 Core Policy 12: Stansted Airport Countryside Protection Zone

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3180	Phoenix Life Limited and Mulberry S				Countryside Protection Zone	Strong objection to amendments the CPZ boundary because of the growing need to strengthen it in the light of potential encroachment from proposed and new development, and airport growth and consequent increase in traffic.	The CPZ policy and boundary will be reviewed as part of the Regulation 19 Plan to take into account its effectiveness and its role.
NDLP3181	Phoenix Life Limited and Mulberry S						
NDLP2024A	Little Canfield Parish Council						
NDLP862	Linda Steer				Countryside Protection Zone - General Comments	Strong objection to amendments the CPZ boundary because of the growing need to strengthen it in the light of potential encroachment from proposed and new development, and airport growth and consequent increase in traffic.	The CPZ policy and boundary will be reviewed as part of the Regulation 19 Plan to take into account its effectiveness and its role.
NDLP296	Mr Bill Critchley				CPZ Boundary	A number of objections to adjusting the boundary were received including submissions from several parish councils. The CPZ has protected against coalescence and should be retained in its entirety and in perpetuity. Respondents query the soundness of the scrutiny behind the proposed reduction in the CPZ boundary which was set up originally in the early 1980's by the Inspector to the Inquiry into the expansion of Stansted Airport to protect the land around the 'airport in the countryside'. The Inspector considered that any encroachment would spoil this valued landscape and the 1995 and 2005 Local Plans enshrined this with policy to contain the airport's physical expansion and to avoid any coalescence within the CPZ. The Countryside Protection Zone (CPZ) policy that sought to provide protection from development to identified land parcels around Stansted Airport to "safeguard the rural nature and setting of Stansted". Stansted is now recognised as the country's second busiest airport and the government approved an increase in passenger numbers to 43 million. Therefore by inference, it is clear that the area surrounding the airport in relation to people, visitors, vehicles, businesses, commercial enterprises, etc. has dramatically increased since 2005 and will continue to do so over the forthcoming years and therefore has even greater need to be protected. Although some sites have been lost to development this is not a reason to reduce the boundary; there is an argument that it should therefore be strengthened. The CPZ is helping to maintain the vision of the 'airport in the countryside'.	"The 2005 LP CPZ policy pre-dates the original NPPF, published in 2012) by some years and has since been updated several times. Paragraph 182 of the 2023 NPPF states that "great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty" – the CPZ does not fall into these categories. The NPPF also affords policy restrictions to protecting Green Belt – again, the CPZ does not fall within any Green Belt areas. Paragraph 181 of the NPPF states that "Plans should distinguish between the hierarchy of international, national and locally designated sites, and allocate land with the least environmental or amenity value, where consistent with other policies in this Framework". The CPZ is not an internationally and nationally designed site and has no up-to-date local designation. In accordance with the NPPF, the Council must ensure the Framework is considered in the round and that sustainable development is fully supported. Furthermore, there have been substantial changes to the area around the CPZ since the 2005 Plan was adopted, not least the construction of the A120 to the south of the Airport, which is a significant dual carriageway in this location. However, as set out in the Reg 18 Local Plan, the majority of the CPZ is proposed to be retained and the original function of the CPZ, i.e., to prevent coalescence between the airport and surrounding settlements is not being compromised. Furthermore, it is now proposed that the entire eastern portion of the proposed development at Takeley will not be developed and thus separation between Stansted Airport and Takeley/Little Canfield will also be maintained. The CPZ boundary will be reviewed to reflect this proposed change to the Reg 19 Plan and updated accordingly. "
NDLP59	L Cogger-Berry						
NDLP262	Val Mckirdy						
NDLP286	Dominic Davey						
NDLP334	Martin Dunn						
NDLP358	Mrs Margaret Shaw						
NDLP410	Tasos Colocasidou						
NDLP411	Tasos Colocasidou						
NDLP412	Crystal Colocasidou						
NDLP565	Mr Michael Young						
NDLP800	David Adams						
NDLP882	Colin Arnott						
NDLP1017	Jackie Deane						
NDLP711	Christine Coultrup						
NDLP900	Allison Ward						
NDLP1015	Helen Carter						
NDLP873	Richard Hughes						
NDLP893	Janice Hughes						

NDLP1144	Michael Marriage						
NDLP268	John Welham						
NDLP862	Linda Steer						
NDLP895	Janice Hughes						
NDLP302	Sally Taylor						
NDLP305	Sally Taylor						
NDLP306	Sally Taylor						
NDLP1310	Patricia Harrison						
NDLP1295	Great Hallingbury Parish Council						
NDLP1348	Peter Knight						
NDLP1242	Mr Bill Critchley						
NDLP1271	Maggie Sutton						
NDLP1209	Mrs Lucy Gibson						
NDLP1229	Mr David Gordon						
NDLP1304	John Rhodes						
NDLP1313	Mr Quintus Benziger						
NDLP1872	Colin Harrison						
NDLP1411	Mr Keith Vines						
NDLP1429	Patrick Going						
NDLP1528	Marie Goodey						
NDLP1530	Katie Rae						
NDLP1561	Mr Peter Turner						
NDLP1595	Silke Sheppard						
NDLP1664	Eileen Kay						
NDLP1672	Mr Richard Bowran						
NDLP1814	Antony Wordsworth						
NDLP2105	Anne Wordsworth						

NDLP2119	Mr and Mrs Colocasidou						
NDLP2152	Tim Whitting						
NDLP1648	Michael and Patricia Fairchild						
NDLP1651	Michael and Patricia Fairchild						
NDLP1654	Val Waring						
NDLP1978	Sue Cony						
NDLP2029	Patrick Harte						
NDLP2069	Diane Conway						
NDLP1830	Phyllis Clark						
NDLP2105	P Barber						
NDLP2119	Isobel Brooks						
NDLP2138	Essex County Council						
NDLP2152	Essex County Council						
NDLP2178	Tim Whitting						
NDLP2231	Michael and Patricia Fairchild						
NDLP2315	Michael and Patricia Fairchild						
NDLP2515	Paul Hinwood						
NDLP2568	Val Waring						
NDLP2783	Mr Roger Clark						
NDLP2804	Much Hadham Parish Council						
NDLP2902	Michael Letchford						
NDLP526	Michael and Patricia Fairchild						
NDLP622	Michael and Patricia Fairchild						
NDLP3027	Little Hallingbury Parish Council						
NDLP3047	Little Hallingbury Parish Council						
NDLP3310	Lorraine Flawn						
NDLP3322	Jackie Cheetham						
NDLP3368	Maggie Sutton						
NDLP3487	Peter Hayward						
NDLP3489	Louise Masters						
NDLP3489	Jean Johnson						

NDLP3524	Anne Cook					
NDLP374	Michael Johnstone					
NDLP895	The North West Essex Constituency					
NDLP1495	La Gladman Allison Evans Allison Evans Takeley Neighbourhood Plan Steering Michael Schultz Janice Hughes Stansted Airport Watch					
NDLP1212	Mr Jonathan Fox			CPZ policy	Need to withstand any expansion of the airport on environmental and climate change grounds. Concerned that the CPZ area is being eroded and some land is being held back for development purposes but this should only be entertained on a small scale and selective basis. Objects to erosion of the vision for the CPZ which was that Stansted would be the 'Airport in the Countryside', free of new development around it apart from airport-related development and enshrined in planning policy since 1995. Considers that only airport-related businesses should be permitted on the airport site and that planning policy should prohibit housing, commercial and other development adjacent to the airport boundary in order to prevent 'urbanisation' and to avoid coalescence. Supports the CPZ function to prevent growth and protect the local communities from expansion, protecting mature hedgerows and trees in a green open space rather than replanting which will decimate the wildlife and biodiversity. Brownfield land should be used as opposed to arable. Remaining woodland should remain within the CPZ and be afforded particular protection for biodiversity, wildlife and landscape views. Considers that the reduction in the Countryside Protection Zone would contradict the policy's aim to protect quality farmland. Concerned that the Council's stance on the airport may be weakening and allowing housing in the CPZ.	As above - The 2005 LP CPZ policy pre-dates the original NPPF, published in 2012) by some years and has since been updated several times. Paragraph 182 of the 2023 NPPF states that "great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty" – the CPZ does not fall into these categories. The NPPF also affords policy restrictions to protecting Green Belt – again, the CPZ does not fall within any Green Belt areas. Paragraph 181 of the NPPF states that "Plans should distinguish between the hierarchy of international, national and locally designated sites, and allocate land with the least environmental or amenity value, where consistent with other policies in this Framework". The CPZ is not an internationally and nationally designed site and has no up-to-date local designation. In accordance with the NPPF, the Council must ensure the Framework is considered in the round and that sustainable development is fully supported. Furthermore, there have been substantial changes to the area around the CPZ since the 2005 Plan was adopted, not least the construction of the A120 to the south of the Airport, which is a significant dual carriageway in this location. However, as set out in the Reg 18 Local Plan, the majority of the CPZ is proposed to be retained and the original function of the CPZ, i.e., to prevent coalescence between the airport and surrounding settlements is not being compromised. Furthermore, it is now proposed that the entire eastern portion of the proposed development at Takeley will not be developed and thus separation between Stansted Airport and Takeley/Little Canfield will also be maintained. The CPZ boundary will be reviewed to reflect this proposed change to the Reg 19 Plan and updated accordingly.
NDLP1214	Mr Ralph Phillips					
NDLP1505	Mr Bruce Drew					
NDLP1726	Vicky Brown					
NDLP1868	Mike Parnell					
NDLP2138	Paul Hinwood					
NDLP2150	Ian Shufflebotham					
NDLP1487	Andrew West					
NDLP1579	David Perry					
NDLP1986	Elizabeth Beckett					
NDLP2150	Ian Shufflebotham					
NDLP2175	Phillip Bodsworth					
NDLP2557	Can					
NDLP2612	Jackie Cheetham					
NDLP402	Louise Johnson					
NDLP4024						

NDLP1888	MAG London Stansted Airport Karen Quinn						
NDLP2024B	Little Canfield Parish Council				Flitch Way	Objects to what us considered to be " an almost total removal of the Countryside Protection Zone "and a change of use for the heritage Flitch Way.	It is not proposed to change the use of the Flitch Way as a piece of local heritage but to review its function from biodiversity, walking, heritage and landscape and recreational perspectives and to identify if and where improvements might be made. Any such proposal would be subject to public consultation and developers would be required to contribute.
NDLP1074	Howard Rolfe				Opposition to Local Plan	General opposition to the plan including the CPZ boundary change. Also objects to reduction of the Affordable Housing target, the level of housing proposed in Takeley and Saffron Walden, the lack of development of a new community, lack of an infrastructure plan and that development in Uttlesford is primarily developer led with no cohesion or strategic overview.	Nature of objections are noted. The plan has been subject to a full Sustainability Appraisal and site selection methodology. The consultation on Regulation 18 will also inform the final draft version of the Plan which is required by Government in order to plan appropriately for required housing growth. The Zone around the airport is protected by Core Policy CP12.
NDLP486	Mr Ken McDonald				Policy wording	Wording of supporting text needs explaining to make clear the justification for any change. The wording in the policy itself needs strengthening and less obtuse.	The text and justification for the policy will be clarified and the policy itself reviewed in the light of consultation.
NDLP2269	Mr Kemp and Ms Shutes				Support	A number of comments express support for proposed amendment to the CPZ boundary, maintaining its original purpose and supporting the A120 as an effective physical boundary to the north of Takeley/Prior's Green/Little Canfield. Agrees with boundary review and the release of certain land parcels from the CPZ to allow for new development proposals, such as employment land, to be considered for allocation rather than being retained as 'open countryside'. Considers this is sensible, especially in the context of employment and logistics opportunities near to the A120, the M11 and Stansted Airport, and the sustainability and employment demand benefits that would arise. This reinforces the robustness of the revised CPZ. Makes the point that for the land parcels removed from the CPZ then they should be coupled with proposals to allocate land for alternative uses, such as employment. Supports new boundary as shown in Appendix 7 especially the removal of Parcel 5, which incorporates the north-east Takeley strategic allocation. This is strongly supported since Takeley is a highly sustainable option for strategic growth and given its location south of the A120 corridor and recent developments, it needs to be allocated for housing to meet the district's needs. Sites which do not fulfil the original four purposes of the CPZ and particularly if not within the airport surroundings need not be protected.	Noted.
NDLP3240	Weston Homes Plc						
NDLP3241	Weston Homes Plc						
NDLP3343	Welbeck Strategic Land						
NDLP3953	Messrs Bull and Robertson						

Table 5 Core Policy 14: Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1139	Jackie Deane	Parish Clerk Takeley			Bus route improvements	Concerns over the suitability of Parsonage Road for a bus route, and that financial contributions through s.106 should be flexibly implemented rather than specifically allocated. Suggestion to	Bus travel forms part of our sustainable transport network and new development is proposed where it can make use of the existing bus network or, if not, new bus routes are proposed. Making bus

NDLP1139	Jackie Deane	Parish Clerk Takeley				extend rail service to the airport. Existing bus service unreliable and under-used.	travel easier and more convenient should increase take up of this as a mode of travel. Where new routes are proposed, a highways assessment is carried out to verify the suitability of these new routes for bus travel. The Council will seek s.106 contributions from developments to help to fund the wider bus network, as well as local improvements to the bus infrastructure.
NDLP1276	Mr Robert Jones						
NDLP761	Virginia Barlow	Parish Clerk Great Canfield Parish Council			Flitch Way	Residents concerned about the loss of Flitch Way as a linear country park and the engineering work required to overcome flooding and to make it a suitable surface for cycling as a sustainable travel route.	The intention is to make the Flitch Way a sustainable travel route, encouraging residents to walk and cycle along this attractive pathway enjoying the benefits of active travel and being outdoors. Surfacing proposals will be light touch, only enough to make the route accessible and address issues of localized flooding and churned up paths. The habitat value of the Flitch Way is fully acknowledged by the Council and proposals will not negatively affect the biodiversity benefits enabled by the path. Mitigation measures will be put in place to prevent misuse or antisocial use of the path, such as being used by motorcars or motorbikes.
NDLP892	Allison Ward						
NDLP1428	Katie Rae						
NDLP1627	Barry Smith						
NDLP1628	Barry Smith						
NDLP1049	Janice Hughes				Heritage and conservation	Concern over the development proposed at Takeley and the impact that will have on the heritage and conservation setting, particularly around the Conservation Area of Smiths Green and the development proposed (and refused) at Bulls Field.	The policy team is aware of developments in relation to current and recently determined applications and appeals and is content the proposed allocations overcome any previously issues satisfactorily - in most cases the areas affected by Appeal affect a small extent of the proposed allocations, which enables more effective mitigation. For example, an area at Takeley refused so it can remain open to protect the heritage asset, will remain open within the proposed allocation. The Reg 19 plan will reflect revisions to allocations, where applicable.
NDLP166	David Kerry				Increased traffic	Concerns over increased traffic as a result of development, including congestion and accidents.	It is understood and accepted that new development will increase demands on local transport infrastructure. In mitigation to this, traffic modelling is undertaken to assess likely traffic impacts and areas highlighted are addressed as part of the enabling work to the development. The proposed developments also support a wide range of sustainable transport interventions and are located to maximise opportunities for cycling, walking and using public transport.
NDLP2031	P Barber				Mobility Hub	Concern that the location proposed is isolated. Lack of understanding over the purpose of the mobility hub.	The proposed location of the mobility hub is adjacent to proposed employment and within easy cycling distance of Takeley and Great Dunmow. This will serve the existing residents of Takeley as well as the new residents and the school attendees. As such, this location will not be isolated. The function and purpose of a mobility hub will be to provide rapid EV charging points, secure cycle storage and maintenance, as well as safe and sheltered bus waiting areas.

Table 6 Core Policy 15: Green and Blue Infrastructure in the South Uttlesford Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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NDLP4029	MAG London Stansted Airport				Aircraft safety	Supports the Council's approach to green and blue infrastructure. Emphasises that there is a requirement to safeguard aviation activity when considering any proposal such as landscaping and the creation or modification of water bodies that may attract birds as this could lead to an increase in bird-strike risk. Aviation safety must therefore be addressed in the determination of planning applications for such schemes and proposals that adversely impact on aircraft safety should not be supported. Policy 15 should therefore include the need to consider the impact upon aviation and cross refer to the standalone airport safeguarding policy as proposed earlier in a related representation.	The impact on airport safety arising from landscaping and blue infrastructure proposals is noted. The policy will be amended to address this. It will cross-refer to the proposed inclusion of policy on airport safeguarding. Supporting text will refer to the need to consult with the Safeguarding Authority for Stansted Airport as statutory consultee in accordance with Circular 1 /2003 - Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas.
NDLP429 NDLP1759 NDLP2179 NDLP402A NDLP3131 NDLP3138 NDLP3370 NDLP429 NDLP55	Mr Andy Dodsley Mr Bob Brooker Mr Roger Clark Louise Johnson Stop Easton Park Stop Easton Park Gladman Mr Andy Dodsley Laura Stylianou	Parish Clerk Elsenham Parish Council			Country Park	Support for the principle of the creation a new Country Park to relieve pressure on Hatfield Forest and to provide another facility in the district. Cautions that it needs to be carefully designed with all functions in mind including user safety, wildlife, play areas, access, facilities. A new Country Park has to be of sufficient scale to be able to accommodate a range of activities as a destination like the other major country parks in Essex. The inclusion of the Great Easton site offers such possibilities, but open space associated with some proposed development sites would be insufficient.	Any new country park will be designed to conform with Natural England standards for a country park which includes the features mentioned by the respondent. The Council is commissioning a study to identify the best location, design, access and facilities etc. for the final proposal which will be set out at Regulation 19 stage. A Country Park is a formal designation that must meet certain Natural England criteria, but it is the intention on the development sites to maximize the amount of green space for amenity and biodiversity. The Great Dunmow site concept master plan proposes a substantial area of open space, nature, biodiversity and woodland as part of the green infrastructure network.
NDLP2917	Christine Chester				Country Park - Easton Park	Considerable support is expressed for the creation a country park at Great Easton because it is important to have an additional significant open space in the south of the district given all the new housing proposed and the lack of ease of access to Hatfield Forest. Comments on the lack of ability to use the footpaths for people with buggies and that linear routes such as the Flitch Way are not as useful as a circular route. It will help to retain the gap between the settlements at Great Dunmow, Little Canfield and Great Easton, and also provides the opportunity to celebrate the military, cultural and history of the site. Support for the Plan's objectives to protect and enhance the cultural, historical and natural heritage of the district. Support for the creation of a country park at Great Easton would recognise the bequeath of the land for the community from the previous historic owner. A new park is necessary to strengthen the Blue Green Infrastructure and to connect areas of ecological importance such as the Chelmer, Roding and Pincey Brook Valleys as well as the Flitch Way and other SSSIs in the area. Opportunity should be taken to refocus on heritage and to link up habitats through to the River Chelmer and along the Flitch Way as part of the local Nature Network. Respondent requests consideration of how a	Part of the land at Great Easton is being explored for a country park to meet the Natural England standards and criteria and to relieve pressure on Hatfield Forest. Following more detailed consideration it is hoped to propose it in the Regulation 19 draft. There is no proposal to allocate more housing land around the proposed Great Easton country park in this Plan period.

					country park would relate to the historic gardens and how it would be managed to ensure that any plans preserve the gardens' tranquillity and unique character. It provides opportunity to enhance the utility of the long-distance footpaths such as the Harcamlow Way and Saffron Trail. Looks to the Council to lead its implementation. Seeks reassurance that development to the south of the proposed park would not ensue.	
NDLP190 NDLP373 NDLP373 NDLP508 NDLP764 NDLP1173 NDLP272	Mrs Rachel Kesterton Mr Stuart Walker Mr Stuart Walker Mrs Helen Walker John Stevens Sarah Firth Dennis Litjens			Country Park - Great Easton	Considerable support is expressed for the creation a country park at Great Easton because it is important to have an additional significant open space in the south of the district given all the new housing proposed and the lack of ease of access to Hatfield Forest. Comments on the lack of ability to use the footpaths for people with buggies and that linear routes such as the Flitch Way are not as useful as a circular route. It will help to retain the gap between the settlements at Great Dunmow, Little Canfield and Great Easton, and also provides the opportunity to celebrate the military, cultural and history of the site. Support for the Plan's objectives to protect and enhance the cultural, historical and natural heritage of the district. Support for the creation of a country park at Great Easton would recognise the bequeath of the land for the community from the previous historic owner. A new park is necessary to strengthen the Blue Green Infrastructure and to connect areas of ecological importance such as the Chelmer, Roding and Pincey Brook Valleys as well as the Flitch Way and other SSSIs in the area. Opportunity should be taken to refocus on heritage and to link up habitats through to the River Chelmer and along the Flitch Way as part of the local Nature Network. Respondent requests consideration of how a country park would relate to the historic gardens and how it would be managed to ensure that any plans preserve the gardens' tranquillity and unique character. It provides opportunity to enhance the utility of the long-distance footpaths such as the Harcamlow Way and Saffron Trail. Looks to the Council to lead its implementation. Seeks reassurance that development to the south of the proposed park would not ensue.	Part of the land at Great Easton is being explored for a country park to meet the Natural England standards and criteria and to relieve pressure on Hatfield Forest. Following more detailed consideration it is hoped to propose it in the Regulation 19 draft. There is no proposal to allocate more housing land around the proposed Great Easton country park in this Plan period.
NDLP378 NDLP156 NDLP2032 NDLP3530	Mr Bill Critchley Barry Smith P Barber Takeley Neighbourhood Plan Steering			Flitch Way	Emphasises that the Flitch Way is a park and not a cycle route so improvements to the surfacing and formalising this function would impact on nature and on the rural feel of the route, use by horse riders, and without illumination, on public safety. There has been some objection to any development/paving over The Flitch Way path because of its informal recreational and wildlife value.	The proposal for enhancing the Flitch Way is at a very early stage and one of the first points to agree is its multiple functions given its various roles as a recreational route, nature area and potential links to the cycling and walking highway network. This will be addressed during the progress towards the draft Regulation 19 Plan. Any improvements would involve engagement with the communities and if agreed would need to be funded for example through the planning and development process.
NDLP1355	Sarah Eley			Flooding	Increased risk of flooding arising from climate change along with increased incidents of flooding along the River Chelmer suggest that the location of new development in the Church End area is not the most suitable. Walking along the River Chelmer in part is not possible when it is subject to flooding though driving is possible.	It is acknowledged that some walking routes will be passable only when there is no localised flooding. New drainage proposals or improved walking routes associated with new development might help to alleviate this. The intention is to identify any proposed new route itself and, where needed, to protect it by planning policy or through the strategic site guidance. For any proposed development site to be taken to the next stage a drainage strategy that takes into account the probability of climate change-related events, will need be agreed with the Lead Local Flood Authority and the

							Environment Agency and will be planned for the highest probability of flooding within the climate change model. Water will be held back in large ponds on site and above the floodplain and would not contribute to flooding along the River Chelmer in Church End. Further assessment by the Council's Water Cycle and flood risk consultants during the Regulation 19 preparation period will inform the water management design on this site and the requirements in the site development guidance.
NDLP3113	Higgins Group				Green and Blue Infrastructure funding	Support for the GBIS but asks how the country parks, and green and blue networks would be funded and which developments would be expected to contribute .	Funding for the GBIS network proposals and country parks would be from several sources. Grants available from time to time from Government sources, and also through the nature recovery strategy , potentially in relation to biodiversity net gain and the Strategic Nature Partnership at County; developments in the vicinity will be required to contribute so that those in the South Area Strategy would contribute to a country park or major initiative such as improvements to the Flitch Way if they fall in the notional boundary for the South Strategy Area, and similarly for the North Strategy Area. Furthermore the Council is considering the preparation of a CIL schedule and programme and the major elements of green infrastructure would fall under this and be funded proportionately also.
NDLP773	Mr Neil Reeve				Green Infrastructure linkages	Encourages the more strategic proposals for woodland and wildlife planting across swathes of the district and county under the Big Green Infrastructure project to be incorporated in the Green and Blue Infrastructure Strategy alongside support for a country park.	The GBIS supports the strategic links for natural planting and wildlife corridors across the county and including Uttlesford and every effort will be made accommodate these initiatives in development proposals or planning policies. In addition, part of the land at Great Easton is being explored for a country park to meet the Natural England space and other standards and criteria and to relieve pressure on Hatfield Forest.
NDLP2673 NDLP2674	National Trust National Trust				Hatfield Forest	The respondent emphasises the role of Hatfield Forest in the public domain. In pursuance of the National Trust Act 1907 the National Trust has to work towards its core objective at Hatfield Forest of preservation of historic interest and natural beauty on behalf of the nation, forever : 404ha of mediaeval Royal Hunting forest. It has diverse features and habitats and is carefully managed. with the respondent describing its many diverse features and visitor facilities. As a National nature reserve, Hatfield Forest NNR is also designated as a Site of Special Scientific Interest (SSSI). This means that the National Trust is legally obliged to observe the provisions of the Wildlife and Countryside Act, 1981 (as amended). The Forest's ecological and historic importance is reflected in its designations - for its considerable ecological significance and especially for its veteran trees and old growth woodland on undisturbed soils. The Forest's key features are: wood pasture with cattle grazing, unimproved grassland and veteran pollards; ancient coppice woodland with a long continuity of management; freshwater habitats and very high species richness of invertebrates, fungi, lichens and plants, including many nationally rare or threatened species. There is also a great diversity of breeding and wintering birds, with more than 60 species breeding on the site. Increased vulnerability of Hatfield Forest derives from growing population pressure within the catchment area and over-use of the environment such as trampling.	The importance of Hatfield Forest is well known and the Council is working with the National Trust and other public authorities to try to secure a mechanism to raise funds to implement the mitigation measures to protect its long-term future. Following from the Green and Blue Infrastructure Strategy, the Council is also exploring the potential location of a country park which will attract visitors away from Hatfield Forest and to a more manageable and sustainable number and meet criteria for implementation in accordance with Natural England standards. Alternative green spaces are required in all the new developments allocated in the plan. The study is also looking at areas potentially or SANG , smaller green spaces that will provide an amenity function and help to ameliorate pressure on Hatfield Forest.

NDLP428	Mr Andy Dodsley				Policy Wording	Update the wording of the Core Policy 15 to reflect Core Policy 10 in the South Area Strategy and the Green and Blue Infrastructure Strategy Opportunity No. 8.	Part of the land at Great Easton is being explored for a country park to meet the Natural England space and other standards and criteria and to relieve pressure on Hatfield Forest. Following more detailed consideration it may be proposed in the Regulation 19 draft and the wording in Core Policy 15 will be amended to reflect this more accurately.
NDLP1744 NDLP1151 NDLP306 NDLP1606 NDLP2020 NDLP2683	Salings Parish Council Jackie Deane Sally Taylor Anglian Water Little Canfield Parish Council National Trust	Parish Clerk Takeley Councillor Birchanger Parish Council			Public open space	Inappropriate public open space is proposed in the form of a 'green wedge' on the Takeley scheme with uncertainty of maintenance responsibilities, and broken up by bus and cycle routes. Impact on ancient Priors Wood by access with particular concern for impact on the range of wildlife species. No area of public open space is proposed in the Takeley scheme unlike Stansted Mountfitchet and Great Dunmow; Flicht Way functions as a country park and not only as a cycle route. Supports for the creation of country park and areas of open space in association with proposed development sites but they must include links to Public Rights of Way and bridleways. Suggests that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians. There is some concern that it has been relegated for developers to provide open space despite assurance in the local plan process that the concept of green space was significant within the Local Plan.	The open space proposed in the Takeley master plan will be provided as part of the overall scheme. Small areas of open space have little functionality and the aim is to create linked spaces but it is not intended to create a country park here. The impact of development on wildlife is recognised and will be fully considered in the redesign of any proposed scheme allocation. Public open space is proposed in all three strategic sites in this South Area Strategy. In order to be a designated country park the land selected will need to meet certain Natural England criteria and the precise designation will be developed in consultation with NE. It is recognized that the Flicht Way performs several functions and clarity over future improvements and role will be developed as part of a programme. The master plans for the proposed development sites include access and links to the wider area through the promotion of active travel and safe public routes. Links to proposed major areas of public open space in development sites and to country parks will be explored more fully as the proposal becomes finalized but the principle of external linkages is strongly supported. Permissive paths across private land should be maintained by the landowner. If a new public route is to be created, the developer will be asked to set aside a sum for its future maintenance. The Local Plan embeds the concept of green infrastructure throughout its policies, site guidance and in evidence gathering. Its core objectives (SO1- ecological and climate emergency; SO2- protect valued landscapes; SO3-protect the natural environment; all have a strong green focus. The council undertook a study to prepare the Green and Blue Infrastructure Strategy and is now developing some of these opportunity ideas through a study on a potential country park. Site guidance places a green setting for new development at the forefront in all new development and sites are required to provide substantial amounts of green space. The focus on health and wellbeing, recreation, green public space etc. will continue through the Regulation 19 draft plan process. Although there are objections to the impact of new development taking up valued green spaces with rich wildlife, all the development proposals are required under the proposed policy and design code to provide quality amenity and green space and to secure biodiversity net gain with improved public access to open space and habitat and biodiversity net gain enhancement.
NDLP1582	David Perry				Site selection	Great Dunmow Town Council has developed a 59 acre (23 ha) public access woodland to the south of Great Dunmow as a significant area of green space. Respondent argues that this is equivalent to the proposed Great Dunmow site at Church End and that the latter is less suitable as a development site than another site submitted to the south east of Great Dunmow which links the parish council woodland (ref.Gt Dunmow 008). If the	The woodland planting by the parish council is noted and can be integrated in the green infrastructure network across the district. Any new development proposals in the will take account of this new woodland in habitat creation and biodiversity proposals.

						site had been selected for future development it would enlarge and enhance this currently young woodland area.	
NDLP3441	Bloor Homes (Eastern)				Stansted Mountfitchet -parkland	Respondent supports the aims of CP15 including the creation of a country park. The suggested parkland at Walpole Meadows would be 8.64 ha and therefore below the Natural England standards and would also be provided along with other green space on the related site to the east. The respondent requests the removal of the Walpole Meadows designation as a 'country park' because the criteria cannot be met but nevertheless the amenity will be provided by the developer., to be delivered solely at "North Walpole Meadows"	There are two areas identified as 'opportunity areas' in the Green and Blue Infrastructure Strategy along with other areas of open space that are more associated with major development sites. The Walpole Meadows, Stansted Mountfitchet site concept master plan proposes a substantial area of open space, nature, biodiversity and adjoining woodland as part of the green infrastructure network. This is welcomed and though it may not be able to achieve the status of a formal country park in the Natural England definition, its presence offering protection and enhancement as well as public access to the environment is welcomed. At the High Lane site it is proposed to provide green routes and retained agricultural land as opposed to a large amount of open space. The allocation of the community parkland on the main Walpole Meadows site is welcomed.
NDLP3458	Bloor Homes (Eastern)						
NDLP3424	Bloor Homes (Eastern)						
NDLP3525	Takeley Neighbourhood Plan Steering Group				Takeley - woodland	Opposes cycleway through ancient woodland at Priors Wood and proposed housing around it, and proposed employment uses adjoining Priory Wood near to Thremhall Priory to the detriment of Hatfield Forest. Development here and east of Parsonage Road will affect the agrarian landscape and impact on the setting of the Takeley Conservation Area and the ancient woodland.	The employment land allocations and the concept master plan for the Takeley strategic allocation will be reviewed in consideration of the points raised and new evidence prepared as part of the Regulation 19 draft. The need to protect and enhance the ancient woodlands and places of nature importance across the district and identified in the GBIS is recognized and reflected in the site development guidance in CP10 as well as CP15.
NDLP4306	Hertfordshire County Council				Cross boundary Transport Issues	Further consideration should be made to cross boundary sustainable transport provision, to which a number has been previously identified by Essex County Council and the Hertfordshire County Council Easter Area Growth & Transport Plan.	Noted, Uttlesford has considered active travel modes and sustainable transport provision when considering the sites.
NDLP740	Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association			Walking routes and Public Rights of Way (PROW)	Supports the principle of the creation of country park areas of open space in association with proposed development sites but considers they must include links outside into Public Rights of Way and bridleways. There is a good public right of way network but its useability is reduced by poor maintenance. Request that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians.	The development of the master plans for the proposed development sites includes access and links to the wider area through the promotion of active travel and safe public routes. Links to proposed major areas of public open space in development sites and to country parks will be explored more fully as the proposal becomes finalized but the principle of external linkages is strongly supported. It is a County Authority duty to maintain the PROW. Permissive paths across private land should be maintained by the land owner. In development proposals, if a new public route is to be created, the developer will be asked to set aside a sum for its future maintenance.
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 7: Thaxted Area Strategy

July 2024

Table 1 Core Policy 16: Thaxted Area Strategy	2
Table 2 Core Policy 17: Delivery of Transport Schemes within the Thaxted Area	47
Table 3 Core Policy 18: Delivery of Green and Blue Infrastructure in the Thaxted Area	48

Table 1 Core Policy 16: Thaxted Area Strategy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1662	Antony Wordsworth				Access to 'Land North East of Barnards Field' Allocation	Comments include the need to stipulate that the only vehicular access should be taken from Bardfield Road and that Copthall Lane should not be used for this purpose. One comment suggest that, of the two vehicular access to this allocation, one requires third party land and the other appears too narrow.	Within the Reg 18 Local Plan, Copthall Lane was proposed to be utilised solely for non-vehicular access, as UDC recognised the single track character of this lane. However, for several reasons highlighted within the Site Selection Methodology, allocations for residential development at Thaxted have not been taken forward to the Regulation 19 stage of the Local Plan, thus, access is no longer required into the site.
NDLP1666	Anne Wordsworth						
NDLP1732	Philippa Morton Potts						
NDLP1733	Jenny and Flint Morton Potts						
NDLP2123	Philip and Susan Parker						
NDLP3876	Lands Improvement Holdings						
NDLP159	Chris Howard				Access to 'Land North of Holst Lane' Allocation	<p>A singular point of access off of Holst Lane is insufficient to serve 339 dwellings and a school, whilst an access off of the B1051 has previously had objections from Essex County Council as the Local Highways Authority. Some comments state the allocation is too far from the centre to walk.</p> <p>A comment queries why this allocation is not accessible from Moscotts/Burns Way and requests details on the impact of traffic flows onto Sampford Road and its Junction with Walden Road. Lastly, there is a query related to how the proposed primary school would be serviced.</p>	<p>Firstly, it is important to note that the Site Development Templates published at Regulation 18 included a mistake in that the plan did not demonstrate a vehicular access point onto Sampford Road, as was stated in the text based requirements. The primary vehicular access to the site was always intended to be off of Sampford Road, with a vehicular access off of Holst Lane intended to be secondary, used to promote permeability into the existing settlement.</p> <p>Vehicular access onto Burns Way/Moscotts was not considered deliverable due to the intervening stretch of land which falls outside of the promoted site boundary. Two pedestrian access points along the west of the allocation, facing towards Moscotts/Burns Way, formed part of the Regulation 18 Site Development Template.</p> <p>The impact of traffic upon Sampford Road and its junction with Walden Road was assessed as part of the Regulation 18 Local Plan Evidence Base webpage. However, for several reasons highlighted within the Site Selection Methodology, allocations for residential development at Thaxted have not</p>
NDLP385	Antony Dynamou						
NDLP2209	Hands Off Thaxted						
NDLP1282	John Levett						
NDLP1542	Sam Coote						
NDLP1732	Philippa Morton Potts						

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1733	Jenny and Flint Morton Potts						been taken forward to the Regulation 19 stage of the Local Plan, thus, access is no longer required into the site.
NDLP2351	Richard Haynes						
NDLP3512	Thaxted Society						
NDLP1712	Thaxted Parish Council	Thaxted Parish Council					
NDLP1410	Ms Sarah Delaney				Accordance with Thaxted Neighbourhood Plan	The draft Local Plan has not taken account of the made Thaxted Neighbourhood Plan, particularly in relation to its consideration of landscape evidence that was used to support the Neighbourhood Plan and detailed a number of key views of the church. Other comments state that the policies within the Neighbourhood Plan would not be met by the allocations, including those relating to the preservation of heritage and local character.	
NDLP1661	Dr C Wilde						
NDLP3876	Lands Improvement Holdings						
NDLP3783	Rob Coffey						
NDLP3007	Stephen Knight						
NDLP2867	Mr Richard Legge						
NDLP946	Sarah Brewin						
	David Aldred					It is necessary for a Local Plan to be capable of being sound in itself, that is that it must be consistent with national Govt. policy, guidance and legislation. National policy makes clear that Local Plans should set 'strategic' policy, including meeting the districts housing requirement across a variety of sites and settlements. It is not always possible to do so without conflicting with 'made' Neighbourhood Plans which, by definition, look at non-strategic matters, however, the Council will continue to look to minimise conflict between these documents as far as possible. It is important to note that following the adoption of a new Local Plan, the Thaxted Neighbourhood Plan will remain a part of the 'Development Plan', against which applications for development will be assessed for conformity. It is noted that the Local Plan should better utilise the evidence base submitted in support of the Thaxted Neighbourhood Plan, including the Liz Lake Associates Landscape Study. This will help inform the next iteration of the Local Plan and any associated amendments.	

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP315	Hands Off Thaxted						
NDLP2209	Stephen Fell						
NDLP1736	James Redgwell						
NDLP1332	Stephen Dutton						
NDLP1237	Alison Keene						
NDLP1641	Hannah Arrowsmith						
NDLP1371	David Aldred						
NDLP1396	David Williams						
NDLP1413	Ian Roberts						
NDLP1430	Rosemary Barry Jackson						
NDLP1431	Andrea Brewis Chris Brown						
NDLP1433	Ms Susan Parker Susan Jiggins						
NDLP1434	Antony Wordsworth						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1564	Anne Wordsworth						
NDLP1597	Michael Smith						
NDLP1662	Anne Smith						
NDLP1662	Marianne Porter						
NDLP1666	Robert Bass						
NDLP1666	Mr Barry Ixer						
NDLP1970	Philippa Morton Potts						
NDLP1971	Jenny and Flint Morton Potts						
NDLP1756	Carolyn and Vince Legg						
NDLP1762	Sara Andrews						
NDLP1773	Mr Michael Delahooke						
NDLP1732	Philip and Susan Parker						
NDLP1733	Ann Burgess						
	Paul Plowman						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1734	Lynn Brown						
NDLP1779	Mr Colin Gilbert						
NDLP1780	Daryl and Fiona Robinson						
NDLP2123	Laura Tivendale						
NDLP1721	Ian Westall						
NDLP1865	Joanne Shearer						
NDLP2061	Caryn Pepper						
NDLP2132	Suzanne Compagnoni						
NDLP2149	Philip and Susan Parker						
NDLP2151	Mr Colin Gilbert						
NDLP1486	Daryl and Fiona Robinson						
NDLP1500	Laura Tivendale						
	Heather Bird						
	Ms Ann Corke						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1526	Peter Simmons						
	David Aldred						
NDLP1659	Antony Dynamou						
NDLP2123	Marguerita Norval						
NDLP2132	Mr Trevor Haynes						
NDLP2149	Frances Griffiths						
NDLP2151	Alison Cummings						
	Thaxted Parish Council						
NDLP2172	Thaxted Parish Council						
NDLP2467							
NDLP2779							
NDLP316							
NDLP385							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP441							
NDLP528							
NDLP1137							
NDLP1041							
NDLP1712		Thaxted Parish Council					
NDLP1710		Thaxted Parish Council					
NDLP2487	Wethersfield Homes				Availability of Alternative Sites	One comment suggests that sites would be better placed to the west of the B184. Another comment acts as representations in support of the allocation of additional land to the north of the B1051 to allow the expansion of the 'Land North of Holst Lane' allocation.	The Council's justification for not allocating land to the north of B1051 (Thaxted 016) or land to the west of the B184 (Thaxted 013) is set out within the Site Selection Topic Paper Appendix A. The Council note the comments in favour of additional/alternative sites and will consider the appropriateness of amendments for the next iteration of the Local Plan.
NDLP1891	Karen Quinn						
NDLP1712	Thaxted Parish Council	Thaxted Parish Council			Community Land Trusts	The Local Plan should include reference to the work done in Thaxted to establish a Community Land Trust. This work should be highlighted as a positive initiative which is supported in other settlements.	Acknowledged. The Council will consider whether Community Land Trusts should be highlighted / promoted within the next iteration of the Local Plan.
NDLP1810	The Thaxted Society						
NDLP658	Malcolm Legg				Development Beyond Site Allocations	The countryside beyond the existing settlement and the draft allocations are not sufficiently protected from further development by the Local Plan. Some comments referred to the likelihood of infill development between the allocations and the solar farm to the north east.	Core Policy 3 of the Local Plan states "Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy." This policy explicitly resists inappropriate development in the open countryside. Furthermore, with an up to date Local Plan which meets the district's development needs, UDC will be in a strong position to refuse speculative applications for development in the
NDLP441	Marguerita Norval						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP946	Sarah Brewin						open countryside which does not meet the criteria set out in local and national policy. Within the Regulation 19 version of the Local Plan, UDC will prepare new maps which clarify the settlement boundaries of Thaxted and its surrounding open countryside.
NDLP315	David Aldred						
NDLP1736	Stephen Fell						
NDLP2135	Lauren Havell						
NDLP1401	Steve Russell						
NDLP1401	Hannah Arrowsmith						
NDLP1371	David Aldred						
NDLP1396	Ms Sarah Delaney						
NDLP1410	David Williams						
NDLP1410	Ian Roberts						
NDLP1413	Rosemary Barry Jackson						
NDLP1430	Andrea Brewis						
NDLP1431	Chris Brown						
NDLP1431	Susan Jiggins						
NDLP1433	Dr C Wilde						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1434	Marianne Porter						
NDLP1597	Mr Barry Ixer						
NDLP1661	Mr Michael Delahooke						
NDLP1756	Ann Burgess						
NDLP1773	Lynn Brown						
NDLP1780	Mr Colin Gilbert						
NDLP1721	Lauren Havell						
NDLP2061	Daryl and Fiona Robinson						
NDLP2132	Laura Tivendale						
NDLP2135	Joanne Shearer						
NDLP2149	Mr Colin Gilbert						
NDLP2151	Daryl and Fiona Robinson						
	Laura Tivendale						
	Peter Simmons						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1500	Thaxted Parish Council						
NDLP2132							
NDLP2149							
NDLP2151							
NDLP2779							
NDLP1712		Thaxted Parish Council					
NDLP1718	Thaxted Parish Council	Thaxted Parish Council			Economy Development and Traffic	Comment noting the impact that the volume of traffic from new development will have on Thaxted, particularly its economy, retail area and its function as a tourism site. They also note the lack of parking facilities within the district.	<p>The Plan is informed by detailed assessments of transport impacts and appropriate mitigation which will be included in the final plan, which will clearly set out what is proposed. The evidence accompanying the Reg 19 plan will set out what has been tested, what issues have been identified and how they are being addressed. If there are any issues identified that cannot be adequately mitigated the proposals will be amended accordingly. It is acknowledged that there will still be an increase in vehicular traffic and the modelling work being updated for the Regulation 19 Plan will detail whether the highways impact is acceptable.</p> <p>The Plan also includes retail assessments which look at retail need in Thaxted and the Council will look at both the retail evidence and traffic models to assess the impact of development.</p>
NDLP684	David Beverly				Ensuring Accessibility to Green Spaces	Green spaces and borders of new developments should be accessible for those with wheelchairs/pushchairs.	This comment is noted and the Council will consider what changes to policy/supporting text may be implemented to ensure accessibility for all to proposed green spaces.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1821	Essex County Council				Essex County Council - Education, Early Years and Child Care	The scale of growth at Thaxted would not ensure the viability of a new primary school and the existing primary school is at capacity. Further, based on the proposed level of growth a 30 place Early Years and Childcare Facility is estimated to be required.	Appropriate school places will be provided for all of the proposed Local Plan allocations. At Regulation 18 stage, the Thaxted allocations included the provision of a 1FE primary school in order to respond to the written advice to UDC from ECC dated 31/8/23. School provision was factored into the viability assessment which sat alongside the Regulation 18 Local Plan to demonstrate that the infrastructure requirements could be feasibly met. However, for several reasons highlighted within the Site Selection Methodology, allocations for residential development at Thaxted have not been taken forward to the Regulation 19 stage of the Local Plan. Thus, the Local Plan will not increase demand for school places in Thaxted. The Regulation 19 Local Plan will consider the provision of Early Years and Childcare Facilities in greater depth across the District.
NDLP1821	Essex County Council				Essex County Council - Transport	The Thaxted allocations need further evidence to illustrate suitability on sustainable transport grounds. There are also difficulties with linking the sites to the B184 due to the nature of existing roads.	For several reasons highlighted within the Site Selection Methodology, allocations for residential development at Thaxted have not been taken forward to the Regulation 19 stage of the Local Plan. The concerns regarding accessibility of the sites and sustainable transport have therefore been addressed.
NDLP254	Mr Will Cockerell				Existing Green Space - Chalky Meadow	The status of Chalky Meadow is unclear within Figure 7.2, however, this green space should be left undisturbed for its wildlife value and should be designated as a Local Wildlife Site.	The land was proposed to be retained as 'Green Space with Existing Vegetation' as Uttlesford acknowledged its biodiversity value. The Regulation 19 Local Plan does not propose any changes to this land following the removal of both residential allocations.
NDLP1382	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England - Impact upon the Historic Environment	Historic England acknowledge the Heritage work done to inform the allocations at Thaxted. It is noted that the allocations should be clearer in defining land within the allocations which would be inappropriate for development owing to the views of the church.	The Council note the comments on furthering the mitigation of heritage impact. However, this matter has been resolved with the removal of the Thaxted allocations within the Regulation 19 Local Plan.
NDLP1905 NDLP1565 NDLP1779 NDLP3512	Ms Tina Suckling David Clark Sara Andrews Thaxted Society				Housing Affordability	There are deficiencies in rural affordable and social housing, as such UDC should ensure proportionate levels of affordable housing in Thaxted. One comment notes a 30% rise in rural homelessness which further emphasises this need.	Noted. The new Local Plan includes Core Policy 56 which seeks to deliver a range of affordable dwellings. The percentage requirement of affordable dwellings and the split of affordable types (i.e First Homes, Social Rent etc.) is being reviewed ahead of the next draft of the Local Plan. The exact requirement will need to be evidenced and meet local needs.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP385	Antony Dynamou				Impact upon Copthall Lane	Development along the boundaries of Copthall Lane will result in urbanisation, harming its aesthetic, recreational and wildlife value. Comments also note the cumulative impact of development on either side of the lane and that this would harm the link between Thaxted and its rural surroundings. Some comments cite the negative impact that additional traffic will have along this route.	It is important to clarify that, at Regulation 18 stage, access proposed onto Copthall Lane from both allocations was limited to non-vehicular only. Its function in serving as a recreational pedestrian route to Walnut Tree Meadow and the nearby woodland was retained. At Regulation 18 stage, the proposed allocations were required to deliver areas for wildlife including delivering 20% biodiversity net gain, which by definition provided for a gain, but is also over and above the standard currently required nationally. The on-site gain sought to complement the existing biodiversity along Copthall Lane. The comments relating to the visual impact that development would have had along Copthall Lane are noted. However, with the removal of the Thaxted allocations within the Regulation 19 Local Plan, this matter has been addressed.
NDLP441	Marguerita Norval						
NDLP316	David Aldred	David Aldred					
NDLP528	Mr Trevor Haynes						
NDLP1137	Frances Griffiths						
NDLP811	Ann Camelford						
NDLP3783	Rob Coffey						
NDLP946	Sarah Brewin						
NDLP315	David Aldred						
NDLP2209	Hands Off Thaxted						
NDLP2135	Lauren Havell						
NDLP1767	Andrew Hubbard						
NDLP1401	Steve Russell						
	David Aldred						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1396	Ms Sarah Delaney						
NDLP1410	David Williams						
NDLP1413	Rosemary Barry Jackson						
NDLP1431	Andrea Brewis						
NDLP1431	Chris Brown						
NDLP1433	Ms Susan Parker						
NDLP1433	Sam Coote						
NDLP1434	Mr K Cowell						
NDLP1564	Marianne Porter						
NDLP1542	Mr Barry Ixer						
NDLP1747	Rebecca Rider						
NDLP1756	Philippa Morton Potts						
NDLP1773	Jenny and Flint Morton Potts						
NDLP1773	Mr Michael Delahooke						
NDLP1730	Frances Laing						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1732	Philip and Susan Parker						
	Lynn Brown						
NDLP1733	Mr Colin Gilbert						
	Lauren Havell						
NDLP1780	Daryl and Fiona Robinson						
NDLP2122	Laura Tivendale						
NDLP2123	Frances Laing						
NDLP2061	Mr Colin Gilbert						
NDLP2132	Daryl and Fiona Robinson						
NDLP2135	Laura Tivendale						
NDLP2149	Heather Bird						
	Richard Haynes						
NDLP2151	Ms Ann Corke						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2122	Stephen Knight						
NDLP2132	Thaxted Parish Council						
NDLP2149							
NDLP2151							
NDLP2172							
NDLP2351							
NDLP2467							
NDLP3001							
NDLP1712		Thaxted Parish Council					
NDLP811	Ann Camelford Aaron March				Impact upon Flood Risk	Concern is raised about the prospect of flooding. It is stated that the recent increase in development has seen an increase in flooding. The water and sewerage capacity in Thaxted is described as being at capacity. One comment states that the Council should have	The Plan is informed by updated flood risk evidence and is prepared in consultation with the Environment Agency. Any site proposals need to comply with national policy requirements relating to flooding, for example not increasing the risk of flooding elsewhere and be signed-off by the Environment Agency (EA). The plan also includes

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP175	Wethersfield Homes					applied the sequential test in relation to surface water flooding when allocating sites.	appropriate policies to inform new development more generally. The evidence will continue to be updated to inform the Reg 19 stage with ongoing consultation with the EA and water companies.
NDLP2487	Hands Off Thaxted						The Council are presently updating the Strategic Flood Risk Assessment to include a more detailed assessment of surface water flooding in accordance with the provisions of the NPPF.
NDLP2209	Stephen Fell						
NDLP1736	Stephen Dutton						
NDLP1237	Janet Sabini						
NDLP2098	Steve Russell						
NDLP1401	Marianne Porter						
	Robert Bass						
NDLP1756	Mr Colin Gilbert						
NDLP1762	Laura Tivendale						
NDLP2132	Philip and Susan Parker						
NDLP2151	Laura Tivendale						
NDLP2123	Peter Archibald						
	Thaxted						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2151	Parish Council						
NDLP2091							
NDLP1712		Thaxted Parish Council					
NDLP3876	Lands Improvement Holdings				Impact upon the Historic Environment	The proposed allocations would harm the historic environment of Thaxted. Specific reference is made to the preference of retaining unrestricted views of the Grade I listed Church of St John the Baptist and John Webb's Windmill. Some comments state that the priority for Thaxted should be to preserve its heritage, rather than accommodate development. One comment requests greater consideration is given to the setting of the Conservation Area rather than focusing on merely its defined boundaries.	On the basis of the Regulation 18 Consultation responses received and further evidence work undertaken by the Council, the Thaxted allocations have been removed from the Regulation 19 Local Plan, meaning that the Local Plan will not have any implications for Thaxted's heritage value and setting.
DLP2735	Paula Griffiths						
DLP3009	Stephen Knight						
NDLP3006	Wethersfield Homes Hands Off Thaxted						
NDLP2487	Richard Haynes						
NDLP2209	Richard Haynes						
NDLP2348	Karen Quinn						
NDLP2354	Hannah Arrowsmith						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Alex Gill						
NDLP1891	Susan Jiggins						
NDLP1371	Laura Warren						
NDLP1592	Michael Smith						
NDLP1597	Anne Smith						
NDLP1629	Keith and Sarah Wrigley						
NDLP1970	Frances Laing						
NDLP1971	Ian Westall						
NDLP1761	Richard Haynes						
NDLP2122	Stephen Fell						
NDLP1486	Thaxted Society						
NDLP2351	Thaxted Parish Council						
NDLP1736	Thaxted Parish Council						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3512							
NDLP1712		Thaxted Parish Council					
NDLP1710		Thaxted Parish Council					
NDLP1137	Frances Griffiths				Loss of Green Space / Biodiversity / Agricultural Land	The allocations at Thaxted are both located on greenfield sites, thereby harming biodiversity and agricultural productivity. One comment suggests that the Government will allow for exemptions to the Council's housing requirement on the basis of the agricultural land being of high value. There is also some reference to the site as having 'Green Belt' status.	In order to be found 'sound' by an Inspector, the Local Plan needs to meet the objectively assessed needs of the district. Given the rural nature of the District, it is not feasible to do so without the release of greenfield/agricultural land.
NDLP3008	Stephen Knight						The Local Plan's allocations seek to deliver pleasant and functional green spaces, with pedestrian connectivity through to the wider Public Rights of Way Network. Moreover, the Local Plan requires 20% net gain in biodiversity on development sites, well above the national government standard, to ensure the biodiversity is enhanced.
NDLP2868	Mr Richard Legge						Given the Thaxted allocations have been removed from the Regulation 19 Local Plan, no greenfield release is being proposed at Thaxted. However, it is important to clarify that neither of the previously proposed Thaxted allocations were on land designated as 'Green Belt'.
NDLP2209	Hands Off Thaxted						
NDLP2209	Stephen Fell						
NDLP1736	Mr Simon Lea-Armstrong						
NDLP2145	Stephen Dutton						
NDLP1237	Joan Francis						
NDLP2111	Ms Susan Parker						
NDLP2111	Alex Gill						
NDLP1564							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Susan Jiggins						
NDLP1592	Laura Warren						
	Dr C Wilde						
NDLP1597	Michael Smith						
NDLP1629	Anne Smith						
NDLP1661	Vaughan Reed						
NDLP1970	Marianne Porter						
NDLP1971	Keith and Sarah Wrigley						
NDLP1541	Robert Bass						
NDLP1756	Philippa Morton Potts						
NDLP1761	Jenny and Flint Morton Potts						
	Sara Andrews						
NDLP1762	Ann Burgess						
NDLP1732	Paul Plowman Lynn Brown						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1733	Laura Tivendale						
NDLP1779	Caryn Pepper						
NDLP1721	Frances Laing						
NDLP1865	Heather Bird						
NDLP2061	Richard and Susan Freeman						
NDLP2151	Peter Simmons						
NDLP1526	Peter Archibald						
NDLP2122	Thaxted Parish Council						
NDLP2151							
NDLP2172							
NDLP2187							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2779							
NDLP2091							
NDLP1712							
NDLP4030	MAG London Stansted Airport				Noise from Aviation	Noise from Aviation has not been adequately factored in as a constraint within the selection of sites at Thaxted. The proposed allocations exist upon the 54 dB LAeq contour, thereby above the LOAEL (Lowest Observed Adverse Effect Level) but below the SOAEL (Significant Observed Adverse Effect Level) limits for noise-sensitive development. The Council should reconsider situating development along this contour and should consider including aviation noise mitigation in the policy requirements if the allocations are retained.	The comments are acknowledged. Air traffic noise issues, alongside concerns regarding sustainable transport and the appropriateness of a future 1 Form Entry school are, cumulatively, deemed to justify the removal of the Thaxted allocations. More detail on the Council's reasoning can be found in the Site Selection Topic Paper. The Council are therefore not proposing additional residential development within the identified noise contours.
NDLP4032	MAG London Stansted Airport						
NDLP1282	John Levett						
NDLP1430	Ian Roberts						
NDLP1762	Robert Bass						
NDLP1659	Suzanne Compagnoni				Parking Constraints	There is a limited availability of parking spaces in Thaxted and on-street parking along the B184 results in an unsafe pedestrian environment.	The Local Plan seeks to deliver sufficient parking through Core Policy 31 to meet the needs of future development. More specifically, the Council have removed the residential allocations at Thaxted, thereby removing any additional demand for parking spaces in the village generated from the Local Plan.
NDLP2091	Peter Archibald						
NDLP385	Antony Dynamou				Previous Applications on Allocated Sites	Comment raise concern that a proposed allocation (Land North of Holst Lane) is on the site of a previously refused application. What has changed?	Previous application/appeal decisions do not in themselves prevent Council from looking again at potential development sites if the proposed allocations are being considered in a different context, are for different proposals, and seek to mitigate any issues adequately/ appropriately. However, for reasons set out within the Council's Site Selection Topic Paper, the allocations at Thaxted have not been taken forward to the Regulation 19 stage of the Local Plan.
NDLP1762	Robert Bass						
NDLP1736	Stephen Fell				Principle and Scale of Growth at Thaxted	Thaxted is not a sustainable location for development. An increase of 489 dwellings is excessive due to the extent of previous development which has occurred and the nature of the existing settlement. Comments state that the scale of growth proposed is disproportionate to the existing settlement, would harm the distinctive and historic character of Thaxted, and would overburden	As is identified within the Site Selection Topic Paper, following the Regulation 18 consultation and a period of further evidence gathering, the Council have taken the decision to remove both allocations at Thaxted. Whilst Thaxted does comprise a Local Rural Centre, it was deemed that issues such as car reliance, and the undesirability of a
NDLP655	Malcolm Legg						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1137	Frances Griffiths					existing infrastructure. Comments also cite surrounding developments, including the recent approval for a site in Little Easton which would place further pressure on Thaxted and would justify less housing being allocated.	primary school which offered only a single form entry, were sufficient to justify the omission of any allocations within this Local Plan. A smaller scale of growth than that proposed at Regulation 18 was considered, however, this would not facilitate the delivery of a new school, with Essex County Council having identified that there is no possibility of expanding the existing Thaxted Primary School.
NDLP1041	Alison Cummings						
	Ann Camelford						
NDLP811	Antony Dynamou						
NDLP385	David Aldred						
NDLP316	Rob Coffey		David Aldred				
	Stephen Knight						
NDLP3783	Stephen Knight						
NDLP2999	Lands Improvement Holdings						
NDLP3000	Mr Richard Legge						
NDLP3876	Mike Tayler						
	Sarah Brewin						
NDLP2867	David Aldred						
NDLP2955	Hands Off Thaxted						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP946	Roderick Lumsden						
NDLP315	Ms Tina Suckling						
NDLP2209	John Mirams						
NDLP2282	Shaun Molyneux						
NDLP1905	John Levett						
NDLP1314	Mr Barry Buller						
NDLP1316	Alison Keene						
NDLP1282	Joan Francis						
NDLP2116	Mr Barry Buller						
NDLP1641	Steve Russell						
NDLP2111	Hannah Arrowsmith						
NDLP2116	David Aldred						
NDLP1401	Ms Sarah Delaney						
	David Williams						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1371	Ian Roberts Rosemary Barry Jackson						
NDLP1396	Andrea Brewis						
NDLP1410	Chris Brown						
NDLP1413	Ms Susan Parker						
NDLP1430	Alex Gill Susan Jiggins	Thaxted Parish Council Thaxted Parish Council					
NDLP1431	Laura Warren						
NDLP1433	Dr C Wilde Antony Wordsworth						
NDLP1434	Anne Wordsworth						
NDLP1564	Michael Smith						
NDLP1592	Anne Smith						
NDLP1597	Vaughan Reed Sam Coote						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1629	Marianne Porter						
NDLP1661	Keith and Sarah Wrigley						
NDLP1662	Robert Bass						
NDLP1666	David Clark						
NDLP1970	Philippa Morton Potts						
NDLP1971	Jenny and Flint Morton Potts						
NDLP1541	Carolyn and Vince Legg						
NDLP1542	Sara Andrews						
NDLP1756	Mr Michael Delahooke						
NDLP1761	Frances Laing						
NDLP1762	Philip and Susan Parker						
NDLP1565	Ann Burgess						
NDLP1565	Paul Plowman						
NDLP1732	Lynn Brown						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1733	Mr Colin Gilbert Daryl and Fiona Robinson						
NDLP1734	Laura Tivendale						
NDLP1779	Ian Westall						
NDLP1780	Joanne Shearer Caryn Pepper						
NDLP2122	Suzanne Compagnoni						
NDLP2123	Philip and Susan Parker						
NDLP1721	Mr Colin Gilbert						
NDLP1865	Mr Simon Lea-Armstrong						
NDLP2061	Daryl and Fiona Robinson						
NDLP2132	Laura Tivendale						
NDLP2149	Heather Bird						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2151	Richard and Susan Freeman						
NDLP1486	Melanie Palmer						
NDLP1500	Richard Haynes						
NDLP1526	Peter Simmons						
NDLP1659	Thaxted Parish Council						
NDLP2123	Thaxted Parish Council						
NDLP2132	Alison Keene						
NDLP2132	Alison Cummings						
NDLP2145							
NDLP2149							
NDLP2151							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2172							
NDLP2187							
NDLP2281							
NDLP2351							
NDLP2779							
NDLP1712							
NDLP1710							
NDLP1644							
NDLP1089							
NDLP2487	Wethersfield Homes				Proposed Allocation Capacity	It is suggested that the proposed allocations do not have the capacity to facilitate the scale of residential development being proposed. It is also suggested that if densities were raised to high, this would result in a form of development that is incongruous with the characteristics of the existing settlement.	In preparing the Site Development Templates the Council have took a variety of factors into consideration, including the density of each allocation. Within the new Local Plan and Uttlesford Design Code, the Council are supporting optimal densities, especially where these are based around new community facilities such as schools and where it would allow for a healthy mix of house typologies, including terraced housing. However, in relation to the Thaxted allocations

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							specifically, these are no longer included within the Regulation 19 Local Plan.
NDLP3005 NDLP2869	Stephen Knight Mr Richard Legge				Quality of Urban Design	It is noted that recent residential development, including some at Thaxted, have not met the standards of high quality urban design, and it is queried how the proposed allocations will be any different.	Unfortunately, poor urban design and architectural quality are symptomatic of the lack of an up-to-date Local Plan, which allows for speculative/unplanned development to be granted even where the design is lacking due to the otherwise unmet demand for housing. The new Local Plan, by meeting the housing needs of the district, can vastly reduce the amount of speculative development coming forward and, at the same time, impose much higher design standards, both aesthetically and environmentally. The new Local Plan will also be supported by the Uttlesford Design Code which sets out design standards and precedents that development will be judged against.
NDLP2736 NDLP2209 NDLP2282 NDLP1592 NDLP1629	Paula Griffiths Hands Off Thaxted Roderick Lumsden Alex Gill Laura Warren				Reduction in Overall Housing Need	The Government and/or the revised National Planning Policy Framework would support a reduced housing need figure for Uttlesford. The Council should propose less overall housing by removing/reducing the allocations at Thaxted.	The new National Planning Policy Framework has not altered how the district is required to calculate its housing need. This figure is still to be calculated through the 'Standard Method' calculation, with "exceptional circumstances" (paragraph 61) needed to deviate from this. It is not considered that such exceptional circumstances exist in Uttlesford, as set out in the Local Housing Needs Assessment. Moreover, a deviation from the Standard Method calculation should be reflective of demographic trends and market signals. The Council is proposing to allocate sufficient homes to meet its identified housing need, which is required in order for the Local Plan to be found 'sound' at examination.
NDLP4093 NDLP1844 NDLP3512 NDLP1712	Salacia Ltd East of England Ambulance Thaxted Society Thaxted Parish Council				Site Development Templates and Requirements	Comments provide suggestions/critique of the Thaxted Site Development Templates: - It is unclear what evidence fed into the production of the masterplan. - The requirements should include reference to making appropriate provision for emergency services. - The allocations result in 'cul-de-sac' layouts which should be resisted. - The 'Land North of Holst Lane' allocation should be reduced to 150 dwellings maximum.	The comments relating to the Site Development Templates and associated requirements are noted. However, suggested amendments would be unnecessary as the Regulation 19 Local Plan no longer includes the allocations at Thaxted.

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NDLP509	Nigel Tedder	Managing Director New Homes Project Management Limited	Nigel Tedder		Site Selection Methodology	Smaller scale sites exist within Thaxted which provide a more sustainable location or a different housing offer to that of the strategic allocations and these should be reconsidered for allocation. Smaller scale sites can be delivered in the short to medium term prior to the strategic sites being built out.	The Local Plan differentiates between strategic and non-strategic sites, only sites that could potentially accommodate 100 dwellings or more were considered. As explained in the Site Selection Topic Paper and in line with national policy, it is considered that Neighbourhood Plans provide an appropriate approach for planning for non-strategic sites (below 100 dwellings). These are considered separately in the Neighbourhood Plan and Larger Village Housing Requirement Topic Paper (October 2023). It is also considered that the Council have sufficient commitments of small to medium scale sites to demonstrate a 5-Year Housing Land Supply at the indicative point of adoption of the Local Plan. This is demonstrated within the Housing Trajectory 2021-2041.
NDLP1001	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain				
NDLP2325	Mr Edward Gildea				Spatial Strategy - Thaxted	There is no need for the level of housing proposed for Thaxted and there is insufficient infrastructure at present, or to support housing growth.	Noted. The Council will take all the consultation comments and updated evidence into account when updating the Reg 19 Plan. The updates will seek to overcome any issues/constraints as far as possible, maximise benefits, including for infrastructure delivery.
NDLP2350	Richard Haynes						
NDLP2209	Hands Off Thaxted				Sport and Leisure Facilities	Greater detail needs to be provided with regard to the provision of leisure/sports facilities. Specific reference is made to the waiting lists for Scouts, Cubs, Guides. Furthermore, it is noted that certain local sports teams must utilise training facilities outside of Thaxted due to lack of availability.	Noted. The Council is currently updating its evidence base with regard to the need for playing pitches, indoor facilities and open space. It should be noted however that with the removal of residential allocations at Thaxted within the Regulation 19 Local Plan, the Council will have limited ability to secure the provision of new sport or recreational facilities at Thaxted.
NDLP2281	Melanie Palmer						
NDLP3511	Thaxted Society						
NDLP234	Mr Roy Warren	Planning Manager Sport England			Sport and Leisure Facilities Demand - Sport England	Updated evidence on sport and leisure facilities will be required to inform the Reg 19 version of the Local Plan, with policies addressing how development will accommodate the additional demand generated at Thaxted for such facilities. If not, the need will not be met locally or additional demand will be need to be met at existing facilities which are already at capacity. Consideration should be given to sports facility sharing within the proposed new primary school. The Council should develop a strategic approach to resolve these issues.	The comment is noted. The Council will be utilising the updated sports and leisure facilities assessment to make respective changes to the Local Plan, including the allocation requirements. The Council will look to engage with Sport England on the appropriateness of such changes prior to the publication of the Regulation 19 Local Plan.
NDLP4060	Salacia Ltd				Supportive of Policy Provisions	Supportive of the provisions of Core Policy 16.	The comment is acknowledged.
NDLP81	Simon Hazell				Thaxted Education Capacity	Thaxted primary school is oversubscribed, and the financial resources do not exist to develop a new one, moreover, the school is only required as a result of the proposed allocations. Were a 1 Form Entry school to be delivered, this would not be sufficient to accommodate the new dwellings proposed. They should be delivered prior to the construction of new dwellings. One comment requests details regarding parking arrangements for school pick up/drop off.	School provision is the responsibility of the Education Authority, however Uttlesford District Council have been working with the County Council on education provision to address current deficits and needs arising from proposed growth in the plan period. We will continue to work with the County Council and land promoters for the Proposed Site Allocations to ensure that the appropriate educational facilities are provided where needed.
NDLP385	Antony Dynamou						
	Chris Howard						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP159	Aaron March						At Regulation 19 stage, the Local Plan has been amended to remove the residential allocations at Thaxted. Developer contributions towards infrastructure which stem from new residential development were required to fund the delivery of a new school. However, the County Council flagged concerns with the proposed approach of delivering a school of only one form entry. As capacity improvements to the existing Thaxted Primary School were unachievable, both the new school and the residential development upon which it depended have been removed from the Local Plan.
NDLP175	Mr Richard Legge						
NDLP2870	Matthew Parish						
NDLP2628	Wethersfield Homes						
NDLP2487	Hands Off Thaxted						
NDLP2209	Stephen Fell						
NDLP1736	Richard Haynes						
NDLP2348	Joan Francis						
NDLP2111	Steve Russell Ian Roberts						
NDLP1401	Alex Gill						
NDLP1430	Dr C Wilde						
NDLP1592	Antony Wordsworth						
NDLP1661	Anne Wordsworth						
NDLP1662							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Mr K Cowell						
NDLP1666	Marianne Porter						
NDLP1747	Robert Bass						
NDLP1756	Rebecca Rider						
	Frances Laing						
NDLP1762	Philip and Susan Parker						
NDLP1730	Paul Plowman						
NDLP2122	Laura Tivendale						
NDLP2123	Caryn Pepper						
	Frances Laing						
NDLP1865	Philip and Susan Parker						
NDLP2151	Laura Tivendale						
	Heather Bird						
NDLP1526	Melanie Palmer						
NDLP2122	Thaxted Parish Council						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2123							
NDLP2151							
NDLP2172							
NDLP2281							
NDLP1712		Thaxted Parish Council					
NDLP414	Nikki Bertoya				Thaxted Healthcare Capacity	The Thaxted strategy does not make provision for a new healthcare facility and the current doctors surgery is at capacity. This should be mentioned/accounted for within the requirements of the next draft of the Local Plan.	Noted. The Council are in consultation with the NHS to understand future healthcare capacity and demand and this will be better clarified in the Regulation 19 version of the Local Plan. However, with the removal of the Thaxted Local Plan allocations, the Council will have limited ability to influence the delivery of new healthcare infrastructure at Thaxted specifically.
NDLP2091	Peter Archibald						
	Malcolm Legg						
NDLP659	Paul Beckett						
NDLP814	Paul Beckett						
NDLP821	Antony Dynamou						
NDLP385	Mr Richard Legge						
NDLP2870	Wethersfield Homes						
NDLP2487	Hands Off Thaxted						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2209	Stephen Fell John Mirams						
NDLP1736 NDLP1314	Stephen Dutton Joan Francis						
NDLP1237	Andrew Hubbard						
NDLP2111	Steve Russell						
NDLP1767	Ian Roberts						
NDLP1401	Alex Gill Dr C Wilde						
NDLP1430	Mr K Cowell						
NDLP1592	Marianne Porter						
NDLP1661	Keith and Sarah Wrigley						
NDLP1747	Robert Bass						
NDLP1756	Rebecca Rider						
NDLP1761	Paul Plowman						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1762	Laura Tivendale Caryn Pepper						
NDLP1730	Frances Laing						
NDLP1865	Philip and Susan Parker						
NDLP2151	Laura Tivendale Heather Bird						
NDLP1526	Melanie Palmer						
NDLP2122	Peter Simmons						
NDLP2123							
NDLP2151							
NDLP2172							
NDLP2281							
NDLP2779							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2187	Richard and Susan Freeman	Thaxted Parish Council	David Aldred		Thaxted Transport Capacity	<p>Existing highways infrastructure within and surrounding Thaxted is unsafe, at capacity, and cannot accommodate additional traffic. Comments commonly reference the B184 in this context, with some citing the tension between its retail offering and its role as a throughfare. Moreover, a lack of parking availability within Thaxted is mentioned.</p> <p>Limited retail and employment opportunities at Thaxted will increase car trips to nearby settlements, and their associated pollutants, as public transport availability is limited. Increased bus services and electric cycle parking provision will not alleviate car dependence. Some comments note that the addition of transport 'street furniture' should not be viewed as public transport improvement in of itself.</p> <p>The proposed primary school will not be accessible by sustainable means.</p> <p>Development should be located close to transport hubs, which Thaxted is not, and a Transport Study should be undertaken which details the impact of the proposed growth at Thaxted.</p> <p>Some comments note that a bypass road connecting the B1051 and Bardfield Road should be considered.</p>	<p>The Plan is informed by detailed assessments of transport impacts and appropriate mitigation which will be included in the final plan, which will clearly set out what is proposed. The evidence accompanying the Reg 19 plan will set out what has been tested, what issues have been identified and how they are being addressed. If there are any issues identified that cannot be adequately mitigated the proposals will be amended accordingly. It is acknowledged that there will still be an increase in vehicular traffic across the District and the modelling work being updated for the Regulation 19 Plan will detail whether the highways impact is acceptable.</p> <p>Following the Regulation 18 Consultation and a period of further evidence gathering, it was deemed by the Council that the limited availability of sustainable modes, along with matters relating to aircraft noise and education challenges, justified the removal of the Thaxted allocations. More detail can be found in the Council's Site Selection Topic Paper. As such, the Local Plan does not exacerbate any of the transport related issues highlighted.</p>
NDLP1712	Thaxted Parish Council						
	Mr Simon Lea-Armstrong						
NDLP2145	Simon Hazell						
	David Aldred						
NDLP81	David Beverly						
DLP316	Paul Beckett						
DLP684	Antony Dynamou						
	Marguerita Norval						
NDLP812							
NDLP385	Mr Trevor Haynes						
NDLP441	Malcolm Legg						
	Frances Griffiths						
NDLP528	Ann Camelford						
NDLP659	Aaron March						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1137	Lands Improvement Holdings						
NDLP811	Rob Coffey						
NDLP175	Stephen Knight						
NDLP3876	Stephen Knight						
NDLP3783	Stephen Knight						
NDLP3783	Mr Richard Legge						
NDLP3002	Mr Richard Legge						
NDLP3003	Mike Tayler						
NDLP3004	Sarah Brewin						
NDLP2871	David Aldred						
NDLP2871	Wethersfield Homes						
NDLP2872	Hands Off Thaxted						
NDLP2955	Stephen Fell						
NDLP2955	Ms Tina Suckling						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP946	Su Morgan						
NDLP315	John Sabini						
NDLP2487	John Mirams						
NDLP2209	John Levett						
NDLP1736	Littlebury Parish Council						
NDLP1905	Stephen Dutton						
NDLP1317	Karen Quinn						
NDLP1420	Lauren Havell						
NDLP1420	Andrew Hubbard						
NDLP1314	Steve Russell						
NDLP1282	Hannah Arrowsmith						
NDLP1790	David Aldred						
NDLP1237	Ms Sarah Delaney						
NDLP1891	David Williams						
	Ian Roberts						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2135	Rosemary						
NDLP1767	Barry Jackson						
NDLP1401	Andrea Brewis						
NDLP1371	Chris Brown						
NDLP1371	Ms Susan Parker						
NDLP1396	Alex Gill						
NDLP1410	Susan Jiggins						
NDLP1413	Dr C Wilde						
NDLP1430	Antony Wordsworth						
NDLP1431	Anne Wordsworth						
NDLP1433	Michael Smith						
NDLP1433	Anne Smith						
NDLP1434	Vaughan Reed						
NDLP1434	Sam Coote						
NDLP1564	Mr K Cowell						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1592	Marianne Porter						
NDLP1597	Keith and Sarah Wrigley						
NDLP1661	Robert Bass						
NDLP1662	Mr Barry Ixer						
NDLP1662	Rebecca Rider						
NDLP1666	Philippa Morton Potts						
NDLP1970	Jenny and Flint Morton Potts						
NDLP1970	Carolyn and Vince Legg						
NDLP1971	Sara Andrews						
NDLP1541	Mr Michael Delahooke						
NDLP1542	Philip and Susan Parker						
NDLP1747	Ann Burgess						
NDLP1756	Paul Plowman						
NDLP1761	Lynn Brown						
NDLP1761	Mr Colin Gilbert						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1762	Lauren Havell						
NDLP1773	Daryl and Fiona Robinson						
NDLP1730	Laura Tivendale						
NDLP1732	Joanne Shearer						
NDLP1733	Caryn Pepper						
NDLP1734	Suzanne Compagnoni						
NDLP1734	Frances Laing						
NDLP1779	Philip and Susan Parker						
NDLP1780	Mr Colin Gilbert						
NDLP2123	Mr Simon Lea-Armstrong						
NDLP1721	Daryl and Fiona Robinson						
NDLP1865	Laura Tivendale						
	Heather Bird						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2061	Richard and Susan Freeman						
NDLP2132	Melanie Palmer						
NDLP2135	Richard Haynes						
NDLP2149	Ms Ann Corke						
NDLP2151	Peter Simmons						
NDLP1500	Thaxted Society						
NDLP1500	Thaxted						
NDLP1526	Thaxted Parish Council						
NDLP1526	Alison Keene						
NDLP1659	Karen Quinn						
NDLP1659	Alison Cummings						
NDLP2122							
NDLP2123							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2132							
NDLP2145							
NDLP2149							
NDLP2151							
NDLP2172							
NDLP2187							
NDLP2281							
NDLP2351							
NDLP2467							
NDLP2779							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3510							
NDLP1710		Thaxted Parish Council					
NDLP1644							
NDLP1890							
NDLP1089							
NDLP1712	Thaxted Parish Council	Thaxted Parish Council			Thaxted Utilities Capacity	Comments note issues with existing water supply being low pressure and sewer systems being at capacity.	The Council have been in ongoing discussions with the relevant utilities companies who manage water supply and sewers within the region. Allocations are proposed only where these discussions ensure that sufficient utilities capacity exists or can be improved. The Local Plan includes policy which requires new residential development to reach water efficiency standards greater than that set out by Building Regulations.
	John Levett						
NDLP1282	Stephen Dutton						
NDLP1237	Steve Russell						
NDLP1401	Vaughan Reed						
NDLP1541	Mr K Cowell						
NDLP1747	Marianne Porter						
NDLP1756	Robert Bass						
	Philip and Susan Parker						

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1762							
NDLP2123							
NDLP2351	Richard Haynes				Visibility of Policy Requirements	The allocation requirements should be set out in Core Policy 16 itself, not placed in an Appendix.	The Core Policy references the need to meet the requirements set out in Appendix 4. This gives the requirements of the Appendix as much weight as the policy itself, whilst the Appendix format allows for a longer form explanation and visualisation of exactly what is being required of future development. This is a common approach taken within Local Plans.

Table 2 Core Policy 17: Delivery of Transport Schemes within the Thaxted Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2099	Janet Sabini				Increased traffic	Concerns over increased traffic as a result of development, including congestion and accidents.	It is understood and accepted that new development will increase demands on local transport infrastructure. As the Reg 19 Plan no longer includes any proposed allocations at Thaxted, the Plan will not in itself contribute to any worsening issues.
NDLP1697	Essex Police	Planning Advisor Essex Police					
NDLP3505	Thaxted Society						
NDLP1324	Su Morgan				Poor Connectivity	Concern from some respondents over the existing poor connectivity of Thaxted as a relatively isolated community with narrow roads. One respondent suggested a bypass to deal with additional traffic.	Noted. There is no longer an allocation at Thaxted included in the Plan.
NDLP1812	The Thaxted Society				Public Transport & Active Travel	Concern from some respondents that the active travel routes into the centre of Thaxted have no onward travel options. Signage of routes could negatively impact the conservation area. Resentment over proposals for discounted travel for new residents. Existing bus service is described as poor and underutilised. Some support for cycling promotion and active travel routes. Concerns raised over the viability of provision of electric cycle parking to every household.	Noted. There is no longer an allocation at Thaxted included in the Plan.
NDLP2352	Richard Haynes						
NDLP2953	Mike Tayler						
NDLP2954	Mike Tayler						
NDLP3038	Mike Tayler						
NDLP3509	Mike Tayler						
NDLP3514	Chris Dodge						
NDLP4016							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4061	Thaxted Society Thaxted Society Saffron Walden Town Council Salacia Ltd						
NDLP288 NDLP685 NDLP1058 NDLP1711 NDLP1642 NDLP2308	Nich Barron David Beverly Alison Cummings Thaxted Parish Council Alison Keene Mr Colin Gilbert				Sustainability of Location	Concern over the sustainability of the location for development based on lack of employment uses, poor public transport infrastructure and congested roads. No nearby railway station either. Some respondents felt that as majority of travel will be by car that roads should be invested in along with EV infrastructure, including PVs on all houses.	Noted. There is no longer an allocation at Thaxted included in the Plan. The scale of development originally proposed was not sufficient to enable the delivery of a viable Primary School and the existing school does not have capacity to expand.
NDLP1318 NDLP1337	Su Morgan James Redgwell				Thaxted	Concern over the sustainability of the location for development based on lack of employment uses, poor public transport infrastructure and congested roads. No nearby railway station either. Some respondents felt that as majority of travel will be by car that roads should be invested in along with EV infrastructure and the electricity supply in general.	Noted. See above.

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Table 3 Core Policy 18: Delivery of Green and Blue Infrastructure in the Thaxted Area

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1607	Anglian Water				Anglian Water - Joined-up Approach	Anglian Water encourages the use of a joined-up approach to ensure that green and blue infrastructure provision can support both biodiversity net gain and flood risk mitigation. Green and blue infrastructure provision should align with Local Nature Recovery Strategy priority areas and opportunities.	Noted. In the absence of a strategic allocation in this area there will no longer be a need for a specific policy on this matter, although the Council still have a GI Strategy and are still committed to supporting appropriate GI interventions.
NDLP4062 NDLP2353	Salacia Ltd Richard Haynes				Further Clarity Needed	Core Policy 18 is currently unclear in that it refers to maps within Appendices 9-11 which are district wide and individual assets cannot be identified, including chalk streams. Further, one comment states that the Uttlesford 'Green and Blue Infrastructure Strategy for Thaxted Area' document which is referred to does not appear to be available on the website, so it is difficult to tell what specific projects are expected to be contributed to.	Noted. See above.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4062	Salacia Ltd				Further Evidence Needed	It is unclear how the Council have identified projects. Additionally, it is unclear how contributions will meet the relevant tests for planning obligations.	The GI Strategy is published on the website and forms part of the consultation. This includes detailed methodologies.
NDLP1323 NDLP1338	Su Morgan James Redgwell				Impact upon Copthall Lane	Development along the boundaries of Copthall Lane will result in urbanisation, harming its aesthetic, recreational and wildlife value.	Noted. See above.
NDLP1421 NDLP2353	John Sabini Richard Haynes				Impact upon Flood Risk	Concern is raised that flooding exists, with particular reference to Copthall Lane and The Tanyard, and that further development would exacerbate this issue.	Noted. See above.
NDLP3508	Thaxted Society				Sport and Leisure Facilities	There is a lack of reference to the provision of sports and leisure facilities at Thaxted. It is commented that there is growing demand for such facilities, including from the Thaxted Rangers and other youth organisations.	Noted. The Council is currently updating its evidence base with regard to the need for playing pitches, indoor facilities and open space. This evidence will be fed into the Regulation 19 draft of the Local Plan.
NDLP3515 NDLP1813	Thaxted Society Thaxted Society				Supportive of Provisions	In principle support for certain provisions/paragraphs relating to the policy, subject to the appropriate enforcement mechanisms being put in place to ensure implementation.	Noted. The Council will look to ensure the contributions required of future development within the Local Plan are delivered through the appropriate conditions/Section 106 legal agreements.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 8: Rural Areas Strategy July 2024

Table 1: Core Policy 19: Rural Area Housing Requirement Figures	2
Table 2: Core Policy 20: Affordable Housing on Rural Exception Sites.....	17
Table 3: Core Policy 21: Rural Diversification.....	20

Table 1: Core Policy 19: Rural Area Housing Requirement Figures

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3537	Ashdon Neighbourhood Plan Steering Group				Ashdon Neighbourhood Plan Call for Sites received no formal submissions.	When preparing the Ashdon Neighbourhood Plan no formal Call for Sites submissions were received.	This is noted, however in the Regulation 19 Local Plan Ashdon will not be a Larger Village with a housing requirement figure so a lack of actively promoted sites is not an issue.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Clarity over housing requirement and residual requirement	The table in Core Policy 19 is not clear with which figure is to be planned for - the Total figure or the Residual figure.	The table in Core Policy 19 provides two figures for each settlement: the "total" figure (which sets the overall requirement figure to be met over the plan period); and the "residual" figure (which is the outstanding figure taking into account known commitments and completions at 1st April 2023). The reason for the two figures is that whilst the commitments figure is likely to be implemented there is a chance that some permissions may lapse. Equally the residual requirement may be reduced by additional completions and commitments that occur / are granted permission after 1st April 2023 and before the plan is adopted. The residual figure is provided as a guide to how many additional allocations should be made, but the "total" figure is the key one for the settlement over the plan period.
NDLP1099	James Balaam	G W Balaam & Son	Matthew Thomas		Clavering has greater capacity for development than the figures set out in the proposed policy	It is noted that Clavering has greater capacity for development than required in Core Policy 19	This is correct, the HELAA identifies a higher potential capacity for development in Clavering than is required under Core Policy 19. This means that Clavering has a wide choice over which sites are the most suitable for allocation taking into account the aspirations of the community.
NDLP1503	Katie Ransom				Comment on supporting text regarding when development would be supported in smaller villages or open countryside	The supporting text at paragraph 8.8 states "This means that the Local Plan does not support ANY development (strategic or non-strategic) at Smaller Villages, or Open Countryside, unless any small proposals come forward that are consistent with other Local Plan, or national policies, such as for Rural Exception Sites". The term "small proposals" should be defined and limited.	the following policies in the plan provide a guide: Core Policy 3 (Settlement Hierarchy for Smaller Villages and Open Countryside); Core Policy 20 (Affordable housing on rural exception sites); Core Policy 21 (Rural Diversification); Core Policy 48 (New Employment Development on Unallocated Sites); Core Policy 50 (Retail and Main Town Centre Uses Hierarchy); Core Policy 51 (Tourism and the Visitor Economy); Development Policies 1 to 5, 7 and 8 In particular, Core Policy 3: Settlement Hierarchy does provide criteria to guide development at Smaller Villages
NDLP1546	Maddy Marley						
NDLP1552	Dr Colin Durrant						
NDLP1631	Nikhil Saraswat						
NDLP1770	Janice Heales						
NDLP1914	Louise Johnson						
NDLP1921	Sally Kennedy						
NDLP1925	Carmel Carline						
NDLP2047	Mr Robert Osborne						
NDLP2093	Jane Dukes						
NDLP2101	Lindsey and Tim Coyne						

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2107	Amanda Barclay & Iain Black						
NDLP2155	Amanda Barclay & Iain Black						
NDLP2160	Amanda Barclay & Iain Black						
NDLP2190	Lucinda Whife						
NDLP2197	Thomas and Isabelle Page						
NDLP2206	Robin Grayson						
NDLP2402	Mrs Isobel Grayson						
NDLP2408	Claudia Haisman-Green and Mike Green						
NDLP2470	Michael Hancock						
NDLP2477	Jennifer						
NDLP2505	Parkinson						
NDLP2519	Rosemary Wild						
NDLP2523	Andrew Figge						
NDLP2668	Michael Cox						
NDLP2761	Tom Hallmark						
NDLP2798	Linda Kelsey						
NDLP2831	Mr and Mrs John and Gillian Broomfield						
NDLP3032	Mrs Isobel Grayson						
NDLP4124	Nick Dukes						
	Mr and Mrs Roberts						
	Mr Brian Johnson						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Tim and Alexandra Bradshaw						
NDLP1206	Mrs Rosalind Heywood				Commitments and completions data - Henham and Elsenham	There is an inconsistency with the way that completions and commitments data has been prepared for the larger village which has carried through into the Core Policy 19 Rural Area Housing Requirement Figures. This is most apparent at Henham Parish which contains a significant number of completions and commitments adjacent the the Elsenham built up area. Furthermore the decision in Core Policy 3 for Elsenham to have no further strategic development should mean that Henham also receives no further development.	The commitments and completions data for Henham has been calculated based on the development within and adjacent to the built up area of Henham itself, discounting those sites which are within Henham Parish but adjacent to Elsenham. The Regulation 18 settlement hierarchy was based on Parish-level facilities data (rather than the settlement). As has been pointed out to the Council during this consultation, the approach of using settlement vs Parish data is an inconsistency when it is a settlement hierarchy in Core Policy 3 rather than a Parish hierarchy. Furthermore the Parishes with more than one settlement has seen its service score artificially increased. For the Regulation 19 consultation an updated Settlement Hierarchy (Core Policy 3) will be prepared for every settlement that uses settlement level data (not Parish) to inform the commitments and completions data, the HELAA capacity, and the Rural Area Housing Requirement Figures in Core Policy 19. This means that Elsenham and Henham settlements will be clearly differentiated and that any allocations or growth at Elsenham does not overlap with Henham, and non-strategic allocations at Henham will be clearly separate.
NDLP1207	Jill Smales						
NDLP1233	Henham Parish Council						
NDLP1299	David Limer						
NDLP1300	Morna Limer						
NDLP1309	Henham Parish Council						
NDLP1367	Mr Simon Lee						
NDLP1438	Mrs Jane Randall						
NDLP1548	Malcolm McFrederick						
NDLP1640	Sue ML						
NDLP1670	Isobel Brooks						
NDLP1746	Lynda Brustia						
NDLP1754	Rachel Overall						
NDLP1757	Dr Brian Brooks						
NDLP1870	Matthew Palmer						
NDLP251	Nick Baker						
NDLP402	Louise Johnson						
NDLP402	Louise Johnson						
NDLP463	Simon Bambridge						
NDLP467	Jane Smith						
NDLP479	Candy Chlapik						
NDLP607							
NDLP610							
NDLP715							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP724	Susan Leech						
NDLP864	Susan Leech						
NDLP1876	Kevin Johnson June Brennan Marta Roman MR DEAN KING						
NDLP1065	Lisa Fuller				Commitments and completions data not up to date	The commitments and completions data in the plan, upon which the CP19 Housing Requirement Figures are based, are out of date.	The commitments and completions data in the Regulation 18 consultation for residential is based on 1st April 2023 data. Any site with outline or 'detailed' planning permission on this date is treated as a commitment, whilst dwellings built between 1st April 2021 and 31st March 2023 are counted as a 'completion'. Sites without permission or subject to a 'resolution to grant' subject to S106 or conditions were not included as no decision was in place at that date. The monitoring data for Regulation 19 consultation will be updated to 1st April 2024 with consequential updates to plan policies and supporting text as appropriate.
NDLP1106	Theresa Trotzer Wilson						
NDLP2905	Debden Parish Council						
NDLP2911	Christine Chester						
NDLP3474	Richstone Procurement Ltd						
NDLP402	Louise Johnson						
NDLP3114	Higgins Group				Do not support Neighbourhood Plans making the allocations.	Neighbourhood Plans making allocations to deliver the CP19 Housing Requirement Figures is not supported.	The NPPF requires local planning authorities to provide housing requirement figures to designated neighbourhood areas and also indicative housing requirement figures for areas that request them. Core Policy 3 sets the framework for Larger Villages to deliver non-strategic growth with the housing requirement figures set in Core Policy 19. Core Policy 19 clarifies that settlements within small villages and open countryside are not required to allocate any housing, but they can do so if they wish and it is consistent with other policies in the plan. The non-strategic growth is not required to deliver a five-year housing land supply at plan adoption; however to ensure that the sites do come forward the local planning authority will either 1) make the allocations in the Regulation 19 document where the Parish Council has confirmed they will not prepare a Neighbourhood Plan that allocates sites; or 2) if after a period of time after adoption of the local plan (proposed to be two years) the Neighbourhood Plan has not made sufficient allocations to deliver the housing requirement the local planning authority will make the allocations instead in a plan update or a further development plan document. This is considered to be a reasonable and balanced approach that meets NPPF requirements whilst also supporting the Neighbourhood Planning process and ensuring proportionate development takes place in the larger villages.
NDLP3242	Weston Homes Plc						
NDLP3476	Richstone Procurement Ltd						
NDLP3725	CH Gosling 1965 Settlement						
NDLP4010	Pelham Structures Limited	Pelham Structures Ltd					

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1930 NDLP2775 NDLP568 NDLP571 NDLP688	Wimbish Parish Council Wimbish Parish Council Mr Michael Young Moray Bayliss Deryck Johnson		Frances Johnson		Elder Street and Wimbish Parish mismatch	There is an inconsistency with the way that the settlement hierarchy and service scoring data has been prepared for Elder Street and Wimbish which has carried through into the Core Policy 19 Rural Area Housing Requirement Figures. At Elder Street and Wimbish Parish the data is presented for the Parish when Elder Street and Wimbish are smaller settlements with a significant MOD presence where many facilities are not accessible to the public	The Regulation 18 settlement hierarchy was based on Parish-level facilities data (rather than the settlement). As has been pointed out to the Council during this consultation, the approach of using settlement vs Parish data is an inconsistency when it is a settlement hierarchy in Core Policy 3 rather than a Parish hierarchy. Furthermore the Parishes with more than one settlement has seen its service score artificially increased, such as Wimbish and Elder Street, which also has a number of facilities under the control of the MOD which are not accessible to the general public. For the Regulation 19 consultation an updated Settlement Hierarchy (Core Policy 3) will be prepared for every settlement that uses settlement level data (not Parish) to inform the commitments and completions data, the HELAA capacity, and the Rural Area Housing Requirement Figures in Core Policy 19. This additional work has resulted in Elder Street and Wimbish being removed from the Larger Village Category.
NDLP1824	Essex County Council				Essex County Council - welcome discussions to understand infrastructure requirements to support further allocations	Essex County Council suggests that appropriate evidence is required to make further non-strategic allocations under Core Policy 19.	The local planning authority considers that the relatively small scale of non-strategic growth at the larger villages is unlikely to result in significant impacts on infrastructure however is willing to work with the County Council to ensure that the evidence base is adequate to support this development. The Regulation 19 consultation will be informed by updated viability and IDP evidence. Where communities are preparing Neighbourhood Plans any non-strategic development will come forward through a Neighbourhood Plan where the Local Plan identifies housing figures for those settlements in accordance with the NPPF. It may be helpful to note that the scale of growth proposed at the Larger Villages through the Local Plan is substantially reduced in comparison to the level of development that has been coming forward in recent years in the absence of an up to date Local Plan or land supply.
NDLP3086 NDLP4119 NDLP4143	Sewards End Parish Council Tim and Alexandra Bradshaw Endurance Estates Land Promotion Ltd				General comment	General comment largely repeating the content of the plan and/or the supporting evidence.	Comment noted.

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NDLP3371	Gladman				Greater number of allocations are required in order to increase housing completions	Greater number of allocations are required in order to increase housing completions.	The number of non-strategic allocations is proposed to be the role of a Neighbourhood Plan to deliver, unless there is no intention to do so in which case Uttlesford District Council will do this at Regulation 19 stage. The comment about the greater number of allocations (i.e. a larger number of smaller sites) to increase delivery rates is noted however given the housing trajectory and the high number of commitments in the early years of the plan an increased rate of housing delivery is not required. The non-strategic allocations alongside the strategic allocations are predicted to result in a rolling five-year housing land supply over the plan period. The strategy in Core Policy 3 is designed to ensure that growth is allocated to the most sustainable locations in an infrastructure-led manner rather than dispersing development to smaller villages and open countryside. The hierarchy in CP3 and the housing requirement in CP19 has been set using the availability of infrastructure and facilities.
NDLP2221	Clerk Hatfield Broad Oak Parish Council				HELAA capacity includes new settlements.	HELAA capacity includes new settlements.	An update to the HELAA will be made for Regulation 19 which applies the spatial strategy and settlement hierarchy in CP3 alongside settlement level data (instead of Parish level data). This will ensure that HELAA capacity does not include promoted new settlements in the calculations of housing requirement figures for larger villages.
NDLP2222	Clerk Hatfield Broad Oak Parish Council				Highwood Quarry permission means the larger villages figure can be reduced or removed.	The permission granted for 1,000 to 1,200 dwellings at Land East of Highwood Quarry by the Secretary of State means that the larger villages housing requirement figure can be reduced or removed.	The commitments and completions data in the Regulation 18 consultation for residential is based on 1st April 2023 data. Any site with outline or 'detailed' planning permission on this date is treated as a commitment. The Reg 19 Plan will use completions and commitments data correct as at 1st April 2024 and the Plan will be updated accordingly.
NDLP2911	Christine Chester				Housing requirement should include a requirement for affordable housing as well as market housing.	The housing requirement figures in CP19 should include figures for affordable housing as well as market housing.	The numbers in CP2 and CP19 refer to C3 housing only and do not break this down further. Core Policy 56 requires affordable housing on sites that meet the thresholds in the policy however this is not required on all sites as this would be contrary to NPPF policy and needs to reflect viability evidence. The allocations and spatial strategy in the plan have been set in a manner to ensure the delivery of high levels of affordable housing, however it is not considered appropriate to set affordable housing requirements in CP19 given Core Policy 56.
NDLP1193 NDLP136 NDLP1950 NDLP528	Ashdon Parish Council Alan Marr Mr Loftus Buhagiar Mr Trevor Haynes				Ignores existing Neighbourhood Plan	The Core Policy 19 housing requirement figures ignore existing Neighbourhood Plans	Neighbourhood Plans are required to be in general conformity with the strategic policies in the development plan. Where requested, the local planning authority should provide indicative housing requirement figures to neighbourhood plans that reflect the strategy in the development plan. Existing Neighbourhood Plans were prepared in the context of the out-of-date 2005 Local Plan whereas the new Local Plan covers the period 2021-2042. The out of date 2005 strategic policies are being updated

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3537	Ashdon Neighbourhood Plan Steering Group						which means that new neighbourhood plans, and the numbers in Core Policy 19, need to reflect that strategic context. It is not that Neighbourhood Plans are being ignored; instead, the strategic context has changed significantly since the last Neighbourhood Plans were prepared.
NDLP511	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Impact on SME developers	The impact of having 6% of development in rural areas precludes small and medium developers from the market.	Noted, Uttlesford needs to plan for development in the most sustainable places around the district, therefore has derived them through the settlement hierarchy (CP3), then allocated them through the capacity of each settlement
NDLP1293 NDLP2857 NDLP2912	R Young Jeanette O'Brien Christine Chester				Impact of development of non-strategic sites	The impact of developing individual non-strategic sites has not been taken into account. For example, the urbanising impact of developing HELAA sites in depth at Clavering or impact on infrastructure at Debden.	The Regulation 18 consultation is based on the draft HELAA which will be updated for Regulation 19. Any allocations (either made in the Regulation 19 draft or a Neighbourhood Plan) will be based on proportionate evidence. The Regulation 18 draft did not make non-strategic site allocations and only consulted on the housing requirement figures at Larger Villages. It may be helpful to note that the level of growth proposed for larger Village allocations, is a substantial reduction to the level of development that has been coming forward in these locations in recent years whilst there has been no up to date plan or land supply.
NDLP921	Great Easton and Tilty Parish Council				Lack of clarity and consistency between Core Policy 3 (Settlement Hierarchy); Core Policy 19 and the definition of "developed footprint" and open countryside	There is an inconsistency between Core Policy 3, Core Policy 19, and the definition of "developed footprint" and open countryside.	There is not considered to be any inconsistency between these policies. However, this will be reviewed to inform the Reg 19 version of the Plan.
NDLP955	Great Easton and Tilty Parish Council				Lack of clarity over the timeline for Neighbourhood Plans to be prepared.	There is a lack of clarity over the timeline for Neighbourhood Plans to be prepared that allocate housing sites to meet the Core Policy 19 housing requirement figures.	The Regulation 19 draft will confirm the deadline by which a Neighbourhood Plan will have to be 'made' before which time the local planning authority will make the allocations instead. This could be two years post adoption. The Regulation 18 draft requested that the Parish Councils confirmed their intention to prepare a Neighbourhood Plan and make the required allocations during the consultation period. Where a Neighbourhood Plan is not being prepared the local planning authority will do this instead, engaging with the Parish as appropriate.
NDLP2112 NDLP3537	Mr and Mrs Hockley Ashdon Neighbourhood Plan Steering Group				Larger village development will be on greenfield land.	The numbers in Core Policy 19 will be delivered on greenfield sites and agricultural land.	The numbers in Core Policy 19 are based on suitable, available, and achievable HELAA sites. Given the rural nature of the district and the lack of brownfield sites to meet housing requirements in full, it is inevitable that the majority of development will take place on greenfield and agricultural sites. By following the strategy in CP2 and CP3 development should make efficient use of land and

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							reduce unnecessary loss of greenfield and agricultural land to low density development
NDLP2112	Mr and Mrs Hockley				Larger village housing is likely to deliver executive homes rather than what is needed.	Development in the larger villages is likely to deliver executive homes rather than what is needed (smaller homes for first time buyers, family homes, affordable housing etc)	The 2005 local plan is out of date which has seen many 'speculative' sites come forward in the absence of a five-year housing land supply and a supply of allocated sites. As a result the sites have not been plan-led and many larger executive homes have been delivered, including on smaller sites with relatively limited affordable housing delivery. The Local Plan seeks to prevent this by encouraging sustainable development and through policies on housing mix and affordable housing ensuring that new development meets the needs of the community as a whole. Where Neighbourhood Plans are being prepared Parish Councils can allocate sites that best meet the needs of their community, setting site-specific allocations and policy requirements where appropriate and in general conformity with the local plan.
NDLP3474	Richstone Procurement Ltd				Larger village sites should be allocated to provide certainty over their delivery.	The numbers in Core Policy 19 should be allocated to provide certainty over their delivery. This includes 'committed sites' which contribute towards the numbers in the housing requirement figures.	The numbers in Core Policy 19 will be allocated in either the Regulation 19 plan or a Neighbourhood Plan, providing certainty over their delivery. Updated monitoring data will be undertaken for Regulation 19 that takes into account completions and commitments at 1st April 2024. It is not considered appropriate to allocate residential sites with planning permission in the Local Plan as many of these commitments were granted planning permission under the 'tilted balance' in the absence of a five-year housing land supply.
NDLP3579	Ashdon Parish Council				Neighbourhood Plan - Ashdon Parish Council. Not committing to a Neighbourhood Plan review but keen to be involved in making allocations.	Ashdon Parish Council wishes to be involved in discussions about non-strategic allocations but does not commit to a Neighbourhood Plan update.	Comment noted. However, Ashdon is no longer classified as a Larger Village and so there will be no need for any non-strategic allocations at this settlement.
NDLP596	Ashdon Neighbourhood Plan Steering Group						
NDLP596	Stephanie Gill				Neighbourhood Plan - Clavering Parish Council will prepare a plan and allocate sites	Clavering Parish Council will prepare a Neighbourhood Plan and allocate sites	Comment noted.
NDLP2910	Debden Parish Council				Neighbourhood Plan - Debden not pursuing a Neighbourhood Plan. Allocations will need to be made by UDC in the Reg 19	Debden Parish is not pursuing a Neighbourhood Plan. Non-strategic allocations will need to be made by UDC.	Comment noted. However, the Council understand that Debden have since past the 'area designation' stage of preparing a Neighbourhood Plan and have this confirmed their intention to proceed with producing a Neighbourhood Plan.

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NDLP1109	Theresa Trotzer Wilson	Hatfield Broad Oak Parish Council			Neighbourhood Plan - Hatfield Broad Oak will allocate sites	Hatfield Broad Oak will prepare a Neighbourhood Plan and make site allocations. The proposed CP19 approach is objected to though and Hatfield Broad Oak intend to identify their own housing need and site allocations	The comment about making allocations is noted; however the Local Plan will set strategic policy that the Hatfield Broad Oak Neighbourhood Plan will need to be in 'general conformity' with. The housing requirement figures in Core Policy 19 is a strategic policy. Undertaking an individual local housing need assessment for the Parish is not strictly required given the housing requirement figure to be set in CP19 and other policies in the plan around housing mix, affordable housing and the like.
NDLP1112	Theresa Trotzer Wilson	Hatfield Broad Oak Parish Council					
NDLP2211	Theresa Trotzer Wilson	Hatfield Broad Oak Parish Council					
NDLP854	Allison Ward	High Easter Parish Council			Neighbourhood Plan - High Easter does not wish to prepare a Neighbourhood Plan	High Easter does not wish to prepare a Neighbourhood Plan.	Comment noted. High Easter is not classified as a Larger Village and will not be identified any housing requirement figures to be address through non-strategic allocations.
NDLP955	Kate Rixson	Great Easton and Tilty Parish Council			Neighbourhood Plan - no intention to prepare Neighbourhood Plan and allocate sites at Great Easton and Tilty.	No intention to prepare a Neighbourhood Plan at Great Easton and Tilty. There is not enough time to do this before the Local Plan is prepared.	Comment about the Neighbourhood Plan is noted, however there is no requirement to prepare a Neighbourhood Plan before the Local Plan. If a Neighbourhood Plan is being prepared then a period of time after Local Plan adoption is allowed, which could be a two year period. Nonetheless, these parishes are not identified as Larger Villages and there is no requirement for them to plan for any non-strategic allocations.
NDLP2600		Stebbing Parish Council			Neighbourhood Plan - Stebbing Neighbourhood Plan will make allocations	An update to the Stebbing Neighbourhood Plan will be prepared and make sufficient allocations.	Comment noted.
NDLP402	Louise Johnson	Elsenham Parish Council			No consideration of impact on local infrastructure	There has been no consideration of the impact on local infrastructure in calculating the numbers in Core Policy 19.	The local planning authority considers that the relatively small scale of non-strategic growth at the larger villages is unlikely to result in significant impacts on infrastructure however it will work to ensure that the evidence base is adequate to support this development. The Regulation 19 consultation will be informed by updated viability and IDP evidence alongside an updated HELAA to determine site capacities. It may be helpful to note that the scale of growth proposed at Larger Villages in the Local Plan is a substantial reduction in comparison to growth that has been coming forward through speculative development in recent years in the absence of an up to date Plan or land supply.
NDLP2913	Christine Chester				No employment planned alongside the larger village housing requirement figures	No employment development is allocated alongside the village housing requirement figures	Core Policy 19 sets the housing requirement figures for larger villages ensuring an appropriate level of non-strategic growth occurs in the larger villages. In accordance with Core Policy 3 employment development will be limited at Larger Villages with employment development to take place at sites allocated in CP4 or in accordance with CP45-48.
NDLP2355	Richard Haynes				No proposed allocations to meet the village	There are no proposed allocations to meet the village housing requirement figures in the Regulation 18 draft.	This is deliberate, the allocations will be either in a Neighbourhood Plan or the Regulation 19 draft.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
					housing requirements in the Regulation 18 consultation		
NDLP2857 NDLP2905 NDLP709 NDLP857 NDLP877 NDLP670 NDLP1456 NDLP1591 NDLP1636 NDLP1667 NDLP1668 NDLP1917 NDLP2600 NDLP3069 NDLP3554 NDLP3578 NDLP1293	Jeanette O'Brien Debden Parish Council Mrs Julie McSweeney Allison Ward Juergen Kissinger Ian, Sheena, and Tracy Dale, Dale, and Hunter Uyen Vo Maureen Geddes michael howarth Susan Joanna Tollitt John Broughton Theresa Holdgate Stebbing Parish Council Mrs Christina Cant Ashdon Neighbourhood Plan Steering Group Ashdon Neighbourhood Plan Steering Group R Young				Object to housing requirement	Objection to the housing requirement figure for High Easter, Clavering, Debden, Ashdon, Hatfield Broad Oak, Ashdon and Stebbing	The housing requirement figures have been calculated in line with the Larger Villages Housing Requirement Topic Paper. The figures will be updated for Regulation 19 to reflect updated settlement scoring (settlement rather than Parish level); commitments and completions data (1st April 2024) and HELAA capacity (at the settlement rather than the Parish, reflecting newly promoted sites). Subject to these updates the methodology is considered appropriate and supports the spatial strategy set in CP2 and the NPPF (regarding housing requirement figures for Neighbourhood Plans).

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NDLP3126	Ms Karmel Stannard				Objection to development on All Saints Playing Field, Ashdon	A specific objection to developing a site at All Saints Playing Field, Ashdon	There is no proposal to build on this in the plan. The Council cannot comment on future potential development proposals that are not included in the Local Plan. A planning application can be made for any site at any time and will be determined in accordance with the local plan policies in place at the time.
NDLP1106	Theresa Trotzer Wilson				Parish vs settlement mismatch	The HELAA capacity is based on parish level data rather than sites at the settlement	This is acknowledged in the Regulation 18 draft and will be updated for Regulation 19 stage.
NDLP1667 NDLP1668 NDLP1917	Susan Joanna Tollitt John Broughton Theresa Holdgate				Plan should rely on Rural Exception Sites instead of the larger village housing requirements	The plan should rely on rural exception sites for affordable housing instead of market housing sites	The numbers in Core Policy 19 are for C3 housing including market and affordable housing. Rural exception sites (Core Policy 20) can take place anywhere in the district providing the criteria are met and are exceptions to policy to allow for affordable housing rather than a policy approach in itself to meet wider housing needs. The purpose of CP2 and CP19 is to allow for proportionate development in the Larger Villages to meet the housing needs of the community which includes market housing and affordable housing.
NDLP3578	Ashdon Neighbourhood Plan Steering Group				Policy contradicts with the indicative housing number provided by UDC previously.	The policy contradicts with the indicative housing number provided to Ashdon by UDC previously (15 dwellings minimum 2020-2036).	Neighbourhood Plans are required to be in general conformity with the strategic policies in the development plan. Where requested, the local planning authority should provided indicative housing requirement figures to neighbourhood plans that reflect the strategy in the development plan. Existing Neighbourhood Plans were prepared in the context of the out-of-date 2005 Local Plan whereas the new Local Plan covers the period 2021-2042. The out-of-date 2005 strategic policies are being updated which means that new neighbourhood plans, and the numbers in Core Policy 19, need to reflect that strategic context. It is not that Neighbourhood Plans are being ignored; instead the strategic context has changed significantly since the last Neighbourhood Plans were prepared.
NDLP3737	Enterprise Residential Development				Proposed housing requirement for Little Chesterford is lower than the made housing requirement in the Great and Little Chesterford Neighbourhood Plan	The proposed CP19 housing requirement figure for Little Chesterford is lower than the made housing requirement figure in the Great and Little Chesterford Neighbourhood Plan	The numbers will be cross-checked for Regulation 19 however the figures account for completions and commitments. Great Chesterford is a Local Rural Centre/Small Town and Little Chesterford is a Smaller Village so neither of them are Larger Villages assigned numbers in this policy.
NDLP1886 NDLP1887	Vic Ranger Vic Ranger				Query why Elsenham has no housing requirement figure	Query why Elsenham has no housing requirement figure	Elsenham is a Local Rural Centre and so is a location where strategic, rather than non-strategic growth may be directed, subject to sites being available. The Reg 18 plan did not identify any strategic sites as it was thought the suitable sites already had consent and around 1,000 homes were already coming forward at this location. However, the Reg 19 plan does identify a proposed strategic allocation for 110 homes on land adjoining a consented scheme that was previously thought to already have consent. This ensures that the majority of

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							development in the district is focused at the larger and most sustainable locations.
NDLP1886 NDLP1887 NDLP2355	Vic Ranger Vic Ranger Richard Haynes				Querying how the village housing requirement figures were calculated	Request to clarify how the larger village housing requirement figures were calculated.	This is set out in the Larger Villages Housing Requirement Topic Paper and will be updated for Regulation 19.
NDLP1249 NDLP1251 NDLP2355 NDLP2575	Elsenham Elsenham	Elsenham Parish Council Elsenham Parish Council Richard Haynes Stebbing Parish Council			Querying where the village housing requirement figures will be delivered.	Clarification is sought as to where the housing requirement figures will be delivered.	The decision over which sites to allocate to meet the figures in Core Policy 19 will be made in either the Regulation 19 plan or a Neighbourhood Plan.
NDLP1291	Mr Jeremy Veitch				Querying why Manuden has a housing requirement of zero dwellings.	Clarification is sought as to why Manuden has a housing requirement figure of zero dwellings.	At the time the figures were calculated there were no suitable, available and achievable sites in Manuden Parish. As a result it was not considered sound to apportion a housing requirement figure to a settlement with no known sites. However, the settlement hierarchy now identifies Manuden as a 'smaller village' therefore no larger village housing requirement figure is set for the settlement.
NDLP442 NDLP770 NDLP918	Sally Irving John Stevens Great Easton and Tilty Parish Council				Question why Great Easton has a requirement but not Duton Hill or Tilty	Question why Great Easton has a requirement but no Duton Hill or Tilty.	At Reg 18 stage in Core Policy 3 Great Easton was designated as a larger village but not Duton Hill or Tilty. Duton Hill and Tilty are within the designated Neighbourhood Area but the intention was for the housing requirement figure to be proposed for the settlement of Great Easton only. Since Reg 18 the settlement hierarchy has been reclassified and Great Easton is no longer a larger village with a housing requirement figure.
NDLP281	Paul Hurrell		Paul Hurrell		Question why not all large villages have housing requirement figures	Question why not all large villages have housing requirement figures	The Larger Villages Housing Requirement Topic Paper explains that larger villages surrounded by Green Belt or where there are no suitable, available or achievable sites capable of development have a housing requirement of zero or a reduced requirement. It's important the plan supports sustainable development in accordance with national policy. The majority of growth is directed to the Key Settlements and Local Rural Centres, a much more

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							limited level of growth is directed to the Larger Villages as they are the next most sustainable locations in the more rural areas, and then very limited infill may be supported at Smaller Villages where appropriate in line with the relevant policies. This is a balanced approach.
NDLP3737	Enterprise Residential Development				Request clarity over the housing requirement figures for smaller villages and with table 8.2	Request clarity over the housing requirement figures for smaller villages and with table 8.2	The numbers at the smaller villages in Table 8.2 will be reviewed for clarity in the Regulation 19 draft.
NDLP974	Mary Powe	Director Richstone Procurement Limited	Mary Power		Request clarity that it is possible in principle for non-strategic allocations of over 100 dwellings can be made where the village housing requirement is above 100 dwellings	Given that the larger villages have a non-strategic housing requirement and the plan sets a threshold at which 100 dwellings or more, it is requested for clarity whether a Neighbourhood Plan can in principle make allocations of 100 dwellings or more on an individual site.	100 homes has been used as the cut off for the difference between strategic and non-strategic sites. It is assumed that in any villages development would come forward on a range of smaller (non-strategic sites) rather than a single site (i.e. several smaller, less than 100 home sites), although it would be possible for a Neighbourhood Plan to make a specific case for one slightly larger allocation through their Plan if they considered that represented the most appropriate approach and if their housing requirement was over 100 (some are slightly above 100, some are below 100).
NDLP3593	Pegasi Limited				Requests a housing requirement figure for Quendon and Rickling Green	A housing requirement figure is requested for Quendon and Rickling Green.	As they are not larger villages Quendon and Rickling Green do not need to make non-strategic allocations and are not assigned numbers under Core Policy 19. The community can however bring forward an allocation in a Neighbourhood Plan if they wish to and they have appropriate evidence to justify that approach locally.
NDLP442	Sally Irving				Requirement does not take account of Green Belt at Great Easton.	The figures in Core Policy 19 do not take account of Green Belt in Great Easton.	Green Belt has been taken into account in calculating the figures in Core Policy 19. No Green Belt exists within Great Easton.
NDLP3410 NDLP3828 NDLP3922	Montare LLP Hillrise Homes Limited Pelham Structures Limited	Pelham Structures Ltd			Requirement should be larger for a particular village	The housing requirement figure for a particular larger village should be higher (Henham, Felsted, Manuden)	The apportionment for the larger villages is set within Core Policy 2 of the plan, and in the Regulation 18 document this was 1,000 dwellings. The figures for individual settlements is set according to the calculation in the Larger Villages Housing Requirement Topic Paper which takes into account the level of completions and commitments, HELAA capacity and relative sustainability of each settlement. Figures are lower at particular settlements including Green Belt or a lack of suitable, available and achievable capacity. It is acknowledged that some larger villages have greater capacity than required to be delivered under CP19 however the approach taken in the plan is considered to be proportionate.
NDLP3908	Pelham Structures Limited	Pelham Structures Ltd			Risk of deferring all non-strategic allocations to Neighbourhood Plans in case they do not come forward either in a timely manner, or at all	Deferring allocations to the Neighbourhood Plan process creates a delivery risk in case they do not come forward in a timely manner.	The high level of commitments and completions means that there is no immediate need for short-term delivery from site allocations at the Larger Villages, and the council's proposed approach of setting a deadline (proposed to be two years from plan adoption) for a plan to be prepared before the local planning authority undertakes this is considered to be a proportionate and reasonable approach that supports the spirit of

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							neighbourhood planning, meets NPPF requirements and ensures delivery during the plan period.
NDLP1110	James Balaam	G W Balaam & Son	Matthew Thomas		Settlement boundaries	Development will need to be outside of the adopted 2005 settlement boundaries.	The 2005 settlement boundaries are out of date and no longer operate effectively. Development at the larger villages will need to be within or adjacent to the built-up urban area of larger villages in order to be suitable for development. As a rural district there is not enough brownfield land to meet the housing requirement in full and some greenfield land outside of settlement boundaries will be required. Switching to a definition of 'built up urban area' is considered to be a sufficient approach that avoids the need to regularly update settlement boundaries.
NDLP1121	Maggie Stevens						
NDLP3480	Richstone Procurement Ltd						
NDLP278	Alastair Farr				Settlement hierarchy	It is not clear how a particular settlement was assigned a particular tier in the settlement hierarchy.	The settlement hierarchy in Core Policy 3 was arrived at following the process outlined in the Villages Facilities Study. This categories individual settlements into a particular tier, and identifies the type and scale of development that would be appropriate in each case.
NDLP1791	Littlebury Parish Council				Support	Support in principle for the approach in Core Policy 19 including the broad areas for development and process for making allocations (through the Regulation 19 plan or Neighbourhood Plan process).	Support is noted.
NDLP2611	Susan Grant						
NDLP2620	Jonathan Ashe						
NDLP2659	Mr and Mrs John and Gillian Broomfield						
NDLP2789	Nick Dukes						
NDLP2826	Mr and Mrs Roberts						
NDLP2930	Mr and Mrs John and Gillian Broomfield						
NDLP307	Sally Taylor	Councillor Birchanger Parish Council					
NDLP3165							
NDLP3415	Adam Davies						
NDLP3474	Mr Mark Jackson						
NDLP3635	Richstone Procurement Ltd						
NDLP37							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3724	C J Trembath Sally Taylor	Councillor Birchanger Parish Council					
NDLP3726							
NDLP3997	CH Gosling 1965 Settlement						
NDLP4010	CH Gosling 1965 Settlement	Pelham Structures Ltd					
NDLP448	Pelham Structures Limited	Pelham Structures Ltd					
NDLP668	Pelham Structures Limited	Planning Director Durkan Homes					
NDLP770	Kim Rickards		Vaughan Bryan				
NDLP3724	Ian, Sheena, and Tracy Dale, Dale, and Hunter John Stevens CH Gosling 1965 Settlement						
NDLP3068	Mrs Christina Cant		Vaughan Bryan		Support in principle though question the scale of development and whether there is support from the Parish Council or community for a Neighbourhood Plan to make the allocations	Support in principle for the approach however concerns are raised regarding the scale of development and whether there is the support from Parish Councils to make the allocations.	The scale of development at larger villages is considered appropriate and proportionate in line with the settlement hierarchy and the approach followed in the Larger Village Housing Requirement Topic Paper. The approach taken in the plan giving the opportunity for Neighbourhood Plans to make the allocations is considered justified given NPPF requirements and there is a proposed 'sunset clause' with the local planning authority agreeing to step in and make the allocations in two years' time should insufficient progress be made with Neighbourhood Plans.
NDLP670	Ian, Sheena, and Tracy Dale, Dale, and Hunter						
NDLP3635	C J Trembath				Support the principle of Neighbourhood Plans to make the non-strategic allocations if there is local support to do so	Support in principle for the approach however concerns are raised regarding the scale of development and whether there is the support from Parish Councils to make the allocations.	The scale of development at larger villages is considered appropriate and proportionate in line with the settlement hierarchy and the approach followed in the Larger Village Housing Requirement Topic Paper. The approach taken in the plan giving the opportunity for Neighbourhood Plans to make the allocations is considered justified given NPPF requirements and there is a proposed 'sunset clause' with the local planning authority agreeing to step in and make

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							the allocations in two years' time should insufficient progress be made with Neighbourhood Plans.
NDLP3400	Strategic Land V Limited & Ms Hawke					Stakeholder is unable to comment meaningfully on the plan or proposals without knowing the detailed location and quantum of development at individual sites.	This is noted, however the detail will be provided either at Regulation 19 stage or through the Neighbourhood Plan-making process. The Regulation 18 consultation is about the principle of the approach and the scale of development rather than individual sites.
NDLP943	Kate Rixson	Great Easton and Tilty Parish Council			Unable to meaningfully comment without detail over which non-strategic sites are proposed to be allocated		
NDLP948	Sarah Brewin						
NDLP949	Kate Rixson	Great Easton and Tilty Parish Council					

Table 2: Core Policy 20: Affordable Housing on Rural Exception Sites

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP960	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Affordable Housing on Rural Exception Sites - Character	Suggestion for an additional exception criterion requiring the design of properties to respect the setting and reflect the characteristics of the local area.	Criteria v of Core Policy 20 requires development proposals to be designed to respect the characteristics of the local area, including the countryside setting. This is one of the six criteria in which development proposals for affordable housing on rural exception sites must meet.
NDLP2951	Thaxted Community Land Trust				Affordable Housing on Rural Exception Sites - Community-led development	Suggests mentioning community-led development in the Plan owing to its specific remit and to reflect Government and ministerial support for the scaling up of the roles of Community Land Trusts, to help ensure its viability and deliverability. Good practices in East Cambridgeshire, Brighton and Hove, Cornwall and Dartmoor National Park are suggested. In addition to policy references within the Local Plan, it is also suggested that a bespoke SPD or including a community-led housing section in a relevant SPD and tailored S106 templates could help provide clarity to communities.	Noted. The Regulation 19 Plan will refer to community-led development in response to recent changes of the National Planning Policy Framework which introduced an exception site policy for community-led development in recognition of its importance.
NDLP2952	Thaxted Community Land Trust						
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Facilities	Suggests deleting criteria vi as rural areas by their very nature have limited access to services and facilities.	Criteria vi of Core Policy 20 requires schools and health facilities with capacity, shops, and other community facilities to be within 'reasonable' travelling distance, to be considered by the decision maker on a site-by-site basis. This criterion is considered to be important as it ensures rural exception sites are located in more sustainable locations within the rural areas.
NDLP259	Val McKirdy				Affordable Housing on Rural Exception Sites - General	Supports the inclusion of Core Policy 20: Affordable Housing on Rural Exception Sites within the draft Local Plan. Some respondents note that this could help rural communities to remain sustainable and thriving.	Support noted. It is envisaged that the Regulation 19 Plan will continue to include the relevant policy.
NDLP1325	Peter Lock						
NDLP1737							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1792 NDLP2570 NDLP3579	Littlebury Parish Council Little Hallingbury Parish Council Ashdon Neighbourhood Plan Steering Group	Field Officer Rural Community Council of Essex					
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Green Belt	Suggests including explicit references in the policy text to clarify that applications for rural exception sites can be considered within the Green Belt	Proposed modifications noted. The Regulation 19 Plan will seek to reference rural exception sites within the Green Belt in the policy text. This is in line with the approach set out in the relevant Planning Practice Guidance.
NDLP3944	Michael and Sarah Tee				Affordable Housing on Rural Exception Sites - Heritage	Criterion iv which states that 'the site and the development will not result in harm to the significance of any heritage assets' is not fully consistent with the Paragraph 72b of the National Planning Policy Framework, in which the supporting footnote states that 'entry-level exception sites should not be permitted in National Parks (or within the Broads Authority), Areas of Outstanding Natural Beauty or land designated as Green Belt'.	Noted. The Council plans to update the Regulation 19 version of the Plan to provide references to the respective heritage policies in the Local Plan to ensure that the test applied is consistent. It is noted that the footnote referenced in the comment refers to entry-level exception site rather than rural exception sites, and that the National Planning Policy Framework has since been updated.
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Heritage and Landscape Character	Suggests deleting criteria iv and v as they are covered by other policies of the draft Local Plan	Noted. The Council considers heritage constraints and the countryside setting as key assessment criteria to be explicitly included when considering rural exception sites in locations which are not normally be considered for housing use. The Council will update the Regulation 19 Plan to refer to the relevant policies in the Local Plan to ensure that the test applied is consistent.
NDLP3070	Mrs Christina Cant				Affordable Housing on Rural Exception Sites - Housing Requirement	This comment notes that 'we' currently build more than the housing requirement.	Core Policy 20 seeks to provide guidance for rural exception sites as an exception mechanism to address local need for affordable housing within rural areas over the plan period between 2021 and 2041. Criteria (i) requires the applicant to establish a demonstrable local community need for affordable housing. The Council considers this approach justified and consistent with national policy.
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Local Community Need	This comment requests additional clarification regarding how the Council may evaluate 'demonstrable local community need for affordable housing' mentioned in criterion (i), particularly on the acceptable forms of evidence. ERHA emphasises the importance of accepting a flexible range of evidence sources, including local housing needs assessment, the Council's household register or other appropriate evidence.	Proposed modifications noted. The Regulation 19 Plan will seek to clarify how local community need should be evidenced.
NDLP2298	Deborah Bryce				Affordable Housing on Rural Exception	Suggests that affordable housing on rural exception sites should not be limited to those with local connections and should be made available more widely. Rural exception sites in all villages is the	As defined in the National Planning Policy Framework, rural exception sites are small sites used for affordable housing in perpetuity where sites would not normally be

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					Sites - Local Connection	only viable solution for affordable housing. There should be a First Homes scheme across Uttlesford.	<p>used for housing. It seeks to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.</p> <p>Core Policy 56 Affordable Dwellings sets out the policy requirements on affordable housing provision for new residential development across Uttlesford. It also sets out the required mix of affordable tenure, including 25% of homes to be available as First Homes.</p> <p>Policy requirements of the draft Local Plan have been tested cumulatively through the published Viability Assessment (Stage 1), which shows that the approach proposed should be capable of supporting viable developments.</p>
NDLP2356 NDLP2610 NDLP1676	Richard Haynes Geoff Bagnall English Rural Housing Association				Affordable Housing on Rural Exception Sites - Market Housing (Against)	Suggests that the delivery of market housing in rural exception sites would result in unsustainable development in rural areas. If there were to be a consideration for including market housing as a balancing element, considerable detail would have to be built into the policy to establish the basis of the development appraisal.	Paragraph 013 of the relevant Planning Practice Guidance includes that rural exception sites can deliver a small proportion of market housing, provided that it can be demonstrated that this is necessary in order to ensure the overall viability of the site. The Council considers that the draft policy which requires the number of market homes to be informed by a PPG-compliant developer-funded viability assessment agreed with the Council, through an open book approach, serves as a sufficient and detailed mechanism.
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Market Housing (Support)	<p>Supports the recognition that market housing may be needed to cross-subsidise affordable homes and that the policy wording 'minimum necessary' is included.</p> <p>Suggests revising the policy text to write 'The Council support the cross-subsidisation of the affordable homes...'</p>	Support noted. The draft policy wording is considered appropriate and compliant with national policy.
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - Scale of development	Criterion iii which requires rural exception sites to be of a scale appropriate to the size of the adjoining settlement is too prescriptive as it restricts the size of the site. Suggests policy text to write 'is of a small scale and proportionate to the housing needs'.	<p>Criterion iii seeks to reiterate the characteristic for rural exception sites, as defined in the National Planning Policy Framework, to be of a small scale. The evaluation of site scale in relation to the size of the adjoining settlement is considered an appropriate metric.</p> <p>Criterion ii addresses the point about meeting the identified local housing need and does not need to be repeated in Criterion iii.</p>
NDLP1676	English Rural Housing Association				Affordable Housing on Rural Exception Sites - The English Rural Housing Association	The English Rural Housing Association's research shows that affordability in rural areas is worsening and is a national crisis. The provision of affordable housing can therefore have a transformative impact on individual lives and community vitality. Reviewing the national and local policy context, the ERHA supports the inclusion of a rural exception sites policy within the Local Plan as an important mechanism to deliver small scale rural affordable housing.	Support noted. It is envisaged that the Regulation 19 Plan will continue to include the relevant policy.

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NDLP3724	CH Gosling 1965 Settlement				Non-strategic housing allocation	Supports paragraph 8.14 of the Rural Area Strategy which states that there is need to deliver affordable housing in the rural area where house prices are amongst the highest within the district either through non-strategic housing at the Larger Villages, or through rural exception sites, where supported by the community'. Some respondents suggest that the most effective mechanism to deliver affordable housing would be through the allocation of non-strategic development sites on greenfield land, as reliance on delivery of rural exception sites alone to meet local affordable housing requirements is likely to fall short and is also unlikely to deliver on other policy objectives and meet local infrastructure needs.	Support noted. Core Policy 19 sets out our proposed housing requirements for Larger Villages which will be met through non-strategic allocations to be made in Neighbourhood Plans (where there is a formal commitment from the Parish Council) or the Regulation 19 version of the Local Plan. The Council considers that non-strategic allocations should not be limited to greenfield land and that the use of previously developed land should be encouraged as noted in national policy.
NDLP3724	CH Gosling 1965 Settlement				Rural Area Strategy - General Support	Supports the Rural Area Strategy.	Support noted. It is envisaged that the Regulation 19 Plan will continue to include the relevant policy.
NDLP3724	CH Gosling 1965 Settlement				Rural Area Strategy - Paragraph 8.2	Supports paragraph 8.2 of the Rural Area Strategy which states that opportunities and challenges in rural areas, and supports non-strategic development at Larger Villages.	Support noted. It is envisaged that the Regulation 19 Plan will continue to include the relevant policy.

Table 3: Core Policy 21: Rural Diversification

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2706	Pascale Muir				Great Dunmow	Suggests that the allocation at Church End East, Great Dunmow should be removed from further consideration by criterion v of Core Policy 21, which requires development proposals for rural diversification to have regard of access, highway impacts and the character of road improvements required.	Core Policy 21 provides guidance specific to rural areas, covering Larger Villages, Smaller Villages and the Open Countryside as defined in Core Policy 3 Settlement Hierarchy. Great Dunmow is identified as a Key Settlement in Core Policy 3, which is a top tier settlement in the settlement hierarchy. Chapter 6 and the corresponding Site Development Templates provides further elaboration on the transport considerations of the site.
NDLP961	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Policy Definition - Rural Business	This comment requests additional clarification of the types of 'rural businesses' covered in criterion I of the policy.	As stated in Core Policy 21, this refers to economic activities that bring about rural diversification, including farm holdings. The supporting paragraph 8.26 offers examples of key sectors of growth in Uttlesford but is not an exhaustive list of rural businesses, recognising potential changes in the industry over the plan period.
NDLP1796	Littlebury Parish Council				Policy Principle	Supports the inclusion of Core Policy 21: Rural Diversification within the draft Local Plan	Support acknowledged and welcomed.
NDLP965	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Policy Requirement - Environment	Suggests including an additional criterion regarding impacts on the environment, including pollution, risk of flooding and utilities.	Core Policy 1 and Core Policies 32-40 set out our requirements in addressing the environmental impacts of all development proposals, including proposals for economic activities in rural areas. The Plan should be read as a whole and as such, the reiteration of this particular requirement is deemed unnecessary.

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NDLP981	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Policy Requirement - Heritage	Suggests including an additional criterion regarding impacts on the historic environment	Core Policy 62 requires all development proposals to conserve, and where appropriate enhance, the special character, appearance and distinctiveness of Uttlesford District's historic environment. The Plan should be read as a whole, and the relevant policy would apply to development proposals for economic activities in rural areas. As such, the reiteration of this particular requirement is deemed unnecessary.
NDLP3076	Mrs Christina Cant				Policy Requirement - Highway Impacts	A number of responses suggest strengthening criterion v to address the following issues: <ul style="list-style-type: none"> • Impacts on the highway network, especially in industries involving freight and storage • Ensuring the provision of suitable vehicular access • Ensuring the provision of suitable parking arrangements • Road safety including those of active travel users, particularly along single-tracked lanes Concerns were also expressed about the Council's ability to effectively control the impacts of development proposals on the highway network, given that the County Council is responsible for transport services.	The Council is satisfied that the Plan, when read as a whole, effectively addresses the transport impacts of development proposals, including economic activities in rural areas. Core Policy 26-32 detail our policy requirements concerning the provision of sustainable transport and connectivity; impacts of development on transport infrastructure; active travel; electric and low emission vehicles; public rights of way; parking standards; and, the movement and management of freight.
NDLP868	Allison Ward	Parish Clerk High Easter Parish Council					
NDLP971	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council					
NDLP975	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council					
NDLP2606	Stebbing Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council					
NDLP972	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Policy Requirement - Protected Lanes	Suggests that the impacts of rural diversification on protected lanes should be given substantial weight in planning decisions	Noted. This matter will be reviewed to see if and how any of the policies should be updated to reflect the importance of Protected Lanes.
NDLP868	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward		Policy Requirement - Residential Amenity	Suggests including an additional criterion regarding impacts on residential amenity.	Noted. This matter will be reviewed to see if and how any of the policies should be updated to reflect the importance of Protected Lanes.
NDLP3926	Pelham Structures Limited	Pelham Structures Ltd			Rural Diversification - Existing Businesses	This comment supports Core Policy 21 in general but suggests that an additional policy which supports the expansion of existing businesses in the countryside is also required.	Support noted and welcomed. Core Policy 48 provides guidance regarding new employment development on unallocated sites, including in smaller villages and the open countryside.
NDLP3324	The North West Essex Constituency Labour Party				Rural Diversification - Renewable Energy Generation	This comment proposes an amendment to permit landowners to consider multiple uses of suitable land, particularly energy generation (including ground-mount solar, geo-thermal district heating and wind farms of an appropriate scale).	The draft Local Plan as a whole provides sufficient guidance covering development proposals for various land uses in Uttlesford, including in rural areas. Core Policy 25 Renewable Energy Infrastructure states our support for proposals for renewable and low carbon energy generation and distribution networks and sets out the relevant policy requirements.
NDLP4021	Saffron Walden Town Council				Rural Diversification - Estate Plans	Suggests that the preparation of an agreed Estate Plan should be mandatory	The Council supports landowners to prepare Estate Plans to facilitate the identification and management of sustainable rural diversification practices and outcomes but accepts other forms of appropriate evidence which demonstrates how the stated criteria in Core Policy 21 have been met.
NDLP4021	Saffron Walden Town Council				Rural Diversification	This comment seeks to clarify whether the stated criteria under Core Policy 21 must all be met.	Noted. Development proposals are expected to meet all criteria noted in Core Policy 21. We will seek to review the relevant wording in the next iteration.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
					- Policy Requirement		
NDLP3892	Saffron Walden Town Council				Policy Wording	The principle of the policy is supported, but it is suggested that policy could be clarified. For example, the wording: "rural diversification shall normally be permitted providing that... i-v" could be misinterpreted and only one of the five items might be met. To avoid confusion, the following line could be added: "Development will only be permitted if it meets all the criteria" which sets a clear expectation of what is required.	Noted. The Council will review the policy in light of the consultation comments to consider if any further clarity is required.
NDLP3323	The North West Essex Constituency Labour Party				Land diversification	Calls for support for landowners to diversify into community energy and food, with commitment to cooperative models with energy and food security as key priorities. Support residents' calls for a community-owned country farm park in northern Uttlesford.	One the key measures to secure net zero energy is the use of renewable energy and CP25 specifically supports proposed community energy schemes. The Local Plan encourages rural diversification for agriculture and land-based business including the prospect of working with landowners on Estate Management plans which can provide multiple benefits to rural enterprise, environmental enhancement and public access. A review of Policy CP21 (Rural Diversification) could look at community or co-operatively based schemes and take into consideration more explicitly the production of food; explore the concept of the country park farm in the North Uttlesford Strategy.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 9: Climate, Environment and Transport

July 2024

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Table 1 Core Policy 22: Net Zero Operational Carbon Development

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1955	Mr Loftus Buhagiar				Building Design	Remarks that the requirement NOT to use fossil fuels in new building will impact on wood burners even though tree wood is renewable, and that low carbon equipment has an impact on building aesthetics. The policy suggests internal design as well as power use will need to be considered and hence designs which include wasted space e.g. large internal hall could be rejected	The net zero policies are designed to influence the design and construction of new buildings and for users then to enjoy a more energy and cost efficient home. The plan is not intended to control user behaviour. The incorporation of low carbon equipment into the design of homes will become a normal part of the design process in time.
NDLP2738	Paula Griffiths						
NDLP519	Nigel Tedder	Managing Director New Homes Project Managements Limited			Building Regulations	Questions whether this policy justified and required and whether the application of net zero policy should be stepped up over the years to align with Building Regulations? This is a critical policy to the achievement of a net zero development and requires an assessment of energy usage and space heating. The most cost effective way to secure a consistent approach is to use Building Regulations, and with FHS will ensure new development will be carbon ready by 2035. Such a national approach means different local plan approaches would not be needed especially where they go beyond current requirements with financial and land take considerations that have not been fully assessed in the evidence base. States that the PPG sets out that any local requirements for a building's sustainability and for zero carbon buildings should be based on robust credible evidence and tested for impacts on viability, and that the overall standard should not exceed the Code for Sustainable Homes level 4 and the higher. Part L of Building Regulations was updated in 2021 to achieve a 31% reduction in carbon emissions for new dwellings. Since FHS is not yet in place and is subject to consultation CP 22 is therefore premature and the requirements of the policy may be unnecessarily duplicating or exceeding the national requirements. There is no guarantee that supply chains and skills required to deliver CP 22 can be met and therefore the policy risks delays to the delivery of new housing which is contrary to the plan's intention to bring forward a new homes in the early years of the Plan. To continue to pursue standards above Building Regulations / the Future Homes Standard, the Plan needs to demonstrate that the costs of meeting these standards are feasible and viable.	Evidence suggests that this a critical policy to the achievement of a net zero development and requires an assessment of energy usage and space heating. These requirements are not reflected or achieved in the Building Regulations. The essence of this policy needs to remain until Building Regulations can achieve a similar net zero energy outcome; therefore it is preferable to rely on the mechanism of the local plan.
NDLP608	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone					
NDLP1003	Daniel Jones	Director Silverly Properties Ltd					
NDLP3372	Gladman						
NDLP4063	Salacia Ltd						
NDLP2861	N/A	NHS Property Services Ltd			Carbon offset	Preferable to make sure developers put in well designed and carbon neutral properties and appropriate infrastructure in a timely manner, rather than drawing off any contributions to off-set funds. Requests more detail on the carbon offset scheme financial contribution since NHS initiatives might be able to benefit from this Concern that an energy offset scheme will boost housing costs and that developers will find ways of not contributing and/or whether the Council has sufficient resources to administer such a scheme.	Observation that it is better to secure net zero energy on-site rather than developers rely on securing off-site credits. This a valid point which the plan acknowledges in the energy hierarchy approach. The offset scheme is the last resort in the energy hierarchy and is included as a fallback in case the other energy options cannot be achieved.
NDLP579	Mr John Burnham						
NDLP1991	Mr Charles Pick						
NDLP1954	Mr Loftus Buhagiar						
NDLP449	Kim Rickards	Planning Director Durkan Homes			Deliverability	It is suggested that policy is not achievable by 2025 and that 2030 would be more realistic.	The response suggest that the policy is not deliverable because the UK energy infrastructure does not have the capacity as yet and that the target date should be 2030. Whilst this may be the case for larger scale renewable energy projects it is not considered to be relevant for achieving net zero at the domestic scale in housing and mixed use developments where the application of, for example, PV would be used to counter pressure on the grid. The timing of the policy is needed to apply to the development anticipated to come forward in the early years of the plan and secure a high standard of energy efficiency now and in order to help meet local and national energy targets overall.
NDLP514	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder				

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2003 NDLP1797	Home Builders Federation Littlebury Parish Council				Local Authority powers	Queries in some detail the powers of the local authority to require energy standards that exceed Building Regulations; impact on viability; method of calculating the energy usage with impact on availability of skills to deliver the newer technology	The evidence for this policy has been collected by reputable consultancies.. Local authorities have a duty to respond to climate change and to work towards reducing carbon emissions. It is in this context that that planning policy is so formed. The t Ministerial Statement (December 2023) does not preclude the application of higher standards provided there is evidence to justify this, which the evidence underpinning the planning policies in the Plan adequately justifies..
NDLP3092	Segro				Non residential	For non-residential, requests that the policy wording includes flexibility to allow targets and requirements to be negotiated if there were site or viability constraints that would make the policy requirements difficult to meet. States that viability evidence does not assess for non-residential development. Requests that text in para 9.28 about existing buildings is translated into CP22 and includes non-residential.	Review wording of policy for existing buildings and non-residential development though evidence suggests that the targets are realistic. The viability assessment for the Reg 19 Plan will be more detailed.
NDLP192 NDLP347 NDLP439 NDLP979 NDLP931 NDLP2329 NDLP3035 NDLP3115 NDLP3247 NDLP3790 NDLP4022	Samuel Whittome Mrs Jane Sharp Mr Bill Critchley Mary Power Catesby Estates Ltd (Stacey Rawlings) Mr Edward Gildea Chris Dodge Higgins Group Weston Homes Plc Mr Neil Reeve Saffron Walden Town Council	Director Richstone Procurement Limited Director Roebuck Land and Planning Ltd	Mary Power Stacey Rawlings		Policy content	Uttlesford should use this plan to pioneer the vision." Supports Council's net zero ambition and that more emphasis on energy efficient measures, net-zero homes and recycled materials is necessary to meet climate goals. Considers that policy should not be overly prescriptive nor apply a blanket approach to climate adaptation as this can render a development unviable. Flexible policy is needed to ensure a fabric first approach and use of the most modern technology and construction techniques. The standards are current and there is need to permit a review in order to keep up with current thinking including aligning with the Active Homes Alliance, maintaining the relevance of this policy over the plan period to 2041. Asks whether a viability assessment could be submitted with each application. Considers that the standards do not need to be set for energy or water (CP1, CP22, CP23, CP24,CP34) because the Government sets the standards through building regulations or the Future Homes Standard, and quotes from NPPF(para 154b) that: "... any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards" and that these are set through building regulations. Suggests an addition that for new build development (residential and non-residential) the main roof surface and inclination faces south and is set to achieve maximum solar energy to optimise use of pv panels. The approach to heritage buildings is weak and there needs to be a balance between energy/carbon efficiency and heritage, also so that the District might become a centre of expertise in this area. Requests removal of restriction with regard to heritage buildings. The statement on proportionate offset contributions (para 9.14) should be incorporated into policy where on site requirements cannot be achieved for feasibility reasons. One respondent seeks a net negative approach to counter the buildings that cannot be retrofitted, and carbon negative for new builds in construction as well as in operation using materials with sequestered carbon like hemp, geothermal foundations, high standards of insulation, a date for no more gas grid connections, modular construction and these should be required in the plan and design code. Amendments to text suggested in 9.5, add "heat pumps and heat networks" "based on the latest research into geothermal effects on greenery" ; 9.1 Bridge End Gardens (BEG) should be specifically listed along with Hatfield Forest, as an area of high value. At the end of sentence 3 add "such as Beechy Ride.	The Plan follows from the Council's early climate action plan that focuses on 2030 but policies will endure for the life of the plan to 2041. The aim of the policies is to cover as many aspects of net zero building as possible, setting the standards to aspire to rather than the methods to attain them or the materials to use. The decarbonisation of the grid and the use of non-fossil fuels in the homes is in large part contingent on national policy and roll-out so it is not considered appropriate to insert a date. The fabric first approach underlies the energy policy. It is not considered that the policy is inflexible because it is focused on targets, and therefore it is the responsibility of the developer to attain them however they deem most appropriate.
NDLP648 NDLP4064	John Howett Salacia Ltd				Policy implementation	Viability assessment has used an 8-10% cost range to allow for net zero and quotes from research by Future Homes Hub in February 2023 that estimating cost is difficult due to different builders having diverse baselines, price risk, learning and assumptions. CP requires compliance with all five of the policy's criteria and makes no allowance	Noted. It is not possible to apply standards retrospectively to planning consents or conditions; note comments on the appropriate time to consider the Energy Statement in the planning application process . The application of the policy means that it would be operational on the adoption of the Local Plan, by 2026,

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						for financial viability or technical feasibility on a site by- site basis. Considers this is unreasonable given the uncertainty of the available evidence, uncertainty of Government national requirements and that the viability assessment cannot capture all possible site-specific circumstances. CP22 requires all major applications to be supported by a full energy strategy utilising accurate methods for operational energy use prediction. This requirement is not considered practical or proportionate for outline applications and suggests the requirement should apply only where details of appearance, layout and scale are being sought for approval. A separate suggestion that the policy is applied immediately including to the recent consent for c 1000 homes.	and not to current consents though can be addressed in pre-application discussion.
NDLP3344 NDLP1326 NDLP1738 NDLP2447 NDLP3425 NDLP3459 NDLP3442 NDLP3616	Welbeck Strategic Land Peter Lock N/A Anchor Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern) Hill Residential Ltd	Field Officer Rural Community Council of Essex			Policy viability	The Warrington Local Plan Inspector's Report (October 2023) referencing both the Written Ministerial Statement (WMS) of 2015 and Planning Practice Guidance reported that local energy performance standards cannot be set above the equivalent of Code for Sustainable Homes Level 4. For this reason, the respondent considers the policy is not consistent with national policy. The initial Viability Assessment found that the 60- bed extra care typology would not be viable with 35% affordable housing, an 8% uplift for net zero operational emissions and £1 Ok/dwelling of other contributions, while the 30-bed sheltered typology would only be viable with values over £6,250/sqm. They consider that the policy requirement is therefore not justified by the evidence base and would not be effective. In the respondent's experience, the build cost uplift to net zero operational emissions exceeds 8% whilst on some sites, it is not possible to offset the energy balance with renewables due to insufficient roof space for PV. There is an unknown additional cost of new homes. This was not quantified in the Viability assessment, nor were any costs associated with embodied carbon. Respondent points out that in other locations in Essex there is an additional cost of between £3,000 and £4,000 per dwelling over and above the construction costs to meet Future Homes Standards and that these additional costs amount to £10,000 per dwelling compared to current Building Regulations. This cost burden has not been included in the Viability assessment. The aspirations go beyond current requirements and have financial and land take considerations that have not been fully assessed in the evidence base. As such, allocations to deliver the housing requirement at the bare minimum of need may become less viable or not deliver the quantum of development expected. As such, any policy should include 'where appropriate or possible to do so' to provide the necessary flexibility to ensure sites come forward. Without flexibility for situations where the delivering the policy requirement is not financially viable or technically feasible, the policy is also not effective. He The intention is that the policy will apply to all housing units regardless of value or tenure and will be a fundamental requirement for planning consent. Evidence work undertaken through the local plan on Viability testing, the proportion of affordable housing required in the housing policy and any marginal cost incurred to secure higher energy standards are in accord. Others welcome the policy provided there is no impact on level of affordable housing and that the tight energy standards are also applied to affordable housing . The additional cost of monitoring post construction must be factored into the viability assessments. The Government promotes SAP as the assessment tool and respondent suggests the policy should require the same, and not insist on the Passivhaus Planning Package or CIBSE TM54. The policy's detailed requirements must not make development unviable or unduly add additional cost to proposals that will also have to pay for other infrastructure requirements	The assertion that the CP22 policy is not compliant is disputed because there is evidence to suggest that the WMS is overridden by Climate Change legislation and other local plans have had energy policies adopted with the tighter standards that the Local Plan is proposing. The viability assessment will take into account more detailed factors at the Regulation 19 stage along with growing evidence from other research.

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						such as affordable housing , Section 106 obligations and/or CIL. .The requirement for renewable energy generation should acknowledge that some sites already have, or have planning approval for renewable energy production such the Stansted Airport planning permission for a 14.3 MW solar farm which at peak output will be capable of powering the whole airport and will be operational in 2024. It may not be possible for further provision to be made on-site and the policy should be amended to plan for circumstances where on-site renewable energy generation exists.	
NDLP1611 NDLP1584 NDLP3292 NDLP3816	Anglian Water David Perry Uttlesford Citizens Advice Uttlesford Citizens Advice				Support	Welcomes the policy approach and comments that it facilitates the energy component of water production and usage too. Suggests a comeback on developers who do not perform as per the permitted scheme design. The policy has co-benefits of energy efficiency and reduced costs, as well as improved health and well-being of residents, especially those on low incomes.	Noted. Policy will be retained and reviewed to ensure it is effective. The policy will require monitoring and the requirement to make good any underperformance and mismatch between the agreed specification and built form. . .
NDLP1105 NDLP1953 NDLP346	Theresa Trotzer Wilson Mr Loftus Buhagiar Mrs Jane Sharp				Transport	In a rural area it is difficult to reduce carbon emission where there has to be dependency on the car and bus services are relatively infrequent. There are no Active Travel proposals from Hatfield Broad Oak to nearest centres at Hatfield Heath and Takeley. With no footpaths and no brownfield land this makes it difficult in this rural area to achieve the low carbon strategy.	It is acknowledged that the local plan can only go so far in its policies and site development schemes to reduce carbon emissions, but the policies are designed to focus on areas that the planning system can control. Hence the spatial strategy and policies aim to encourage non-car use to reduce the need to travel and for larger schemes to have facilities to reduce the need to travel far particularly for everyday needs.
NDLP4035	MAG London Stansted Airport				Viability	The Warrington Local Plan Inspector's Report (October 2023) referencing both the Written Ministerial Statement (WMS) of 2015 and Planning Practice Guidance reported that local energy performance standards cannot be set above the equivalent of Code for Sustainable Homes Level 4. For this reason, the respondent considers the policy is not consistent with national policy. The initial Viability Assessment found that the 60- bed extra care typology would not be viable with 35% affordable housing, an 8% uplift for net zero operational emissions and £1 Ok/dwelling of other contributions, while the 30-bed sheltered typology would only be viable with values over £6,250/sqm. They consider that the policy requirement is therefore not justified by the evidence base and would not be effective. In the respondent's experience, the build cost uplift to net zero operational emissions exceeds 8% whilst on some sites, it is not possible to offset the energy balance with renewables due to insufficient roof space for PV. There is an unknown additional cost of new homes. This was not quantified in the Viability assessment, nor were any costs associated with embodied carbon. Respondent points out that in other locations in Essex there is an additional cost of between £3,000 and £4,000 per dwelling over and above the construction costs to meet Future Homes Standards and that these additional costs amount to £10,000 per dwelling compared to current Building Regulations. This cost burden has not been included in the Viability assessment. The aspirations go beyond current requirements and have financial and land take considerations that have not been fully assessed in the evidence base. As such, allocations to deliver the housing requirement at the bare minimum of need may	The assertion that the CP22 policy is not compliant is disputed because there is evidence to suggest that the WMS is overridden by Climate change legislation and other local plans have had energy policies adopted with the tighter standards that the Local Plan is proposing. The viability assessment will take into account more detailed factors at the Regulation 19 stage along with growing evidence from other research. The policy is required because it does require a higher standard of energy efficiency to reach the climate change goals and moreover create much greater energy efficient, comfortable and economic homes. It is not proposed to dilute the standards for energy and space heating.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						become less viable or not deliver the quantum of development expected. As such, any policy should include 'where appropriate or possible to do so' to provide the necessary flexibility to ensure sites come forward. Without flexibility for situations where the delivering the policy requirement is not financially viable or technically feasible, the policy is also not effective. The intention is that the policy will apply to all housing units regardless of value or tenure and will be a fundamental requirement for planning consent. Evidence work undertaken through the local plan on Viability testing, the proportion of affordable housing required in the housing policy and any marginal cost incurred to secure higher energy standards are in accord. Others welcome the policy provided there is no impact on level of affordable housing and that the tight energy standards are also applied to affordable housing. The additional cost of monitoring post construction must be factored into the viability assessments. The Government promotes SAP as the assessment tool and respondent suggests the policy should require the same, and not insist on the Passivhaus Planning Package or CIBSE TM54. The policy's detailed requirements must not make development unviable or unduly add additional cost to proposals that will also have to pay for other infrastructure requirements such as affordable housing, Section 106 obligations and/or CIL. The requirement for renewable energy generation should acknowledge that some sites already have, or have planning approval for renewable energy production such the Stansted Airport planning permission for a 14.3 MW solar farm which at peak output will be capable of powering the whole airport and will be operational in 2024. It may not be possible for further provision to be made on-site and the policy should be amended to plan for circumstances where on-site renewable energy generation exists.	
NDLP1474	Environment Agency				Water and energy	The response cites research that has identified emissions in relation to water usage and treatment and suggests that the local plan includes words to reflect this in the supporting text for Core Policy 34, and/or for Core Policy 22, regarding energy for heating water in the home, water treatment and water demand management.	Review the supporting text to provide more context and reference evidence in the text.

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Table 2 Core Policy 23: Overheating

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1514	Natural England				Cooling	The role of Green Infrastructure in contributing to urban cooling through the provision of shade and evaporative cooling should be referenced in this policy.	The policy will be reviewed to address the role of urban cooling considerations including green infrastructure.
NDLP2739	Paula Griffiths				Implementation	Agrees with aims of the policy but considers that implementation of net zero requirements in the early years of the plan, especially for smaller developers will be difficult; a phased approach might be preferable especially for smaller developers or choice of wording to 'encourage' developers. The policy can only be addressed at detailed design stage. It cannot reasonably be addressed by outline planning applications and could be conditioned. Use of the CIBSE standards places an overreliance on one methodology for predicting overheating risk.	The clear policy inclination in Building Regulations and other required standards is strongly veering towards tighter energy, heating and water standards in accordance with the imperative to address climate change issues at a range of scales and circumstances. The net zero requirements have been subject to close evidential scrutiny and viability testing and are not considered onerous but are considered essential in the interests of cutting carbon.
NDLP3148	Smith Bros						
NDLP3831	Hillrise Homes Limited						
NDLP3945	Michael and Sarah Tee						
NDLP4065	Salacia Ltd						

NDLP4098	S Payne					
NDLP450	Kim Rickards	Planning Director Durkan Homes			Need for policy	Claims that the policy (and net zero operational carbon policy CP22) is unnecessary because it is covered by Building Regulations. Support the need for development to reduce its carbon emissions but the most effective way of achieving this is through building regulations. Together with policies on climate change (CP1, CP22, CP23, CP24) and water efficiency (CP34), considers that the planning system does not need to include additional policies for related technical standards, as it is being dealt with by Government through the Future Homes Standard and building regulations. Additional requirements are considered unnecessary and unjustified.
NDLP518	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder			
NDLP609	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles			
NDLP3248	Weston Homes Plc					
NDLP980	Mary Power	Director Richstone Procurement Limited	Mary Power			
NDLP2004	Home Builders Federation				Policy standards	Recognises the need for developments to take into account overheating but questions the inclusion of specified standards. Suggests performance standards should be in the supporting text to Core Policy 1, providing further detail on the requirements for the Climate Change and Sustainability Statement.
NDLP3618	Hill Residential Ltd					The intention behind setting specific standards is to assist the implementation of the policy and to be able to measure its success. However, it is important to require the appropriate level of each performance criterion in policy and the standards required will be reviewed and checked against evidence.
NDLP1005	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain		Policy wording	Recognises the need for development to consider overheating but objects to the inclusion of specified standards which should be part of the supporting text to avoid confusion with two performance standards. The requirement should be phased in and/or reworded to 'encourage' rather than 'require'. Not all the requirements in this policy will apply in all cases and elements could be integrated with the core Climate Change policy.
NDLP934	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings			
NDLP1623	Chelsteen Developments Limited					
NDLP3345	Welbeck Strategic Land					
					Support	Supports the policy because it will reduce the need for running expensive cooling systems, and lower costs and improve the health and wellbeing of residents, especially those on low incomes.
						Noted and welcome the support.

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Table 3 Core Policy 24: Embodied Carbon

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response																																																																												
NDLP355	Mrs Margaret Shaw				Materials	Supports the policy and states that all homes should be carbon negative in both their construction and their operation using building materials which have sequestered carbon as they grow like hemp; use geothermal foundations, insulated to minimise energy loss. The policy should give more weight to use of lower carbon building materials like hemp	The policy supports the comment which seeks to use building materials that encapsulate sequestered carbon, use renewable energy sources exporting excess to grid and ensuring buildings are as airtight as possible.																																																																												
NDLP3791	Mr Neil Reeve							NDLP2005	Home Builders Federation				Policy implementation	Respondent expresses concern over the status of research and knowledge in this field which underpins the policy. Concern that there is insufficient information and robust research to support consistent and effective assessment of embodied carbon in a development at this time for this policy to be effectively implemented. Suggests that the policy should 'encourage' development to reduce the level of embodied carbon but not require it to achieve a specific standard. Concerned that this policy may mean schemes are not viable and will not be implemented.	The local plan and its policies will be subject to detailed viability assessment and examination of ongoing research and accepted standards.	NDLP3373	Gladman				NDLP3619	Hill Residential Ltd				NDLP451	Kim Rickards	Planning Director Durkan Homes			Policy Soundness and Viability	Considers that the reduction in embodied carbon should be encouraged and not be a 'requirement' with a specific target since there is no nationally accepted standard. Claims that energy performance standards cannot be set above Building Regulations in accordance with an Inspector decision at the Warrington Local Plan and Written Ministerial Statement from 2015. Over the lifetime of the plan, the mandatory Building Regulations requirements will overtake this policy and render it obsolete. There is no need for additional standards because the Government provides this through the building regulations and Future Homes Standard. General support for the need for developments to reduce carbon emissions, but considers additional requirements are unnecessary and unjustified, and the most effective way of achieving this is through building regulations. The policy must be supported by a robust, credible evidence base and viability assessment of the implications for deliverability to meet the NPPF soundness test. Assertion that no evidence has been provided as to the practicality, deliverability and cost implications of the standards for embedded carbon. With no nationally set standard CP24 targets are based upon industry organisation (RIBA/LETI) rating systems where embodied carbon is an evolving field and hence the use of a target-based approach is inappropriate. Suggests as alternative policy wording to encourage development to reduce levels of embodied carbon. Alongside this, the viability assessment does not factor in any additional cost for achieving embodied carbon targets. Considers that the Council also need to verify that embodied carbon figures are available to developers from suppliers through an Environmental Product Declaration.	There is growing evidence for the need to reduce embodied carbon and growing research into the precise standards for products and materials. Growing expert consultants' evidence from other local planning authorities regarding local plan policy and Essex County Council including Kings' Counsel advice is leaning increasingly to underline the ability for local planning authorities to set higher carbon and energy targets provided this is evidenced. .	NDLP611	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles		NDLP2448	Anchor				NDLP3116	Higgins Group				NDLP3249	Weston Homes Plc				NDLP3346	Welbeck Strategic Land				NDLP3426	Bloor Homes (Eastern)				NDLP3443	Bloor Homes (Eastern)				NDLP3460	Bloor Homes (Eastern)				NDLP2330	Mr Edward Gildea				NDLP932	Catesby Estates Ltd	Director Roebuck	Stacey Rawlings	
NDLP2005	Home Builders Federation				Policy implementation	Respondent expresses concern over the status of research and knowledge in this field which underpins the policy. Concern that there is insufficient information and robust research to support consistent and effective assessment of embodied carbon in a development at this time for this policy to be effectively implemented. Suggests that the policy should 'encourage' development to reduce the level of embodied carbon but not require it to achieve a specific standard. Concerned that this policy may mean schemes are not viable and will not be implemented.	The local plan and its policies will be subject to detailed viability assessment and examination of ongoing research and accepted standards.																																																																												
NDLP3373	Gladman																																																																																		
NDLP3619	Hill Residential Ltd																																																																																		
NDLP451	Kim Rickards	Planning Director Durkan Homes			Policy Soundness and Viability	Considers that the reduction in embodied carbon should be encouraged and not be a 'requirement' with a specific target since there is no nationally accepted standard. Claims that energy performance standards cannot be set above Building Regulations in accordance with an Inspector decision at the Warrington Local Plan and Written Ministerial Statement from 2015. Over the lifetime of the plan, the mandatory Building Regulations requirements will overtake this policy and render it obsolete. There is no need for additional standards because the Government provides this through the building regulations and Future Homes Standard. General support for the need for developments to reduce carbon emissions, but considers additional requirements are unnecessary and unjustified, and the most effective way of achieving this is through building regulations. The policy must be supported by a robust, credible evidence base and viability assessment of the implications for deliverability to meet the NPPF soundness test. Assertion that no evidence has been provided as to the practicality, deliverability and cost implications of the standards for embedded carbon. With no nationally set standard CP24 targets are based upon industry organisation (RIBA/LETI) rating systems where embodied carbon is an evolving field and hence the use of a target-based approach is inappropriate. Suggests as alternative policy wording to encourage development to reduce levels of embodied carbon. Alongside this, the viability assessment does not factor in any additional cost for achieving embodied carbon targets. Considers that the Council also need to verify that embodied carbon figures are available to developers from suppliers through an Environmental Product Declaration.	There is growing evidence for the need to reduce embodied carbon and growing research into the precise standards for products and materials. Growing expert consultants' evidence from other local planning authorities regarding local plan policy and Essex County Council including Kings' Counsel advice is leaning increasingly to underline the ability for local planning authorities to set higher carbon and energy targets provided this is evidenced. .																																																																												
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NDLP2330	Mr Edward Gildea																																																																																		
NDLP932	Catesby Estates Ltd	Director Roebuck	Stacey Rawlings					Policy wording and clarification	Concern by respondent, an expert in this field, that the process for commenting on climate change policy is not easy and is technical given all the processes of extraction, processing, modulating,	The suggestion regarding the Climate Change Sustainability Statement will be considered in order for																																																																									

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1066	(Stacey Rawlings)	Land and Planning Ltd				construction, transport etc. Need to clarify wording that suggests a carbon free building; re- consider because for embodied carbon this is not technically possible. No mention of end of life disposal, nor transport emissions, use of arable land, sequestration. Policy should apply to only those proposals that require a Climate Change and Sustainability Statement (CCSS) as required under Core Policy 1. Policy needs to be flexible to allow for changing standards over the duration of the local plan.	consistency between policies and their soundness in terms of how they are implemented and monitored.
NDLP1006	Richard Hughes Daniel Jones	Director Silverley Properties Ltd	Sophie Pain				
NDLP1612	Anglian Water				Support	Strong support for the policy requirement for whole life carbon assessments and the overall approach. The policy lends support to the organisation's own efforts in this respect.	Noted and check that the whole life aspects are properly addressed in the policy.
NDLP4066	Salacia Ltd				Targets	With no nationally set standard CP24 targets are based upon industry organisation (RIBA/LETI) rating systems where embodied carbon is an evolving field. LETI documents provide best practice and toolkits for reducing embodied carbon, but they acknowledge significant inconsistency regarding basic definitions in use with reference to carbon and net zero carbon terminologies over the life cycle of buildings and infrastructure with a significant lack of knowledge/skills in this area. Hence, with no agreed national methodology and lack of skills for calculating respondent feels it is not reasonable to require this in the policy for developers of largescale schemes.	Note these points. As more research is undertaken this policy will be reviewed and amended as appropriate as part of the Regulation 19 review of the Plan as a whole.

Table 4 Core Policy 25: Renewable Energy Infrastructure

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1852B	Berden Parish Council				Agricultural Land	Reference in para 9.46 to highest grade agricultural land should be reconsidered and replaced, as in the policy, by 'best and most versatile agricultural land' as defined in the NPPF. Should clarify that the 'best and most versatile agricultural land' should not be used for standalone ground mounted installations.	Review and amend supporting text as necessary. Policy CP25(iii) covers protecting the most versatile agricultural land also.
NDLP2740	Paula Griffiths				Building design	Design life of a building should be referenced	The design life of a building is captured in the embodied carbon policy CP24. It is alluded to in CP25 which states inter alia that: "Proposals must include a scheme outlining how and when the site will be restored when energy production or equipment lifetime end."
NDLP3036	Chris Dodge				Heat networks	Policy does not mention heat networks using renewable energy which could provide renewable heat to both newer and older buildings, without significant retrofit. Notes that Grantchester Parish Council's feasibility study suggested potential viability for a heat network in the village. Suggests that the local plan could encourage heat networks to be part of the mix of technologies to transition to zero carbon.	This useful point is noted and further research into heat networks is needed to identify how the policy can apply to the re-use of older buildings and to parish/village community initiatives. The policy will be reviewed to explore how to incorporate this flexibility.
NDLP587 NDLP595	Mr John Burnham				Landscape	Uttlesford is one of the sunniest and least windy parts of East Anglia with attractive landscape though not of the value of National Parks. Solar will be more effective than turbines and the policy	Policy will be reviewed to consider merits of solar and strengthen support for solar energy initiatives subject to environmental impact in para 4.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Mr John Burnham					should reflect this bias particularly given the visual impact of large wind turbines; ground mounted solar should be screened.	
NDLP649 NDLP933 NDLP4023 NDLP4038 NDLP2331	John Howett Catesby Estates Ltd (Stacey Rawlings) Saffron Walden Town Council MAG London Stansted Airport Mr Edward Gildea	Director Roebuck Land and Planning Ltd			Policy wording	Support for policy but wording must ensure it is flexible and that there is guidance to help apply it during the development management and planning application process. Considers that the policy position and wording is weaker than it should be and should be amended to be mandatory rather than 'supportive' of solar installations, for example on supermarket roofs. Recommends that the last paragraph of the policy should be amended: "Proposals 'will' or 'must' be accompanied by an energy statement." Support for local and community generated energy should be more explicit and stronger. States that there is no mention of windfarms and geo-thermal energy	The policy does encourage windfarms subject to certain conditions regarding impact on amenity, noise, airport operation etc. Similarly, the mandatory nature of requirement for RE included in developments will come into play in conformity with the CP22 policy on achieving net zero carbon. This policy is focusing on RE and needs to balance the production of RE with any localised harm, and the national imperative to achieve decarbonisation. Renewable energy is the backbone to reducing carbon emissions from energy usage and largescale wind and solar are an integral part of the switch away from fossil fuels at the national level. On balance it is felt that the policy is sufficiently balanced between encouragement, support, conditional/safeguarding requirements and encouraging installation where all potential harms have less impact.
NDLP165	Claire Russell				RE Capacity	Large capacity for Renewable Energy (RE) production has planning consent (e.g. Cutlers Green and Berden Hall) and if Council feels more is needed to power all homes (consultee considers all homes could now be RE supplied) then a Call for Sites for this purpose should be issued and Uttlesford should follow the example of other authorities in identifying sites suitable to do so. Considers that "Core Policy 25 does not comply with National Planning Policy in some key respects" for example, it should set out explicitly where the development will lead to less than substantial harm to the significance of a designated heritage asset. The policy should prioritise the incorporation of rooftop solar such as on the roofs of large buildings incorporating text in para 9.46 that supports solar farms especially in previously developed land. Policy ENV5 and S7 from the 2005 Plan should be retained. The Plan should strengthen the policy and use policies from other local plans such as policy S67 of the 2023 Central Lincolnshire Local Plan and Policy 7S of the 2020 Bedford Local Plan.	Policy will be reviewed and strengthened regarding RE provision and will have regard to other adopted local plans by way of supporting evidence.
NDLP2359 NDLP595 NDLP3792	Richard Haynes Mr John Burnham Mr Neil Reeve				Solar energy	Objects to large scale solar installations that damage the environment and use quality agricultural land. Considers that the qualifying mitigation in the Policy is inadequate to protect from landscape, agricultural and other diverse impacts. Suggests there be no more such largescale solar development but that sites where harm can be minimised are identified e.g. in commercial areas and above car parks. Because the area is of high landscape quality and sunny there should be a preference for solar installations. Suggests the imposition of an area size limit for permitted solar farms. Calculation could be based on a calculation of the maximum area required to produce the total electricity required in Uttlesford bench marked at April 2023, and multiplied by a factor 2.5 to allow for the anticipated electricity demand growth over the Plan period with an offset to allow for electricity provided by roof mounted PV panels.	Renewable energy is the backbone to reducing carbon emissions from energy usage and largescale wind and solar are an integral part of the switch away from fossil fuels at the national level. It requires the integration of solar generation on all developments using roofs where practical, and encourages community-led schemes. On balance it is felt that the policy is sufficiently balanced between encouragement, support, conditional/safeguarding requirements and encouraging installation where all harms have less impact.
NDLP1613 NDLP1585 NDLP1852A	Anglian Water David Perry				Support	Strong support for the policy and welcomes the encouragement to the use of renewable energy and encourages a flexible approach that could apply to the organisation's operations. Requests that the Plan proactively encourages RE installations and suggests amendment to policy wording. Supports the strategy for new	Review the supporting text and detailed content of the policy to provide greater clarity over how applications can be more acceptable whilst achieving wider biodiversity aims

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1798 NDLP2741	Berden Parish Council Littlebury Parish Council Paula Griffiths					development to integrate renewable energy technologies. Requests clarification over wording on cumulative impact such that planning applications involving renewable energy development will only be permitted where any adverse impacts (including cumulative impact) are avoided on each and any of the criteria specified in the policy Requests firm requirements for ground mounted solar PV installations to have regard for ecological and biodiversity delivery. Suggests ecological criteria to help support the planning application such as grass ways, ponds and hedge management for wildlife and native species. Queries powers available to the Council to deliver the climate change objectives.	
NDLP2857	Jeanette O'Brien				Solar permission	Comment arguing that development in Debden should be permitted due to increased windfall permissions and the agricultural land in the vicinity has been granted for permission for solar development, therefore why shouldn't Cutlers green get allocated housing.	The spatial strategy in the local plan is not based on previous renewable energy permissions as these were given on their individual merit, the local plan aims to allocate development based on their sustainability through the spatial strategy and core policy 2.

Table 5 Core Policy 26: Providing for Sustainable Transport and Connectivity

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP473	Sharon Critchley				A120 Corridor	It was stated that by proposing growth in the A120 corridor it is promoting road-based transport and will increase traffic and congestion especially along the B1256 and through Takeley. People were concerned about the proposals for the Flich Way and whether the character of the route would be impacted. Comments have suggested that the employment sites on the B1256 should be located where there is better access to the strategic road network. People questioned whether the transport hub at Stansted Airport is achievable when taken in context of the proposed expansion plans at the airport.	The Council is content that Core Policy 13 highlights the sustainable transport and other transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. The proposed employment sites are located adjacent the the A120 and strategic road network thus not requiring any access to existing settlements or local roads. Any employment development to the west of Takeley can access the M11 directly with potential for direct access to the A120 aswell. however, lorry movements to the east of the site through Takeley can be restricted.
NDLP3427 NDLP3444	Bloor Homes (Eastern) Bloor Homes (Eastern)				Bus services on strategic sites	One site promoter has suggested that strategic sites may require flexibility in the delivery of bus services and in some instances where a site is close to existing bus stops and services that there should not be a requirement to provide services through the strategic site.	The comments have been noted and the policy will be reviewed. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. This policy is also supported by the individual Area Strategies which detail settlement specific sustainable transport interventions. The strategic sites have been allocated in the most sustainable locations which are close to services in existing top tier settlements, rail stations and/or regular bus services.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							The transport evidence will contain further detail to support and explain the rationale for the sustainable transport policies and measures in the Local Plan.
NDLP725	Kim Crow				Car sharing	It is suggested that car sharing could make a significant contribution towards the shift towards sustainable travel modes.	Noted. Car sharing is being considered within the sustainable travel plans being developed and the evidence that will inform the Reg 19 LP.
NDLP308 NDLP3037	Sally Taylor Chris Dodge	Councillor Birchanger Parish Council			Cycling and Sustainable Transport	A number of comments have suggested that cycling proposals and the use of cycling as a form of transport is not realistic in Uttlesford. Another respondent suggested that cycling proposals need to be Uttlesford specific and may have to deviate from best practice or guidance due to the rural nature of the highway network. Respondents state there is a lack of availability of bus services in the area, where they are provided on new estates they often are using narrow estate roads. In order for the public transport proposals to work there needs to be increased frequency and residents require motivation to use PT. There should be space for bikes on buses. People have stated that there is no evidence that Stansted Airport can be used as a transport hub. Concerns that bus services are under threat and are not commercially viable. Should be more car parking at rail stations as bus services are poor. People suggest that more detail is required on proposals. Other respondents have stated that a lot of people have to travel further afield for their shopping needs. It was stated that the provision of a large secondary school at Takeley will have a impact on traffic and the nearby roads. School parking and drop offs is an issue in a number of towns and villages.	The Council is content that Core Policies 7 & 13 highlight the active travel measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling.
NDLP763	Virginia Barlow				Fritch Way	A number of respondents support of upgrade of the Fritch Way to all weather use; however, any improvements need to ensure there are barriers to deter motorised vehicles. Conversely there were a number of respondents who suggested that the Fritch Way is unsuitable to be used as an active travel route as it is as dark and remote and any significant improvements would impact on wildlife. It was stated that it should be promoted as recreational route and not a utility route – a route along the B1256 would be better suited for active travel. Access across M11/J8 is a problem for connections into Bishops Stortford	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The South Area Strategy does contain a policy that considers the future upgrade of the Fritch Way. The Council is producing a Local Cycling and Walking Infrastructure Plan which will consider strategic connections.
NDLP593	Mr John Burnham				Future Technologies	Comments were made that policies should be aware of future transport technologies such as hydrogen powered vehicles and autonomous vehicles.	Comments have been noted and the policy wording will be reviewed.
NDLP1354	Sarah Eley				Great Dunmow	One respondent raised the issue of the bridge at Church End and whether an increase in traffic would make the area more busy and not safe to travel. They did accept that the traffic calming measures proposed would improve matters.	The Council will use the transport evidence base to review the impact of traffic on the local network at Church End. Development proposals in Great Dunmow will promote sustainable modes of transport and the promote the use of the strategic road network for car trips from the development sites. Localised highway interventions, including the Church End bridge, will be considered where there is a demonstratable impact linked to the local plan growth.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2655	East Herts District Council				HERT	The respondent stated that they would like to see specific reference to the Hertfordshire and Essex Rapid Transit (HERT)	The comments have been noted and the policy will be reviewed to consider whether the reference is appropriate.
NDLP4301	Hertfordshire County Council				Local Transport Plan	Respondent clarifying the key principles of the Hertfordshire Local Transport Plan (LTP4). - Transport User Hierarchy - Prioritising cycling and walking Also stating the need to strengthen sustainable travel between Uttlesford and Hertfordshire	Noted, Uttlesford support the principles stated and will work with ECC and other relevant bodies to ensure that sustainable travel modes are prioritised
NDLP2707	Pascale Muir				Impact on Heritage	Respondents have raised concerns regarding the impact of increased traffic and transport infrastructure on heritage assets such as conservation areas and Scheduled Ancient Monuments,	The Council is content that the approach is reasonable and proportionate in relation to the impact of transport on heritage assets. Furthermore, the development frameworks and further iterations will consider the impact of any transport infrastructure on heritage assets and their setting.
NDLP3793	Mr Neil Reeve				Impact on Protected Lanes	Respondents have raised concerns regarding the impact of increased traffic and transport infrastructure on heritage assets such as Protected Lanes and that these appear not to be considered in the plan.	The Council is content that the approach is reasonable and proportionate in relation to the impact of transport on heritage assets. The policy wording will be reviewed to consider the issue of protected lanes. It may be more appropriate in another policy area.
NDLP563	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident			Infrastructure for all users	One respondent stated that transport infrastructure should cater for disabled users and equestrians.	The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures for all users include those with mobility challenges and equestrians.
NDLP3671 NDLP3670	Newport Parish Council Newport Parish Council				M11/B1383 Corridor	A parish council has raised concerns regarding transport along the B1383 and the lack of connections from Newport to Stansted Airport by bus. It was suggested that there is a high volume of traffic along the B1383 and there needs to be consideration of a cycle route between Newport, Saffron Walden and Chesterford Research Park.	The Council is content that Core Policies 7 & 13 highlight the active travel measures that will be delivered within Uttlesford and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. Development proposals will have to consider any location specific circumstances, for example, where development is proposed in rural locations. Further iterations of the policy will be informed by up-to-date transport evidence in relation to walking and cycling
NDLP4067 NDLP402	Salacia Ltd Louise Johnson				Policy clarifications and strengthening	Some respondents have suggested that there are areas within the policy that could be clarified, including, information on car clubs, the strengthening of transport facilities at the airport and explain which design code it is referencing – whether it is the UDC or ECC code. Further text should be added regarding working closely with parish and town councils as well as ECC. It was	The comments regarding policy clarification, terminology and strengthening of some areas has been noted and the policy will be reviewed to determine whether a minor revision is required.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Parish Clerk Elsenham Parish Council				suggested that the policy should refer to the hierarchy of road users as described in the highway code. There is a suggestion that travel plans needs to be included and clarification of terms such as 'filtered permeability'.	
NDLP598 NDLP1188 NDLP2411 NDLP2607 NDLP3321 NDLP3581	Stephanie Gill Ashdon Parish Council Jane Gray Stebbing Parish Council The North West Essex Constituency Labour Party Ashdon Neighbourhood Plan Steering Group				Rural Connections	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents stated that they believe it is unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections in many villages are non existent.	The Council is content that Core Policies 7 & 13 highlight the active travel measures that will be delivered within Uttlesford and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. Development proposals will have to consider any location specific circumstances, for example, where development is proposed in rural locations. Further iterations of the policy will be informed by up-to-date transport evidence in relation to walking and cycling.
NDLP1678	Essex Police	Planning Advisor Essex Police			Safety	The respondent states that policy should explicitly mention the need to reduce serious injuries and deaths and the 'Vision Zero' approach.	The comments regarding safety have been noted and the policy will be reviewed to determine whether a minor revision is required.
NDLP4117 NDLP4144	Siemens Benefits Scheme Limited Endurance Estates Land Promotion Ltd				Strategic allocations	A number of site promoter have raised objections to the strategic site allocations as they insist, they are not in the most sustainable location from a transport perspective. They state that their clients' sites are preferable from a sustainable transport perspective.	The comments have been noted. The Council is content that the proposed allocation are all in sustainable or highly sustainable locations that are capable of being made to be highly sustainable in accordance with national Policy. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. This policy is also supported by the individual Area Strategies which detail settlement specific sustainable transport interventions. The strategic sites have been allocated in the most sustainable locations which are close to services in existing top tier settlements, rail stations and/or regular bus services. The transport evidence will contain further detail to support and explain the rationale for the sustainable transport policies and measures in the Local Plan. Policy wording and terminology will be reviewed. Further details on the site selection process can be found in the evidence and supporting documents.
NDLP235 NDLP356	Mr Roy Warren				Supportive	A number of respondents were supportive of the policy and in particular the health and physical well-being impact of the policy. There are a number of comments that support the aims of the policy and the aspiration to reduce the dependency on the car and encourage more sustainable transport including	Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP546	Mrs Margaret Shaw					<p>proposals for an enhanced transport hub at Stansted Airport. It was stated that sustainable transport enhancements benefit those on low incomes who may be more likely to use public transport and active travel modes. It was suggested that the policy should use terms such as expected should be used to give the policy more weight.</p> <p>Respondents stated that the policy should include the concept walkable neighbourhoods.</p> <p>It was also suggested that lighting requirements need to consider the impact on wildlife and habitats.</p>	<p>sustainable transport measures. This policy is also supported by the individual Area Strategies which detail settlement specific sustainable transport interventions.</p> <p>The strategic sites have been allocated in the most sustainable locations which are close to services in existing top tier settlements, rail stations and/or regular bus services.</p> <p>The transport evidence will contain further detail to support and explain the rationale for the sustainable transport policies and measures in the Local Plan. Policy wording and terminology will be reviewed.</p>
NDLP696	Desiree Ashton						
NDLP1518	Nigel Wood						
NDLP1685	Natural England						
NDLP1698	Essex Police						
NDLP2391	Essex Police						
NDLP2396	National Highways						
NDLP3294	National Highways						
NDLP3374	Uttlesford Citizens Advice						
NDLP3461	Gladman						
NDLP3818	Bloor Homes (Eastern)						
NDLP3818	Uttlesford Citizens Advice						
NDLP348	Jane Sharp				Sustainable Transport - General		
NDLP343	Janis Keith						
NDLP1060	Lisa Fuller						
NDLP1095	Alison Cummings						
NDLP1226	Mr Richard Walford						
NDLP1956	Mr Loftus Buhagiar						
NDLP1957	Mr Loftus Buhagiar						
NDLP1958	Mr Loftus Buhagiar						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1959	Mr Loftus Buhagiar						
NDLP1960	Mr Loftus Buhagiar						
NDLP1961	Mr Loftus Buhagiar						
NDLP1962	Mr Loftus Buhagiar						
NDLP1963	Mr Loftus Buhagiar						
NDLP1645	Alison Keene						
NDLP2332	Mr Edward Gildea						
NDLP2712	S Luck						
NDLP2766	Mrs Isobel Grayson						
NDLP2855	Jeanette O'Brien						
NDLP2890	Jeanette O'Brien						
NDLP1174	Keith Exford						
	Bob Goldsmith						

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Table 6 Core Policy 27: Assessing for impact of Development on Transport Infrastructure

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP474 NDLP1742	Mr Bill Critchley Salings Parish Council				A120 Corridor	It was stated that by proposing growth in the A120 corridor it is promoting road based transport and will increase carbon emissions. Respondent states that they believe the approach to the spatial strategy promotes car usage as development is predominantly proposed in the A120 corridor.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							measures. Such measures will include schemes along the A120 corridor. The A120 corridor provides some of the best opportunities for supporting sustainable travel with existing and opportunities for improved cycling and bus connections - a sustainable transport hub between Takeley and Great Dunmow and good proximity to a range of employment sites, for example.
NDLP1679 NDLP1694	Planning Advisor Essex Police Planning Advisor Essex Police				Emergency Access & safety	One respondent stated that the policy needs to address the requirements of emergency vehicles and ensure that infrastructure can accommodate emergency service vehicles. The respondent also states that policy should explicitly mention the need to reduce serious injuries and deaths and the 'Vision Zero' approach.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. The comments regarding safety and emergency access have been noted and the policy will be reviewed to determine whether a minor revision is required.
NDLP2394	National Highways				Impact on National Highways Infrastructure	It was stated that development in Gt. Dunmow will have a detrimental impact on the transport infrastructure in Gt. Dunmow that is already under pressure with the road network that is considered unsuitable. Other respondents have stated that the active travel proposal in the strategic allocation are insufficient.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that deliver highway schemes that are appropriate for the uses expected including HGV's. The delivery of HGV driver facilities may be a consideration for the Freight Policy: Core Policy 32. The comments regarding drainage have been noted and the policy will be reviewed.
NDLP567	Ms Sarah Hodgson	Secretary: FWAG, area representative and member: EBA, Flich Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual)			Infrastructure for all users	One respondent states that transport infrastructure should cater for disabled users and equestrians.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures for all users include those with mobility challenges and equestrians.
NDLP3254 NDLP3620 NDLP4028	Weston Homes Plc Hill Residential Ltd				Policy clarification	Respondents have stated that the reference to Transport Related Carbon Emissions Quantification Statement is not consistent with the NPPF. Other respondents have suggested word additions to improve the policy and where there are some typo's in the document.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. The wording suggested and clarification required has been noted and the policy will be reviewed to determine whether a minor revision is required.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4068	Saffron Walden Town Council Salacia Ltd						
NDLP1964	Mr Loftus Buhagiar				Providing Access to services	It was stated that transport proposals need to focus on providing links to services such as shops and schools.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures.
NDLP681 NDLP1725 NDLP2226 NDLP2227 NDLP2228 NDLP2915	Mr Frank Woods High Roding Parish Council N/A N/A N/A Christine Chester	Clerk Hatfield Broad Oak Parish Council Clerk Hatfield Broad Oak Parish Council Clerk Hatfield Broad Oak Parish Council			Rural Transport	A number of respondents have raised concerns that bus services are limited or non-existent in rural areas and provision should be made to provide more services in rural areas. Respondents have stated that in rural areas residents are dependent on the car and therefore road infrastructure should be improved in these locations to take account of the predominant form of transport. Other respondents have mention that there are no pavements or street lights in rural areas.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures. Development proposals will have to consider any location specific circumstances, for example, where development is proposed in rural locations. The Spatial Strategy directs the majority of growth to the most sustainable settlements with a much smaller proportion at the larger and most sustainable villages in order to contribute to their vitality and viability and this will include helping to make public transport options more viable - but the Spatial Strategy also restricts development in smaller and less sustainable rural locations. Overall, this is a balanced approach that supports sustainable development and is consistent with national policy.
NDLP896	Allison Ward	Parish Clerk Great Canfield Parish Council			Transport Assessments and Travel Plans	Transport assessment should consider the needs of school children from rural areas who need to travel to school. Similarly, policies should take into account the needs of those who have to commute by car.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures. Development proposals and Transport Assessments will have to take into account any location specific circumstances, for example, where development is proposed in rural locations. The Spatial Strategy seeks to locate schools in the most sustainable locations with the

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							most opportunities for supporting the most sustainable approach to travel.
NDLP1315	John Mirams				Transport Evidence	It was stated that there was insufficient evidence to justify the impact of development in places such as Thaxted.	Core Policy 27 provides the policy for which developers are expected to undertake a number of assessment processes in order to consider the impact of development proposals on transport infrastructure including the submission of Travel Assessments, Travel Statements and, where required, a Travel Plan. Development proposals will be expected to propose measures that improve sustainable transport and deliver highway schemes that are appropriate. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures. Development proposals and Transport Assessments will have to take into account any location specific circumstances, for example, where development is proposed in rural locations. The Spatial Strategy seeks to locate schools in the most sustainable locations with the most opportunities for supporting the most sustainable approach to travel.

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Table 7 Core Policy 28: Active Travel - Walking and Cycling

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2333	Mr Edward Gildea				Fritch Way	One respondent stated that the Fritch Way should provide a link to Bishops Stortford including a cycle and pedestrian crossing of the M11.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The South Area Strategy does contain a policy that considers the future upgrade of the Fritch Way. The Council is producing a Local Cycling and Walking Infrastructure Plan which will consider strategic connections.
NDLP476 NDLP601 NDLP697 NDLP1104 NDLP1699 NDLP1911	Mr Bill Critchley Stephanie Gill Nigel Wood Theresa Trotzer Wilson N/A	Planning Advisor Essex Police			General	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2464 NDLP2633 NDLP3117 NDLP3375 NDLP1537	Louise Johnson David Bingley Matthew Parish Higgins Group Gladman Chrishall Parish Council						
NDLP236	Mr Roy Warren	Planning Manager Sport England			Health	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required. It was suggested that the policy could be strengthened to include reference to the benefits to health from active travel use.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. The comments regarding health have been noted and the policy will be reviewed to determine whether a minor revision is required.
NDLP570 NDLP741	Ms Sarah Hodgson Mr Martin Crisp	Secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual) Bridleways Development Officer Essex			Infrastructure for all users	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required. One respondent stated that transport infrastructure should cater for disabled users and equestrians.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. The policy is an appropriate and proportionate response and will provide further policy provision to deliver mode shift through the delivery of sustainable transport measures for all users include those with mobility challenges and equestrians.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Bridleways Association					
NDLP2449	Anchor				Policy Compliance	It was stated by one respondent that the policy is not consistent with the NPPF.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The NPPF is clear that development proposals should promote sustainable transport and that opportunities for walking and cycling are pursued. Furthermore, development proposals should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. The policy is consistent with the NPPF and national guidance and policy on active travel.
NDLP4031 NDLP4034 NDLP4069 NDLP735	Saffron Walden Town Council Saffron Walden Town Council Salacia Ltd Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association			Public Rights of Way	A number of respondents have stated that PROW including unregistered paths should be considered in the policy and that the needs of equestrians is overlooked in the active travel policy approach.	Core Policy 30 requires development proposals to consider the requirement to protect and enhance the public rights of way network. The comments have been noted and the policy will be reviewed to determine whether a revision is required.
NDLP1187 NDLP2217 NDLP2218 NDLP3582 NDLP3672	Ashdon Parish Council N/A N/A Ashdon Neighbourhood Plan Steering Newport Parish Council	Clerk Hatfield Broad Oak Parish Council Clerk Hatfield Broad Oak Parish Council Newport Parish Council			Rural Connections	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required. Respondents have raised concerns that it is not possible to deliver active travel connections in rural areas.	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. Development proposals will have to consider any location specific circumstances, for example, where development is proposed in rural locations and how active travel solutions will be delivered in such locations.
NDLP1686	N/A	Planning Advisor Essex Police			Safety and Security	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key	Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required. It was stated that cycle parking should be safe and secure and active travel routes should prioritise safety.	the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. The comments regarding safety on the transport network and secure cycle parking have been noted and the policy will be reviewed to determine whether a minor revision is required.
NDLP1303	Maureen Norman				Walking routes and Public Rights of Way (PROW)	Request that the north-south route along the B1383 between Stansted Mountfitchet and Great Chesterford including links to the railway station be improved for cyclists and pedestrians	Improvements to the highways can be required as part of planning consents if necessary and are the responsibility of the County as Highway Authority.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Wording clarification	It was suggested that a translation is needed for 'filtered permeability'.	The policy wording will be reviewed.

Table 8 Core Policy 29: Electric and Low Emission Vehicles

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2533 NDLP3253 NDLP2395 NDLP3093	Gillian Mulley Weston Homes Plc National Highways Segro				Charging point requirements	Concerns have been raised about the number of charging points that will be provided. There is no indication of quantum and specification of charging points, or requirements that need to be provided to work for different end users (fast charging, overnight charging etc.). Concerns over the limitations of charging points including vehicles requiring longer to re-charge than traditional methods, the transition of traditional parking bays to charging stations, offering accessible payment options for charging stations and provisions to accommodate these limitations. The policy does not accommodate any flexibility or consideration to charging / plug in points on a site-by-site basis, as the maximum provision is requested in all instances. A pragmatic approach should be taken in regard to the type of charging point required.	The Council can provide further detail on the charging points requirements, quantum and specifications. Core policy 29 can be updated to explain how the limitations of charging methods will be addressed and / or overcome. Core Policy 29 notes that 'The design and operation of such infrastructure should follow best practice so that their operation does not undermine the quality of the public realm.'. The intention is that sites will be considered on a site-by-site basis.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP452 NDLP3621 NDLP4070 NDLP309	Kim Rickards Hill Residential Ltd Salacia Ltd Sally Taylor	Planning Director Durkan Homes Councillor Birchanger Parish Council			Policy Wording	The policy is unnecessary as the requirement to provide charging for electric and low emission vehicles for each dwelling is already set out in the Building Regulations. Essex County Council is working on a county wide policy for the installation of EV charging points, and this should be incorporated or referenced within the plan. Also concerns that the policy is vague.	Noted and will update the policy to ensure that it does not duplicate Building Regulations. Consideration will be given to ensuring the policy provides sufficient clarity.
NDLP3118	Higgins Group				Supportive	Generally supportive of the policy and committed to providing EV infrastructure.	Noted.
NDLP4033	Saffron Walden Town Council				Typo	Appendix 1 (page 2) incorrectly refers to core policy 29 as active travel walking and cycling - Amend accordingly Will amend accordingly.	Will amend accordingly.
NDLP1687	Essex Police	Planning Advisor Essex Police			Security	The safety and security associated with EV chargers should be considered. The policy wording will be reviewed.	The policy wording will be reviewed.
NDLP2006	Home Builders Federation				Building Regs	The Policy needs to go above Building Regs - if it is to be included, otherwise it should be deleted. The policy will be reviewed against the Building Regulation requirements.	The policy will be reviewed against the Building Regulation requirements.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP205	Mr Richard Gilyead				Quantum	Concerns have been raised about the number of charging points that will be provided. There is no indication of quantum and specification of charging points, or requirements that need to be provided to work for different end users (fast charging, overnight charging etc.)	The Council can provide further detail on the charging points requirements, quantum and specifications.

Table 9 Core Policy 30: Public Rights of Way

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3673	Newport Parish Council	Newport Parish Council			Additional PRoW	Current proposals do not propose any additional PROW other than those within the developments or the one proposed to go over, or under, the M11 motorway.	The Local Plan policies are used to inform decision making on planning applications - the policy is designed to inform how planning applications should consider PROW existing and/ or new. It is not the function of the Local Plan to promote new PROW per se, other than in relation to proposed development allocations. However, the green and blue infrastructure strategy as supported by Core Policies 9, 15, 18 does contribute to some enhancements.
NDLP312	Sally Taylor	Councillor Birchanger Parish Council			Damage and maintenance	Concerns were raised about the lack of maintenance causing deterioration and loss of access to PRoW. Concerns raised about electric cars/bikes/scooters. They pose a higher fire risk and electric cars - due to their heavier weight - cause greater damage to roads, which consumes more resources to repair.	Noted. However, road maintenance is a matter for the Highway Authority, Essex County Council.
NDLP2039	Douglas Kent						
NDLP573	Ms Sarah Hodgson	Secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual.			Flitch Way	It was recommended to reconnect the missing links of the Flitch Way through Dunmow and into Bishop's Stortford and provide safe link routes from neighbouring settlements so as to create a continuous 15 mile off road route for everyone to share and enjoy.	The Flitch Way upgrade is covered in Core Policies 13 and 14.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Implementation	It is stated at 9.88 that 'The Council will ensure that Rights of Way are protected, enhanced, and promoted'. The comment questions how this will be achieved as it is pointed out that PROW are the responsibility of ECC.	The comment at 9.88 is intended to relate to the operation of CP30 which relates to how PROW may be impacted by development proposals. The paragraph can be clarified in this regard.
NDLP228	Mr Richard Gilyead				Protected lanes	Residents asked if there should be a separate policy for protected lanes or if the 2012 protected lanes report should be referenced.	This will be considered as part of the assessment of the heritage policies in Reg.19 Local Plan.

NDLP742	Mr Martin Crisp	Bridleways Development Officer Essex Bridleways Association			S106 / Developer contributions	Developers' obligations should be a key part of all new developments as should the provision of parks accessible to all: walkers, cyclists, equestrians and wheelchair users. A requirement should be embedded within each of the development Policies for the land allocations where this link will run that a S106 agreement is imposed on the developer for a fully-funded multi-user route across all relevant sites.	Core Policy 5 requires all new developments to provide the necessary on-site and, where appropriate, off site-infrastructure. These will be sought through the negotiation of planning obligations, conditions, levy, agreements as secured through the planning permission.
NDLP831	Valdis Belinis						
NDLP1027	Louise Howles				Saffron Trail	The Saffron Trail is not mentioned anywhere. It should be recognized, and its setting protected from the impact of new development in Policies in Chapter 6 and Chapter 5.	Saffron Trail will be referenced in supporting text.
NDLP4071	Salacia Ltd				Supportive	No objective to the policy.	Support noted.

Table 10 Core Policy 31: Parking Standards

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP920	Linda Steer				Enforcement	The response makes reference to a recent application for 66 bed care home that was approved which did not meet ECC Parking Standards. It is suggested that indicates a lack of adherence to the parking standards.	Local Plan policies will be used to inform decision making on planning applications, but there may be circumstances where the site-specific details of a particular application justify some level of deviation to policies, where this is acceptable to the range of relevant stakeholders. Ultimately, it is important the Local Plan includes policies that are robust and up-to-date and provide the most effective basis for decision making possible.
NDLP407	Mr Bill Critchley				Gilders Road / Saffron Way	Views of residents parking on Gilders Road and Saffron Way, making access by emergency vehicles and buses challenging. Your plans are proposing to open access to the new estate, via these roads.	The South Area Strategy and the Takeley development policy, together with the Design Guide, will set out the approach to street hierarchies and how parking should be integrated into development proposals without impacting on pedestrian and active travel movements. Active travel corridors will be prioritised in development proposals.
NDLP404 NDLP1965	Mr Bill Critchley Mr Loftus Buhagiar				On-street parking	Concerns that inadequate parking provision will further add to the congestion and parking issues. No link between on-street parking being a barrier for some forms of active travel and ways to address this. The impact of visitor parking must be assessed ensuring that parking is adequate.	The area strategies and the site development policies, together with the Design Guide, will set out the approach to street hierarchies and how parking should be integrated into development proposals. Active travel corridors will be prioritised in development proposals.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP849	Linda Steer				Outdated guidance	ECC Parking Standards are dated 2009 (on their website) and so are out of date and out of line with current social and residential circumstances. Notably ECC is carrying out a parking guidance consultation (closing 04.12.2023) will the new guidance be adopted.	Core Policy 31 will be reviewed in light on any new evidence which comes from the ECC parking guidance consultation.
NDLP1688		Planning Advisor Essex Police			Park Mark	Park Mark model should be implemented to prevent crime.	Consideration will be given to making reference to Park Mark in relation to CP31.
NDLP875 NDLP4036 NDLP4072 NDLP402	Mr Neil Hargreaves Saffron Walden Town Council Salacia Ltd Louise Johnson	Parish Clerk Elsenham Parish Council			Policy Wording	A number of comments are received relating to policy which include: there are contradictions between Essex County Council's standards and the NPPF approach around parking standards of commercial development; and the Uttlesford Design Code is yet to be adopted and the standards are suggested as 'minimum and maximum' standards, which is unclear to the reader specifically when each typology indicates 'x' number of spaces per dwelling, not a range.	Noted. Consideration will be given to updating the policy where appropriate and the standards in the design code will be clarified before it is adopted.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP405 NDLP406	Mr Bill Critchley Mr Bill Critchley				Priors Green	Several comments about congestion caused by parked vehicles around the Priors Green Estate and other new estates and the impact this has, making road crossing dangerous and restricting access for buses and emergency vehicles.	The South Area Strategy and the Takeley development policy, together with the Design Guide, will set out the approach to street hierarchies and how parking should be integrated into development proposals without impacting on pedestrian and active travel movements. Active travel corridors will be prioritised in development proposals.

Table 11 Core Policy 32: The Movement and Management of Freight

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3094	Segro				Clarity on requirements for Freight Management Strategy	Questions were raised about the reference to a 'significant number'. This is a broad trigger, meaning that it is open to interpretation. Does a Freight Management Strategy need to be a standalone document or could this be provided within the Transport Assessment / Travel Plan process.	The Council will clarify the meaning of 'significant number' and provide a specific trigger for requirement of a Freight Management Strategy.
NDLP2742	Paula Griffiths				Delivery times	Delivery times in Saffron Walden High Street were considered a key issue. Thaxted is particularly badly affected by lorries trying to make the sharp turn just near the church.	Core Policy 32 included proposals to address local and town based impacts of freight and the policy approach for the Reg.19 Plan will consider whether further localised measures are required.
NDLP1689	Essex Police	Planning Advisor Essex Police			Essex Police - Crime Prevention	Essex Police would encourage consultations to discuss proposals to mitigate freight crime. If designing formal Freight parking, Essex Police would advocate 'Park Mark Freight' which introduces specific criteria such as (but not limited to) a secure perimeter, on-site security personnel, uniformed lighting, CCTV, and signage containing emergency contacts telephone help line etc.	Noted. The Council will consider amending the policy and continue to engage with Essex Police when designing Freight parking.
NDLP4037	Saffron Walden Town Council				Policy Wording	Concerns raised that paragraph 9.98 is not clear enough.	Will clarify supporting text to explain who 'other partners' are and that local delivery hubs will be encouraged.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP894	Allison Ward	Parish Clerk Great Canfield Parish Council			Rural Roads	Concerns have been raised about rural lanes which are not suitable for large vehicles. It is suggested the word 'minimise' is replaced with 'avoid' in this policy. Freight management strategies should ensure the prioritisation of the use of the Strategic Road Network and minimise the use of the rural network.	The wording of Core Policy 32 can be strengthened to discourage freight movement on the rural network.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council					
NDLP4039	MAG London Stansted Airport				Stansted Airport	The policy does not speak about the importance of Stansted Airport for the movement of freight internationally as well as within the District. The policy should be expanded to cover the link between road freight movements and air movements departing from or arriving to Stansted Airport.	Can update Core Policy 32 to include the importance of Stansted Airport.

Table 12 Core Policy 33: Managing Waste

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4040	MAG London Stansted Airport				Aviation	London Stansted Airport welcome policy CP33, but wish to highlight the importance of considering the potential impact of aviation safety when assessing planning applications relating to waste and development. Aviation safety must be addressed in the determination of the planning application and the Airport would need to be consulted. CP33 should include a further criterion which refers to the need to consider the impact on aviation and cross refer to the standalone airport safeguarding policy.	Noted. Reference to Airport Safeguarding will be added to the Policy.
NDLP1471	Environment Agency				Contamination	The comment suggests that contamination/ remediation is not included in CP33 and recommends reference to the potential for excavated materials recovered on site via treatment being capable of re-use on site under the Definition of Waste Development Industry Code of Practice.	Noted. note that CP42 addresses matters relating to pollution and contamination.
NDLP1828	Essex County Council				ECC Requirements	ECC recommend that the individual site policies reference the need for Mineral Resource Assessment, Minerals Infrastructure Impact Assessment and/ or Waste Infrastructure Impact Assessments to be undertaken. This will ensure that any mineral resource is not sterilised prior to extraction and to avoid future operations of waste and mineral infrastructure not being compromised. ECC also recommend that the Policies Map is updated to reflect the relevant mineral mapping layers. ECC welcomes reference to the Minerals Local Plan and the Waste Local Plan. It is suggested that consideration could be given to the early work to inform an updated Minerals Waste Plan to be published for Reg 18 consultation in early 2024.	Noted. The Minerals and Waste Team at ECC have indicated that the Reg 19 for the emerging Minerals Local Plan will not be published until later in 2025, after the submission date for the Uttlesford Local Plan. It has been suggested by ECC colleagues, that as the preferred Minerals sites won't be known for some time, after the UDC plan is submitted, it would not be appropriate/ or possible, for UDC to take account of the emerging plan.
NDLP1966	Mr Loftus Buhagiar				General comments	Some comments seek to estimate the amount of waste likely to be generated by the new development and question where this will go.	General waste will be sent to appropriate re-cycling/ or landfill that is the responsibility of the County Council as Statutory Waste Authority. ECC will continue to plan for sufficient infrastructure associated with waste management as required. Sewage is the responsibility of Water Companies who will ensure there is sufficient infrastructure in place to manage the proposed developments.
NDLP2770	Mrs Isobel Grayson						
NDLP4073	Salacia Ltd				Policy Wording	One comment questions the suitability for some residential proposals to retain waste on site and suggest that this won't be viable or feasible and that there are various health and safety issues that would arise. This element of the policy should be removed or clarified.	The policy suggests that there should be adequate facilities to allow occupiers to separate and store waste for recycling and recovery is meant to relate to waste being stored prior to collection (typically weekly or fortnightly) – not on a permanent basis. It is quite typical for developments to include storage for recycling containers etc to ensure

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							residents have adequate opportunities for supporting recycling etc. However, the additional Reference to waste management on site will be removed/ clarified, for example if relating to the construction phase.
NDLP4049	Saffron Walden Town Council				Reference to ECC waste strategy	Suggestion to refer to the ECC waste strategy in the policy	Referring to our response to comment NDLP1821 the mineral and waste plan won't be published until 2025. Therefore, it won't be possible to take account of them in the emerging plan.
NDLP785	Richard Pavitt				Soil	It is suggested that any top soil used as part of the development should be matched to that the surrounding area.	This relates more to the construction materials rather than how 'waste' should be managed. Consideration will be given to this matter nonetheless.
NDLP2334	Mr Edward Gildea				Vision for Waste	The comment refers to the need for a vision for waste for the area as a whole. Will there be new generation of bio-gas for example.	These matters are the responsibility of the Statutory Waste Authority (ECC) who will include consideration for such matters in the updated Waste Local Plan.

Table 13 Core Policy 34: Water Supply and Protection of Water Resources

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP532	Anneka Lannen	Affinity Water			Affinity Water Comments	Affinity Water feedback on our proposed allocations stating that appropriate infrastructure will be required to support the proposals.	Noted. Uttlesford welcome the feedback from Affinity Water and will ensure that this informs the Infrastructure and Policy requirements.
NDLP1614 NDLP1603	Anglian Water Anglian Water				Anglian Water Comments	<p>Anglian Water is requesting involvement in the Water Cycle Study (WCS) stage 2 to assess their sewerage capacity for future growth, proposing updated data and their investment plans to inform phasing of new development. They are also committed to environmental improvements through their business plan, including nutrient removal at water recycling centers, and seek collaboration with the Environment Agency and local authorities to address these challenges and enable sustainable growth.</p> <p>While Anglian Water applauds the inclusion of mandatory water recycling in developments, they urge for a stricter policy framework. They advocate for integrated water management systems in new builds, encompassing Anglian Water is requesting involvement in the Water Cycle Study (WCS) stage 2 to assess their sewerage capacity for future growth, proposing updated data and their investment plans to inform phasing of new development. They are also committed to environmental improvements through their business plan, including nutrient removal at water recycling centers, and seek collaboration with the Environment Agency and local authorities to address these challenges and enable sustainable growth.</p> <p>While Anglian Water applauds the inclusion of mandatory water recycling in developments, they urge for a stricter policy framework. They advocate for integrated water management systems in new builds, encompassing rainwater harvesting and greywater recycling, particularly in expansive projects where cost-effectiveness is optimal. Such systems would necessitate a dedicated dual pipe network for non-potable water, used in toilets, washing machines, and outdoor spaces. By implementing these strategies, Anglian Water believes that larger developments can significantly contribute to improved water efficiency, a goal they wholeheartedly support. They suggest amendments to the policy as follows: 'Integrated Water Recycling Management Development proposals must make appropriate provision for integrated water recycling management measures and should be designed to incorporate appropriate future proofing and best practice techniques. Proposed use of utilising sustainable drainage systems,</p>	Noted. The council will ensure that Anglian Water is involved in the Water Cycle Study for stage 2 to understand the sewerage capacity for future growth and understand phasing plans for future growth. Uttlesford welcome the support for water recycling and will consider the strengthening of words presented by Anglian Water. The Stage 2 water cycle study will progress between Reg 18 and 19 and the Council will ensure that discussions with the Environment Agency and sewerage undertaker will take place to ensure that development impact on the water cycle will be minimised and appropriately mitigated.. Anglian water should be consulted as part of any planning application which affects their waste water treatment works, and developers will be encouraged to discuss proposals with water and sewerage undertakers early in the planning process.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>permeable hard surfacing, must be permeable and development proposals should include rainwater re-use and collection mechanisms such as green roofs/walls, rainwater gardens and in residential proposals water collection and recycling facilities such as a rainwater butt'.</p> <p>Anglian water notes that the local plan reference to the water cycle study states that foul drainage and waste water treatment capacity can be provided wherever required in the district but this is also inconsistent with the Interim Sustainability Appraisal (Paragraphs 6.2.73-6.2.76) which states that further work and discussions should be held with the sewerage undertaker and the Environment Agency. Also Anglian Water encourage the council to progress a stage 2 Water Cycle Study. Notes that Anglian water provides a pre application enquiry service and that the wording of the policy should ensure that they are consulted with at the pre application stage of any development proposal.</p>	
NDLP453 NDLP1009 NDLP2450 NDLP3119 NDLP3250 NDLP3376 NDLP3622 NDLP4074	Kim Rickards Daniel Jones Anchor Higgins Group Weston Homes Plc Gladman Hill Residential Ltd Salacia Ltd	Planning Director Durkan Homes Director Silverley Properties Ltd	Sophie Pain		Consumption Standards Unjustified	<p>Highlighting the unjustified standard of using 90 litres per person per day compared to the national standard being 110 litres per person per day and that using the higher standard of efficiency goes against government policy therefore making the policy unsound. Suggestions to keep to the 110 litres per person per day.</p>	<p>The efficiency standard aligns with the Catchment Based Approach set out in the Chalk Stream Strategy, and reflects the direction of travel in national policy. It is broadly supported by the water companies and the Environment Agency. Evidence which supports a target that goes further than the current lowest optional standard of 110l/p/d will be set out in the evidence base supporting the Reg 19 plan, including the Stage 2 Water Cycle Study.</p>
NDLP3644	Newport Parish Council	Newport Parish Council			Delivery of Infrastructure	<p>A comment that argues that the Local Plan should ensure that the water supply and sewage infrastructure are adequate to support new developments before they are occupied. They cite the recent example of Wicken Lea in Newport, where inadequate infrastructure caused sewage overflows, water pressure problems, and disruption for residents. The Council recommends that the Local Plan include a mechanism to verify that infrastructure capacity is sufficient before approving new developments.</p>	<p>The policy in its current state asks that planning permission only be given where sufficient infrastructure exists. The mechanism for this is through development management processes as the water company will be the consulted on any major planning applications. This mechanism will ensure that the water companies can plan for further development.</p>
NDLP2820 NDLP1468	Stephen and Heather Ayles Environment Agency				Environment Agency Comments	<p>Environment agency providing detail on the north Uttlesford areas main layers of groundwater sources: a deep water chalk aquifer and a shallower secondary aquifers. They describe how the chalk aquifer is important for public water supply, they mention the importance for it and that Uttlesford should follow the Groundwater Protection guidance on gov.uk which includes the Protect Groundwater and Prevent Groundwater Pollution guidance and The Environment Agency's Approach to Groundwater Protection.</p>	<p>Noted. Uttlesford will consider the relevant regional water plan and ensure that the growth plan aligns with the regional context and Affinity Waters regional plans and is taken into account in the Water Cycle Study that will accompany the regulation 18 plan. Uttlesford welcome the support for a higher water efficiency standard which implemented in the Catchment Based</p>

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NDLP1469	Environment Agency					<p>Anglian Water, Thames Water, Greater Cambridge shared planning and the environment agency all support the government's intention to improve water efficiency standards in building regulations to 100 l/p/d for water stressed areas, as a minimum. They have already promoted a higher optional standard of 110 l/p/d across all local planning authorities within their region, with 54 of 59 LPAs having adopted or proposing to include this in their local plans. Anglian Water is also working with the Environment Agency, Natural England and Cambridge Water on a Joint Protocol for Water Efficiency which endorses the government's Environmental Improvement Plan intention to improve the building regulation water efficiency for 100 l/p/d for water stressed areas, as a minimum. The Joint Protocol will also encourage local planning authorities to go beyond this towards 80 l/p/d. Anglian Water believes that more water efficient development will lead to reductions in operational carbon. They are supporting the Joint Protocol with an evidence base that will be regularly updated as new data and information is published. Thames water also support the 90 l/p/d approach, but state that in building regulations G2 the optional requirement for water efficiency is 110 l/p/h not 90, this would need to be secured through planning conditions, they state that the policy should impose planning conditions on all residential development. Greater Cambridge Shared Planning Service has also stated that they are willing to assist Uttlesford in providing an evidence base to support the efficiency standard of 90 l/p/d.</p> <p>Recommendations that the local plan require non-residential developments achieve a BREEAM efficiency rating of outstanding and that any refurbishments or changes of use of existing buildings should include retrofitting for the purpose of increasing water efficiency.</p> <p>Recommendation that the retrospective fitting water efficiency measures should be considered in existing properties due to the higher than average consumption in the district.</p> <p>Comment stating that the supporting text for core policy 34 be updated to reflect the environmental benefits of improved water efficiency and that the wording should include the legally binding nature of the Water Framework Directive as per regulation 33. Also support for the policy that new development don't reduce groundwater levels or surface water flows.</p> <p>Comment arguing that installing efficient water fittings and recycling systems can reduce water usage and greenhouse gas emissions, the comment cites a study from the environment agency that 89% of greenhouse gas emissions from the water system come from household water use. It recommends incorporating this message into core policy 22 and 34, to encourage water efficiency and potentially reduce both environmental impact and household costs.</p> <p>Comment stating the Environment Agencies support for greywater/rainwater recycling but a request for further detail on this policy. They acknowledge that water companies cannot supply this and that this would need to be actioned by a third party. They also acknowledge that designing these policies for new developments will need to be done on a case by case basis.</p> <p>A comment that highlights the lack of the Water Framework Directive (WFD) in the local plan's water resources text, recommending a dedicated section for its relevance and requirements. Additionally, it proposes revisions to Core Policy 34: ensuring sustainable water sources for developments while considering regional growth and phasing, and protecting both chalk and source protection zones from contamination.</p>	<p>Approach set out in the Chalk Stream Strategy. The council will continue to work with stakeholders to provide further evidence to support this and this will form part of the reg 19 evidence base.</p> <p>Uttlesford understand the environmental benefits of improved water efficiency and will consider the wording changes to better reflect the WFD. Uttlesford understand this point regarding the impact of efficient water fittings and recycling systems and how they can reduce water usage and greenhouse gas emissions.</p> <p>Uttlesford welcome the support for this policy but understand the restrictions that come with greywater/rainwater recycling and will ensure that these are reflected in further amendments to the policy and supporting text for regulation 19.</p>
NDLP2640	Greater Cambridge Shared	Planning Policy Manager Greater				<p>Cambridge shared planning are concerned about water stress in the region, especially regarding chalk streams. They want to make sure the Uttlesford Local Plan's development targets are in line with regional water plans and won't strain water resources. Since water management operates on a</p>	<p>Noted. Uttlesford will consider the relevant regional water plan and ensure that the growth plan aligns with the regional context and Affinity Waters regional plans.</p>

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NDLP2641	Planning Service Greater Cambridge Shared Planning Service	Cambridge Shared Planning Service Planning Policy Manager Greater Cambridge Shared Planning Service				<p>regional level, the Councils suggest Uttlesford District Council confirm with Affinity Water that the growth plan aligns with their latest water resource plan, considering potential restrictions to protect delicate waterbodies. Broad support for the principle of core policy 34 but concern on how developments will contribute to achieving the 'good' status described in the policy.</p> <p>Anglian Water, Thames Water, Greater Cambridge shared planning and the environment agency all support the government's intention to improve water efficiency standards in building regulations to 100 l/p/d for water stressed areas, as a minimum. They have already promoted a higher optional standard of 110 l/p/d across all local planning authorities within their region, with 54 of 59 LPAs having adopted or proposing to include this in their local plans. Anglian Water is also working with the Environment Agency, Natural England and Cambridge Water on a Joint Protocol for Water Efficiency which endorses the government's Environmental Improvement Plan intention to improve the building regulation water efficiency for 100 l/p/d for water stressed areas, as a minimum. The Joint Protocol will also encourage local planning authorities to go beyond this towards 80 l/p/d. Anglian Water believes that more water efficient development will lead to reductions in operational carbon. They are supporting the Joint Protocol with an evidence base that will be regularly updated as new data and information is published. Thames water also support the 90 l/p/d approach, but state that in building regulations G2 the optional requirement for water efficiency is 110 l/p/h not 90, this would need to be secured through planning conditions, they state that the policy should impose planning conditions on all residential development. Greater Cambridge Shared Planning Service has aslo stated that they are willing to assist Uttlesford in providing an evidence base to support the efficiency standard of 90 l/p/d.</p>	<p>More detail on this policy will be provided at the regulation 19 stage of the Local Plan</p> <p>Uttlesford welcome the support for a higher water efficiency standard which implemented in the Catchment Based Approach set out in the Chalk Stream Strategy. The council will continue to work with stakeholders to provide further evidence to support this and this will form part of the reg 19 evidence base.</p>
NDLP2007	Home Builders Federation				HBF Comments	<p>This comment argues that part of a proposed planning policy is unsound. The specific issue is that it would place the burden on developers to demonstrate water and sewage capacity, rather than on water companies. The comment asserts that water companies have a legal duty under Section 37 of the Water Industry Act to provide services to new developments. They conclude that this policy requirement contradicts national standards and that the Council must work with water companies to ensure sufficient water resources for planned development. Also highlighting the unjustified standard of using 90 litres per person per day compared to the national standard being 110 litres.</p>	<p>Whilst water and sewerage undertakers have a statutory duty to provide connections to serve new development, it is important that proposals for new development do not result in an unacceptable impact on drinking water supplies or wastewater treatment capacity. Applicants have a responsibility to ensure that their proposals are sustainable, whether this is through a phased approach to development or through confirmation from the water and sewerage undertakers that sufficient capacity exists to serve the proposed development. We therefore expect applicants to demonstrate that the appropriate connections to the water and wastewater network can be secured before the development is occupied. We will consider whether amendments are required to the policy or supporting text to make this position clearer. The efficiency standard aligns with the Catchment Based Approach set out in the Chalk Stream Strategy and is broadly supported by the water companies and the Environment Agency. Evidence which supports a target that goes further than the current lowest optional standard of 110l/p/d will be set out in the evidence base supporting the Reg 19 plan, including the Stage 2 Water Cycle Study.</p>
NDLP1937	Mr Roy Pike				Infrastructure Delivery	<p>Concerns on how the utility infrastructure will be provided for by developers, how it has been approved by utility companies and how it will be funded for rather than left to developers and inspectors to deal with.</p>	<p>Uttlesford through core policy 5 will ensure that developers provide the sufficient funding for the required infrastructure identified in the IDP. Throughout this process the council will work with the utility companies to ensure that development</p>

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							proposed in the local plan will met with sufficient upgrades to the utility system when required.
NDLP1117	Kim Crow				Lakes	Suggestions for a standard for having a lake or reservoir, per a certain amount of housing. To be used for fire control, water infrastructure capacity, recreation resource and fishing resource.	The Council works with water companies to ensure that there is sufficient capacity to accommodate the growth set out in the plan, and this work has not identified the need for localised water storage. However, Core Policy 37 does require the provision of SuDS in major development proposals, and this may include the construction of attenuation ponds that have the potential to be used for a range of activities. Applications which include the provision of drainage ponds will be determined on their individual merit.
NDLP2641 NDLP4050 NDLP1490 NDLP786 NDLP2019	Greater Cambridge Shared Planning Service Saffron Walden Town Council Thames Water Richard Pavitt Ickleton Parish Council	Planning Policy Manager Greater Cambridge Shared Planning Service			Policy Wording	A number of comments relate to the policy wording. These include: <ul style="list-style-type: none"> • highlighting the benefits of recycling water in reducing flood risk and the benefits of SuDs in filtering water to improve water quality. It also asks that the policy seek opportunities for aquifer recharge through appropriate land management. • proposing tweaks to Core Policy 34, Firstly to widen scope to include both homes and industry, secondly to encourage water recycling in new builds, thirdly discourage water-wasting developments, and to define penalties for pollution. • Suggests that the wording of the policy means that all development that achieves the 90 litres per person per day will be supported. • Concerns over the lack of detail on the authorities requirements and how the policies objectives are to be attained. 	Uttlesford recognise the benefits of recycling water in reducing flood risk and the benefits of SuDs in filtering water to improve water quality, the council will consider seeking opportunities for aquifer recharge. Uttlesford will ensure that the policy covers all types of development. The policy does not state that permission will be granted for development proposals that meet the water efficiency targets, but it does indicate that compliance with this aspect of the policy will be viewed positively as part of the planning balance. There are a wide range of factors that will be taken account in the decision-making process, including conformity with local and national policy and legislation, and each application will be determined on its individual merits. Uttlesford will provide more detail in the policy by using evidence gathered before reg 19 but through core policy 71 will ensure that the policies objectives will be met through a sufficient monitoring framework.
NDLP1614	Anglian Water				Support for Standard	Anglian Water, Thames Water, Greater Cambridge shared planning and the environment agency all support the government's intention to improve water efficiency standards in building regulations to 100 l/p/d for water stressed areas, as a minimum. They have already promoted a higher optional standard of 110 l/p/d across all local planning authorities within their region, with 54 of 59 LPAs having adopted or proposing to include this in their local plans. Anglian Water is also working with the Environment Agency, Natural England and Cambridge Water on a Joint Protocol for Water Efficiency which endorses the government's Environmental Improvement Plan intention to improve the building regulation water efficiency for 100 l/p/d for water stressed areas, as a minimum. The Joint Protocol will also encourage local planning authorities to go beyond this towards 80 l/p/d. Anglian Water believes that more water efficient development will lead to reductions in operational carbon. They are supporting the Joint Protocol with an evidence base that will be regularly updated as new data and information is published. Thames water also support the 90 l/p/d approach, but state that in building regulations G2 the optional requirement for water efficiency is 110 l/p/h not 90, this would need to be secured through planning conditions, they state	Uttlesford welcome the support for a higher water efficiency standard which implemented in the Catchment Based Approach set out in the Chalk Stream Strategy. The council will continue to work with agencies to provide further evidence to support this and this will form part of the reg 19 evidence base.

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						that the policy should impose planning conditions on all residential development. Greater Cambridge Shared Planning Service has also stated that they are willing to assist Uttlesford in providing an evidence base to support the efficiency standard of 90 l/p/d.	
NDLP1490	Thames Water				Thames Water Comments	Thames Water support requirements for water efficient development which can reduce foul flows arising from new development as well as reducing potable water demands. Core Policy 34 refers to supporting water efficiency of 90 l/p/d in the Building Regulations G2. The optional requirement in Building Regulations G2 is 110 l/p/d rather than 90 and it is assumed that the higher target of 90 l/p/d would need to be secured by planning conditions. Higher water efficiency requirements are supported but as a minimum it is considered that the policy should refer to imposing conditions on all residential development which are necessary to ensure that the optional requirements in Building Regulations G2 is implemented. In applying conditions it is recommended that any such condition should refer to measuring water efficiency using the fittings based approach.	Uttlesford welcome the support for a higher water efficiency standard which implemented in the Catchment Based Approach set out in the Chalk Stream Strategy. The council will continue to work with stakeholders to provide further evidence to support this and this will form part of the reg 19 evidence base.
NDLP314 NDLP650 NDLP710 NDLP786 NDLP2909 NDLP3205 NDLP178 NDLP2514 NDLP178 NDLP462	Sally Taylor John Howett Mrs Julie McSweeney Richard Pavitt Debden Parish Council J Damany-Hosman Mrs Janice McDonald Widdington Parish Council Mrs Janice McDonald Mrs Margaret Hudson				Water and Sewage Infrastructure Overcapacity	Pointing out the pressures from new development on the existing water and sewage infrastructure in Uttlesford and the risk of the sewerage capacity being overwhelmed causing sewage discharge in local water courses. Also pointing out the fact that does not have capacity for new development due to the Affinity Region being over abstracted. Also, Widdington Parish Council has pointed out concerns regarding the Widdington pumping station pipe issues to which Anglian water are investigating and concern that the planning system is not taking these issues into account.	Water/wastewater infrastructure is the responsibility of the relevant water company. The development proposed in our plan has been tested against the existing capacity through the Stage 1 Water Cycle Study, which demonstrates that sufficient wastewater capacity exists or can be provided through infrastructure upgrades to meet the development needs of the district. This study was prepared in consultation with water companies and the updated evidence base for the Reg 19 plan, including the Stage 2 Water Cycle Study, will have further clarification on how water and sewage infrastructure provision will be considered.
NDLP3251 NDLP1967	Weston Homes Plc Mr Loftus Buhagiar				Water Supply	Questioning where potable water will come from once water efficiency is achieved and once new housing is built, where will the extra wastewater go?	Uttlesford will work with the Utility companies to ensure that potable water will be provided to all new developments, but the new water efficiency measures will ensure that 'water neutrality' will be met in the districts high water stress level.

Table 14: Core Policy 35: Chalk Streams Protection and Enhancement

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4160	G W Balaam & Son				Broad policy support	Broad Support for the policy noting the importance of protection of the chalk streams, support of the need for an impact study to accompany development and highlighted the opportunities presented to implement this policy on allocated sites. A comment also stating that CP35 is listed in the plan as CP36. One comment suggested that restoration techniques should consider the appropriateness of the techniques.	Noted. The Council will continue to support chalk stream protections through the Local Plan and further evidence on the basis for the policy will be provided at Reg 19. Note that the policy is listed as Core Policy 35 in the draft (Reg 18) Local Plan. Also appropriate techniques should be considered depending on the situation.
NDLP260	Val McKirdy						
NDLP349	Mrs Jane Sharp						
NDLP602	Stephanie Gill						
NDLP698	Nigel Wood						
NDLP1122	James Balaam	G W Balaam & Son	Matthew Thomas				
NDLP1466	Environment Agency						
NDLP1521	Natural England						
NDLP1615	Anglian Water						
NDLP2571	Little Hallingbury Parish Council	Newport Parish Council					
NDLP3674	Newport Parish Council						
NDLP1191	Ashdon Parish Council						
NDLP1720	Thaxted Parish Council	Thaxted Parish Council					
NDLP1196	Ashdon Parish Council						
NDLP2412	Jane Gray						
NDLP3583	Ashdon Neighbourhood Plan Steering						
NDLP3589	Ashdon Neighbourhood Plan Steering						
NDLP4041	MAG London Stansted Airport						
NDLP3584	Ashdon Neighbourhood Plan Steering				Concerns over sewerage infrastructure	Ashdon sewerage infrastructure is at capacity and represents a potential threat to River Bourne candidate Chalk Stream.	UDC is working with water companies and will strengthen Chalk Stream policies to align with water resources policies for Regulation 19. The River Bourne at Ashdon is not

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							currently identified by Natural England as a 'confirmed' or 'likely' Chalk Stream. It is not classed as a Statutory Main River monitored by the Environment Agency. UDC is working with other stakeholders to develop a Catchment Based Approach (CaBA) to Chalk Stream conservation.
NDLP1466	Environment Agency				Environment Agency - Riparian Corridors Aspiration	The Environment Agency applauds the use of buffer zones along waterways, urging their implementation for all water courses. It supports the existing 10m buffer proposal and advocates for expanding it to 15m for chalk streams. Highlighting the ecological significance of these zones as wildlife corridors and natural filters, it stresses the need for native vegetation and future maintenance access. However, it raises concern about potential encroachment by residential development, advocating for prioritizing public open space over private gardens within riparian corridors. A dedicated paragraph in the Natural Environment section is suggested to underscore the importance of protecting these vital zones.	Mandatory Biodiversity Net Gain will come into effect on 12th February 2024. At that point, most developments will need to demonstrate a 10% biodiversity enhancement for all watercourses where the site redline boundary is within 10m of the watercourse bank shoulder. This is in addition to mandatory 10% Biodiversity Net Gain for both terrestrial habitats and for hedgerows. Assessment of the watercourse habitat baseline, and the impacts of any proposed development on it, is comprehensively addressed within the Statutory Biodiversity Net Gain Watercourse Metric. Additionally, river corridor habitats, and particularly those for Chalk Streams, will be identified as priorities within the emerging Essex Local Nature Recovery Strategy. This will give these habitats enhanced strategic significance when assessing biodiversity value thereby elevating the baseline value and consequently the necessary biodiversity enhancement necessary to deliver 10% BNG. These new measures provide a more precautionary approach than a finite buffer, potentially identifying buffers of much more than 10m as well as significant practical enhancement actions. UDC is currently collating evidence to support the requirement of 20% Biodiversity Net Gain and this will again be required for watercourses in addition to hedgerows and other terrestrial habitats.
NDLP2642	Planning Policy Manager Greater Cambridge Shared Planning Service				Greater Cambridge - Further detail on implementation of the policy should be provided	Supports the policy but underlines need for more policy development particularly related to how the policy will be implemented.	Noted. Consideration for whether greater detail can be provided will be considered to inform the Reg 19 version of the Plan.
NDLP320	Mrs Jane Sharp				Location of Development	It is suggested that development should be located to avoid any impact on Chalk Streams which is considered to be not evidence based on the proposals in the Reg 18 Plan.	The Plan is informed by detailed Water Cycle Study evidence and engagement with a range of water companies and relevant statutory consultees - none of these have identified any issues associated with any of the proposals currently identified.
NDLP787 NDLP1125	Richard Pavitt Harriet Burrow				Questioning the detail in appendix 9 - Chalk Streams in Uttlesford	Questioning the level of detail available in appendix 9 to ensure that rivers in the region are protected. States that parts of the upper Chelmer aren't marked on the map and that this is important to avoid challenge with developers.	Appendix 9 indicates the extent of the chalk streams in the district as designated by Natural England. Amendments to the map will be considered and additional chalk stream evidence will be published at Reg 19.
NDLP594	Mr John Burnham				Questions the practicality of implementing a 15m buffer in all different sizes and geomorphologies of chalk stream.	Asks for further detail on the practicalities of implementing these policies on all geomorphological contexts of chalk streams also questions the necessity of having a 15m buffers on tiny streams as well.	Noted. Further evidence on the rationale for the 15m buffer and the implementation of the policy will be provided at Reg 19. Consideration will be given to flexibility in the extent of the buffer should the evidence suggest this is necessary.
NDLP787	Richard Pavitt				Revision suggestions for river protection.	Suggestions for corrections to 9.112 regarding the river cams status and requests for highlighting the impacts of phosphorus discharge from wastewater treatment works. Concerns about defining a 15m protection	Noted. We will consider the need for amendments to the supporting text in the Reg 19 plan and will be publishing further evidence on chalk streams and the water cycle at Reg 19. Consideration will be given to flexibility in the

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						zone, suggests making it the minimum allowing for wider protection zones based on local circumstances.	extent of the buffer should the evidence being prepared to support the Reg 19 plan suggest this is necessary.
NDLP3538	Ashdon Neighbourhood Plan Steering				River Bourne at Ashdon should be classed as a Chalk Stream	River Bourne at Ashdon should be classed as a Chalk Stream and raising concerns over flooding in Ashdon	The River Bourne at Ashdon is not currently identified by Natural England as a 'confirmed' or 'likely' Chalk Stream. It is not classed as a Statutory Main River monitored by the Environment Agency. UDC is working with other stakeholders to develop a Catchment Based Approach (CaBA) to Chalk Stream conservation.
NDLP3252	Weston Homes Plc				Water resource issues	Highlights that problems with water resources require national collaboration and cannot be tackled by developers alone.	UDC is working with water companies and will strengthen Chalk Stream policies to align with water resources policies for Regulation 19.
NDLP1466	Environment Agency				Working with Water Companies	Affinity Water's water transfer schemes mean new developments needn't solely rely on local chalk aquifers, potentially protecting these sensitive ecosystems. When planning development, consider the wider catchment and existing water usage to assess the true impact on the chalk. Collaborate with Affinity Water to ensure development sources don't worsen environmental targets set by the Water Framework Directive (WFD). Remember, even though local chalk streams lack individual designations, WFD regulations still govern changes and must be adhered to.	Noted, Uttlesford will continue work collaboratively with the relevant water bodies to ensure that chalk streams are protected and that relevant directives are adhered to.

Table 15 Core Policy 36: Flood Risk

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1462	Environment Agency				Absence of Level 1 SFRA	Comment pointing out concern about the omission of the Level 1 SFRA assessment, when it is referenced in the addendum the updated SFRA is referenced.	Noted, Uttlesford has produced a Stage 1 SFRA in 2021, unfortunately this was not published alongside the addendum at regulation 18 stage and will be published alongside the stage 2 assessment at regulation 19 stage.
NDLP1197 NDLP3585	Ashdon Parish Council Ashdon Neighbourhood Plan Steering				Ashdon	Concern on the practicalities of building on floodplain areas within Great Dunmow and Ashdon, highlighting a flood control measure in Chelmsford that had an effect of increasing flooding upstream. Also a concern on the increased risk of flooding down stream at Church End. Reference should be made to CH 9 of the Neighbourhood Plan ASH9 policy and that the local plan should consider this evidence.	Our plan is informed by updated flood risk evidence and is prepared in consultation with the environment agency. Any sites considered in our proposals need to comply with national policy requirements on flooding. Any cross district issues on flooding would have been flagged by the environment agency, and these issues will be dealt with accordingly.
NDLP1462	Environment Agency				Clarity - Sequential Test	Comment asking for clarity when applying the sequential approach and that it should be taken within areas at risk of flooding, with development located within parts of the site at lowest risk of flooding.	Noted. This conforms with the Council's understanding. This will be covered off in the updated SFRA to be published alongside the Reg 19 version of the Plan.
NDLP1462	Environment Agency				Culverts	Comment requesting that more is suggested in the policy to require developers not to build over culverts to create a betterment for flood risk	Noted. Flood risk from culverts will be prevented or mitigated for when assessing flood risk on development, wording on preventing developers not to build over culverts will be considered for the Reg 19 version of the Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP146 2	Environment Agency				Environment Agency - 8m buffer from riverbank	Comment from the Environment Agency requesting that all development be subject to an 8m buffer consistent with the chalk stream policy.	Noted. The policy requirements will be reviewed as informed by the updated evidence to inform the Reg 19 version of the Plan.
NDLP146 2	Environment Agency				Finished floodplain	A comment from the environment agency pleased to see that the finished flood levels be raised 600mm above the 1 in 100 year plus climate change flood level. However, we recommend that this requirement only applies to residential or 'more vulnerable' development as it may be acceptable for 'less vulnerable' or 'water compatible' development to have FFLs set lower than this. Overall, any development that has been located and proposed to be in this extent must ensure that their finished floor levels are at a minimum 300mm above the 1 in 100 year+ Climate Change level and seek to maximise mitigation measures such as property resilience. Safe access should be considered in accordance with FD2320. We also suggest rewording point V. to: 'raise finished floor levels 600mm above the 1 in 100-year flood level, including an appropriate allowance for climate change.' We recommend that the policy states that where detailed hydraulic modelling of a watercourse is not available, modelling will need to be undertaken as part of a site-specific FRA to estimate the 1 in 100-year flood level, including an appropriate allowance for climate change.	Noted. The text will be updated accordingly.
NDLP146 2	Environment Agency				Functional Floodplains	Comment requesting more detail about protecting functional floodplains.	Noted. Greater reference to functional floodplains will be added to the supporting text for the Reg 19 version of the plan.
NDLP65 Page 364	Catherine Charles				General Comments	Building in the flood plain will accentuate localised flooding e.g. from River Chelmer and the local plan does not seem to propose any mitigation.	Each site development scheme we will have a drainage strategy that will be agreed with the Environment Agency and County as local flood authority and takes into account the Strategic Flood Risk Assessment already undertaken by Water Cycle consultants. Each scheme will have a detailed drainage strategy including the retention of surface water and will take into account potential for flooding and climate change.
NDLP135 1 NDLP248 NDLP122 NDLP778 NDLP228 4 NDLP249 2	Sarah Eley Julian Hart Mr Antony Johnson Roderick Jones Julian Hennessey Miss Kathryn Woods				Localised Flooding - Church End/ River Chelmer	Concern on the practicalities of building on floodplain areas within Great Dunmow and Ashdon, highlighting a flood control measure in Chelmsford that had an effect of increasing flooding upstream. Also a concern on the increased risk of flooding down stream at Church End.	Our plan is informed by updated flood risk evidence and is prepared in consultation with the environment agency. Any sites considered in our proposals need to comply with national policy requirements on flooding. Any cross district issues on flooding would have been flagged by the environment agency, and these issues will be dealt with accordingly.
NDLP2112	Mr and Mrs Hockley				Localised Flooding - Clavering	Concerns about flooding in Clavering and requests that the council prioritise Brownfield/Infill sites rather than building on agricultural land.	Our plan is informed by updated flood risk evidence and is prepared in consultation with the environment agency. Any sites considered in our proposals need to comply with national policy requirements on flooding. Any cross district issues on flooding would have been flagged by the environment agency, and these issues will be dealt with accordingly.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1719	Thaxted Parish Council	Thaxted Parish Council			Localised Flooding - Thaxted	Comment highlighting that Thaxted has a long history of flooding due to an outdated sewage system and that new developments have made things worse. It states that past complaints haven't been addressed. Despite repeated flooding, there have been raw sewage releases during heavy rain, Anglian Water hasn't significantly upgraded the pumping station or improved communication. The writer proposes stricter planning policies to make developers include stronger flood mitigation measures, like increased runoff storage, in areas with known flooding problems.	Our plan is informed by updated flood risk evidence and is prepared in consultation with the environment agency. Any sites considered in our proposals need to comply with national policy requirements on flooding. Any cross district issues on flooding would have been flagged by the environment agency, and these issues will be dealt with accordingly.
NDLP1516	Natural England				Natural England - Appropriate Infrastructure to address flood risk from climate change	A comment from Natural England ensuring that new developments should avoid flood risk zones and incorporate green features to manage potential floods. This includes designing houses to handle rainwater runoff, creating wetlands to absorb water, using permeable surfaces, and incorporating rainwater recycling systems. These measures should be part of a comprehensive green infrastructure strategy following set guidelines.	The plan will ensure that green features should be incorporated to manage potential floods, having a reference to this in policy will be considered.
NDLP3675	Newport Parish Council	Newport Parish Council			Newport	Comment questioning why Newport wasn't included as a tier two area of local flood risk in paragraphs 9.118-9.119 - photographic evidence was submitted with the proposal.	The Council has commissioned detail flood risk assessment evidence which utilises the latest data available from the Environment Agency in relation to both surface water and fluvial flooding. Overall, the Council is content that appropriate data is being utilised to inform any assessment work.
NDLP4052 NDLP1462 NDLP677 NDLP4052 NDLP1462	Saffron Walden Town Council Environment Agency Mr Frank Woods	Deputy Chair Keep Clavering Rural			Policy Wording	A number of comments relating to the policy wording were received, including: <ul style="list-style-type: none"> •requesting that the wording is changed in paragraph 9.116 from "Many of the settlements...have experienced flooding..." to add "and the roads between them such as the B1383 between Saffron Walden and Newport" •there should be a reference to the Green and Blue Infrastructure Strategy •a request that the policy should state that all development proposals should seek opportunities to reduce flood risk to existing communities at risk of flooding. •requesting that development sites should not be allocated on or reliant on access from a flood risk area •requesting that the wording be changed in paragraph 9.118 from 'or blocked culverts' to 'drains and blocked culverts', and •requesting more detail on the council's commitment to reduce flood risks to adhere with the NPPF and PPG. 	Noted. Consideration will be given to updating the wording as indicated. The Council does have believe the wording is consistent with the NPPF and NPPG and will continue to engage with the Environment Agency through the Duty to Cooperate to assist the development of the policy and Local Plan.
NDLP603 NDLP699 NDLP1373 NDLP2743 NDLP4075	Stephanie Gill Nigel Wood N/A Paula Griffiths Salacia Ltd	Planning Cambridgeshire County Council			Support for Flood Risk Policy	Broad Support for the flood risk policy whilst highlighting that strategic objective, 1, 2 and 3 should not be diminished. But comment highlighting the need of reference to the NPPF and PPG guidance will be helpful.	The council welcomes the support for this policy and understands how important it is for residents.

Table 16 Core Policy 37: Sustainable Urban Drainage

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4042	MAG London Stansted Airport				Aviation	Stansted Airport Ltd supports Policy 37 on Sustainable Urban Drainage (SuDS) in principle but wish to highlight the importance of considering the potential impact on aviation safety when assessing planning applications that involve sustainable urban drainage systems. Policy 37 should therefore include a further criterion which reflects the need to consider the impact upon aviation.	Noted. The policy will be updated to reflect the comments raised.
NDLP1616	Anglian Water				Policy Wording - Anglian Water	<p>Anglian Water welcome the policy and support the use of SUDS and details of work being carried out by Anglian Water is presented. A number of suggested amendments to the policy are outlined:</p> <ul style="list-style-type: none"> •The policy should be strengthened to require natural flood management measures on strategies sites. •The policy should be framed in a more positive light – all major development will be required to incorporate SUDS for the management of surface water run-off, unless there is clear evidence to demonstrate this would be inappropriate, would lead to significant harm to water quality, flood risk or biodiversity. The use of natural flood management techniques to provide multi-functional benefits for water quality, local amenity, and biodiversity, is supported. Strategic sites should include natural flood management techniques, unless it can be demonstrated to the satisfaction of the decision-maker that it is not feasible. <p>Anglian Water also consider that new development should be located in sustainable and resilient locations to ensure that climate change mitigation and adaptation measures can be successfully attained. Where Anglian Water is identified as the lead Risk Management Authority, they should be contacted as part of the Development Management process.</p>	Noted. Consideration will be given to updating the policy as indicated.
NDLP1467	Environment Agency				Policy Wording - Environment Agency	<p>The Environment Agency are very supportive of the requirement under Core Policy 37 (Draft Local Plan, page 145) that all major development will be required to use sustainable drainage systems (SuDS) for the management of surface run-off. We recommend that a line be added to both policies which states that SuDS and GBI are important for preventing the deterioration of and/or achieving enhancements of the ecological status of WFD designated water bodies and their associate elements.</p> <p>Uttlesford District Council has a legal responsibility under regulation 33 of the WFD. There are many WFD designated water bodies in Uttlesford, including nine surface water bodies and two groundwater bodies within Hertfordshire and North London (see table below). We note that this responsibility is acknowledged in the Uttlesford GBI Strategy (Uttlesford Green and Blue Infrastructure Strategy, page 55). It is therefore important that this responsibility is reflected in Core Policy/ies 37/39.</p> <p>By deploying SuDS effectively throughout the district, Uttlesford District Council can therefore increase the rates of water attenuation and reduce the volumes reaching the sewers.</p> <p>We recommend revision to reflect the following comments about infiltration SUDs: The use of infiltration SUDs is not appropriate on all sites and in all locations. They should not be constructed in contaminated ground and should not be used where infiltration can re-mobilise contaminants already within soils to pollute groundwater. Where peak seasonal groundwater levels are shallow this may constrain the potential for infiltration drainage or the choice of infiltration SUDs due to a requirement to maintain a minimum unsaturated zone thickness beneath the infiltration level. The use of deep infiltration systems such as boreholes is not routinely acceptable. Deep infiltration schemes will only be approved where there are no other feasible disposal options such as</p>	Noted. The Policy and supporting text will be updated accordingly.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						shallow infiltration systems or drainage fields/mounds and where the developer demonstrates no unacceptable pollution risk to groundwater. If approved, they may require an environmental permit. We recommend that the following guidance be referenced: The Environment Agency's Approach to Groundwater Protection, particularly statements G1 and G9 to G13; The CIRIA C753 SUDS Manual; The Susdrain website; and The Sustainable Drainage Systems: Non-Statutory Technical Standards guidance on gov.uk	
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Policy Wording - General Comment	It is agreed that 'All proposals for SuDS should include arrangements for their whole life management and maintenance'. These arrangements should be in the hands of a management company or other suitably qualified undertaking. SuDS should not be offered to town and parish councils to take over as part of the transfer of open space areas. Comment stating that natural flood plains should do their work in the best ability and that building on flood plains acts as a catalyst to further flooding incidence.	Noted. Whilst it is recognised that management of SUDS may be required for the long-term, it may not always be possible for these to be funded on a permanent basis and some longer-term solutions may be required. Uttlesford will ensure that future development will have sufficient Sustainable Urban Drainage solutions in accordance with core policy 37 and further information on management will be added to the supporting text.
NDLP2699	Pascale Muir						
NDLP1517	Natural England				Policy Wording - Natural England	Natural England consider the policy should make reference to the Flood and Water Management Act 2010, which underpins the recommendation that all relevant development should include SUDS. All proposed residential and non-household development should provide a comprehensive flood risk and surface water drainage strategy, which should set out the application will address flood risk. Consideration should be given to the design/ location of GI as this will have a bearing on how well they help to address flood risk.	Noted. The policy will be updated accordingly.
NDLP1491	Thames Water				Policy Wording - Thames Water	Thames Water consider that given the wide range of benefits that SuDS deliver it is considered that the policy should be applicable to all development and not just major development. Such an approach would assist with meeting the Environmental Strategic Objectives of the Local Plan in Table 3.1	Noted. Consideration will be given to updating the policy to reflect the comments.
NDLP351	Mrs Jane Sharp				SUDS Management	Concern is raised where residents are responsible for the management contract of SUDS which is described as unacceptable as the residents have no control over the management of the contract if the work is not completed correctly – which is suggested may be the case. All SUDS should be adopted by an appropriate body. It is suggested that the last paragraph of CP37 is too vague and clearer and stronger guidance is needed relating to the longer-term management of SUDS.	Noted. Further detail on management of SuDS will be added to the supporting text for this policy.
NDLP357	Mrs Margaret Shaw						
NDLP4053	Saffron Walden Town Council						
NDLP2700	Pascale Muir				Support	The use of natural flood management techniques is supported – this allows this natural floodplain to do its work to the best of its ability. Other comment of general support received.	Noted.
NDLP4076	Salacia Ltd						

Table 17 Core Policy 38: The Natural Environment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1617	Anglian Water				Anglian Water - LNRS	Anglian Water consider that the Local Nature Recovery Strategies (LNRS) are of significant importance and should be referenced in policy to guide appropriate mitigation or compensation measures. The LNRS allow for targeted, co-ordinated and collaborative action to address the decline of nature and provide a framework to help realise the multiple benefits which can be achieved through nature-based solutions.	The Essex Local Nature Recovery Strategy is not yet published but reference will be made where appropriate to Nature Recovery Strategies including national strategies

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4055	Saffron Walden Town Council				Appendices	A number of comments relate to the plan appendices and request: <ul style="list-style-type: none"> • The range of important sites and habitats should be listed for easy reference and included within an appendix. • The Hatfield Forest Zone of Influence Map at Appendix 11 should be up to date and states the ZOI distance. • Special Roadside Verges should be added – it is suggested that some are missing. 	Noted. Uttlesford will ensure that this appendix will show the correct, most up to date designations and will list them appropriately.
NDLP4171	Saffron Walden Town Council						
NDLP2675	National Trust						
NDLP3590	Ashdon Neighbourhood Plan Steering						
NDLP1372	N/A	Planning Cambridgeshire County Council			Appendices - Cambridge County Council	It is suggested that any County Wildlife Sites/ Local Geological Sites situated on land adjoining to/ within close proximity to Uttlesford which could be adversely impacted by developments are also included in the Appendices.	Noted. Uttlesford will consider including these sites in the regulation 19 draft as they may be adversely affected.
NDLP3623	Hill Residential Ltd				Developer Contributions	One comment asks for greater information about the level of contribution that will be sought from residential development to fund mitigation relating to Hatfield Forest and what on-site mitigation will be sought.	Noted. Uttlesford will provide further details on the level of contributions for the Hatfield Forest Zone of Influence as shown in appendix 12.
NDLP3140	Stop Easton Park				Hatfield Forest	A number of comments were received relating to Hatfield Forest. These include: <ul style="list-style-type: none"> • Comments from the National Trust, noting the results of the footprint ecology report relating to Hatfield Forest visitor pressure. They note that 75% of the visitors come from the zone of influence. They also note that this survey was done in 2019 and 2022 and that paragraph 2.26 the draft local plan includes a reference to a 2018 study that should be updated to also include reference to the Hatfield Forest NNR Visitor Survey 2022. • The National Trust also support protecting Hatfield Forest from development pressures. Their surveys show the forest is crucial greenspace for the area. They agree with Core Policy 38 requiring mitigation from new developments but believe it should be stronger. They recommend requiring contributions from all new homes within an 11km zone to fund a management strategy which should be outlined in a separate document. • Comments requesting further detail on how the contributions will be sought from the Hatfield Forest Mitigation Strategy. • A comment argues that paragraphs 9.137 and 9.138 of the draft plan fail to mention the accepted solutions for protecting Hatfield Forest, which is to provide alternative facilities. It further argues that Easton Park is the ideal solution, but this is not mentioned in the plan either. Without this crucial information, the comment concludes that these paragraphs lack relevance and credibility. • Another comment suggests that SAMMs alone will not adequately address the pressure on the Forest and that a strategic solution is required which would involve legal agreements, high quality green infrastructure and the provision of new strategic open spaces such as country parks (SANGS). 	Noted. Work is ongoing to develop the strategy for collecting contributions and implementing the mitigation strategy and it is envisaged this will function in a similar way to the RAMs scheme. Additional details will be included in the Reg 19 Version of the Plan.
NDLP2675	National Trust						
NDLP2675	National Trust						
NDLP3133	Stop Easton Park						
NDLP2685	National Trust						
NDLP2675	National Trust						
NDLP493	Alex Templet				Hedgerows - Use of Plastic	A comment suggesting that plastic tubing in hedgerows can lead to an issue of litter accumulation as they are not collected once the hedgerow out-grows them. The comment suggests that using biodegradable tubing for the replanting project would be preferable.	Noted.
NDLP1511	Natural England				Natural England - Policy Wording	Natural England welcome the inclusion of a section in the draft local plan on addressing the issues around visitor pressure on Hatfield Forest SSSI/NNR, they note that they are continuing to work with the LPA. They particularly focus on larger developments need to provide substantial greenspace in addition to contributing to the Strategic Access Management and Monitoring (SAMM) project. They also ask that	In Core Policy 38: The Natural Environment it states that all new development must protect priority and that all development resulting to the deterioration of irreplaceable habitats will be refused. UDC also note where the Priority Habitats are mapped. Uttlesford note that larger developments need to deliver the greenspace necessary in

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						development should avoid adverse effects on designated sites under paragraph 175 and 179 of the NPPF. Also stating where Natural England Priority Habitats are mapped.	addition to contributing to the SAMM project and will continue to work with stakeholders to develop the Hatfield Forest Visitor Mitigation Strategy.
NDLP718	Kim Crow				Policy Wording	A number of comments relate to the policy wording and these include: <ul style="list-style-type: none"> Disagrees with the concept of compensation being offered to ensure that developers don't avoid the need to provide mitigation Questioning use of the word 'should' It is suggested that the list of designated sites, habitats and species numbered i to iv contained within this policy does not appear to relate to any of the policy wording as drafted It is suggested that the reporting and mitigation measures included in this policy should be split into separate component parts as it is 'hard to follow' Chalk streams and traditional orchards should be added to the list of sites that require an ecological survey and impact assessment. 	Noted. The policy will be reviewed to consider if any clarification is needed. However, to be compliant with the NPPF the policy would need to include the option to provide compensation, but this would only be a last resort unless ecological harm could be avoided or mitigated. Traditional orchards and chalk streams fall under a priority habitat as designated by Natural England, therefore they fall under the list in paragraph 9.135.
NDLP719	Kim Crow						
NDLP4077	Salacia Ltd						
NDLP788	Richard Pavitt						
NDLP2744	Paula Griffiths						
NDLP3796	Mr Neil Reeve						
NDLP2278	Mulberry House Farms LLP						
NDLP1463	Environment Agency				Policy Wording - Environment Agency	The Environment Agency suggest that the wording 'with a view to protecting and where appropriate enhancing water dependent habitats' should be changed to 'with a view to protecting and should enhance water dependent habitats'. They also request that this section makes reference to specific protected species legislation – specifically the Natural Environment and Rural Communities (NERC) Act 2006 (habitats and species of principal importance in England). This includes a list of 56 habitats and 943 species identified as priorities.	Noted. Uttlesford will consider making this wording change in the Regulation 19 plan.
NDLP2675	National Trust				Preparation of Strategic Access Management and Monitoring (SAMMs) strategy	Comment from Natural England informing about the preparation of a Strategic Access Management and Monitoring (SAMMs) strategy	Noted. Uttlesford will continue to work with relevant parties to develop this strategy.
NDLP1807	Stansted MF Parish Council				Protection of Trees	Comment requesting stronger protection of existing trees.	The council has policy protecting existing veteran and ancient trees, Uttlesford will ensure that development proposals are compliant with NPPF paragraph 136.
NDLP788	Richard Pavitt				RAMS Zone of Influence	Comment stating that there has been discussions about removing Uttlesford from the Essex RAMS for a 'useful policy tidy-up'.	Noted, there are currently no plans to remove this designation from Uttlesford
NDLP3586	Ashdon Neighbourhood Plan Steering				Support	Comment requesting that the policy will be implemented.	Noted, Uttlesford will be able to implement these policies once the plan is adopted and will ensure that they are implemented in planning decisions moving forward.

Table 18 Core Policy 39: Green and Blue Infrastructure

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2143	Mr David Kent				Environmental protection	The rep is concerned with the climate emergency and protecting the environment in the context of Uttlesford in regard its proximity to London, clearly delineated villages and chalk streams, which they believe have not been recognised. Planning measures proposed are generic to any settlement. Isolated developments block green routes for wildlife and begin urban spread along already congested roads. The opportunity to transition to net zero has been missed.	The Plan includes a policy on Watercourses and overall the spatial strategy and Plan objectives do seek to achieve a sustainable pattern of development to response to the climate emergency and protect the natural environment and rural nature of Uttlesford. This is demonstrated by placing proposed growth in existing settlements and through the development of the GBI Strategy identifying measures that will assist in protecting and enhancing the natural environment. Individual place chapters and site allocations bring the individual specific aspects to each settlement, such as site requirements for green space, woodland planting and consideration of nature areas, combined with the requirement to achieve 20% biodiversity net gain. The GBI Strategy is an overarching strategy that identifies habitat types and opportunities. Further work beyond the scope of the Local Plan is likely to be needed, perhaps through a Supplementary Planning Document. There are other policies in the Plan (including 5 covering energy) that look at green space, sustainable transport, biodiversity etc., all of which contribute to climate change mitigation and adaptation.
NDLP3377	Gladman				General comment	One respondent highlights that the acronym GBIS is not explained when it is first introduced, which should be easily amended and another highlights that proposals they have put forward can meet this policy by taking a landscape led approach.	Comments are noted and the acronym issue will be revised for the Reg 19 version of the Plan.
NDLP789	Richard Pavitt						
NDLP2898	Martyn Everett				Landscape	Audley park and the Cam Valley should be established as a 'living landscape area" with improved access and nature study facilities, and given protected status.	Uttlesford is supporting development of the Catchment Based Approach (CaBA) for the Cam Valley which will include supporting riparian and transitional habitats. This will be integrated into the GI Strategy and Plan.
NDLP1618	Anglian Water				Multifunctional GI	Three responses support and agree with the policy in connection with multi-functional benefits of GI, including Anglian Water (who also agree with the ongoing maintenance aspect), ECC and Cambridgeshire County Council.	Support for the policy on multi-functionality is noted. Anglian Water comment is noted. SuDS and LNRS are referred to policy. ECC and Cambridgeshire comments are noted and will be considered in the revision of the Reg 19 version of the Plan.
NDLP1831	Essex County Council					Anglian Water comments that the integration of SuDS and wider contribution to the Uttlesford Green and Blue Infrastructure Strategy and the LRNS will provide evidence for priority areas for nature recovery. ECC highlights how 'multifunctional GI' can assist in delivering other strategic objectives e.g. climate change, promoting active travel and enhancing mental and physical health, and biodiversity net gain. Cambridgeshire County Council recognise the benefits for surface water management.	
NDLP1374	N/A	Planning Cambridgeshire County Council					
NDLP1465	Environment Agency				Policy - Supporting text	The Environment Agency recommend that Stakeholder Engagement with the angling community is improved when development is adjacent to a river or existing large lake that already supports angling interests, as they are vital to the upkeep of GBI.	The inclusion of the angling community in consultations will be added to internal processes wherever possible and necessary.
NDLP1384	Historic England	Historic Environment Planning Adviser, East of England Historic England			Policy wording	Overall, there is broad support for the green and blue infrastructure policy, including from Historic England, the Environment Agency, MAG, Natural England and Sport England, however respondents make comments and suggestions on how it could be improved or revised. These include the following: Historic England suggests referring to the function that Green Infrastructure can have in enhancing and conserving the historic environment. Green Infrastructure can be used to improve the setting of heritage assets and improve access. Likewise, heritage assets can help	Support is welcomed. This is recognised as an important part of the landscape and asset to place making. SuDS are referenced in policy and their multi-functional benefits, however this could be expanded to include flood prevention and water quality and will be considered in future iterations of the policy. Biodiversity, BNG and LNRS is referred to the draft policy but the recommended text will be reviewed as part of the final draft of the plan for Reg 19. The Reg 19 Plan will be accompanied by a policies map. Green belt is
NDLP1476							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1520	Environment Agency					<p>contribute to the quality of green spaces by helping to create a sense of place and tangible links with history.</p> <p>The Environment Agency recommend that a line be added to the policy which states that SuDS and GBI is important for preventing the deterioration of and/or achieving enhancements of the ecological status of WFD designated water bodies and their associate elements. They set out the names of the water bodies covered by the WFD regulations affecting Uttlesford. They note that the GI Strategy acknowledges the responsibility the Council has to mitigate surface run-off for the ecological status of water bodies etc. and therefore, recommends this is reflected in policy. The EA provides a table with the Water Body Operational Catchment Overall Ecological Status. They highlight five surface water bodies negatively impacted by water industry sewage discharge and one driver for increased sewage discharges to be from increased inputs from surface water.</p> <p>Natural England suggest strengthening the policy wording so that it reads 'All proposals for green and blue infrastructure should be checked-against, delivered in line with, the design checklist in the Uttlesford Green and Blue Infrastructure Strategy and relevant sections of the Uttlesford's Design Code, together with Biodiversity Net Gain Guidance, the Council's Open Space Strategy and the LNRS.'</p> <p>Another representation suggests to ensure the policy is effective, it should be clarified that it is green and blue infrastructure as defined on the policy map.</p> <p>One response argues that appropriate development, in the green belt, where very special circumstances exist, can enhance the GBI network of the Green Belt. Features such as SuDS or habitat creation, which will enhance the GBI in the Green Belt can be funded through development and therefore reflected in the Plan. Examples at Little Hallingbury and Leaden Roding are offered such as multipurpose SuDS, public open space, and permeable surfaces.</p> <p>Another rep suggests that GI should be extended to 'all' development. For example, plans for one or two houses, because small-scale developments can lead to hedgerow (and other natural asset) loss and require protection too. Furthermore, in sub vii) include in the concept 'connectivity' for 'wildlife corridors' as human connectivity. Essential to link spaces used by flora and fauna and finally, add CIL to secure through S106 (second last para).</p> <p>MAG London Stansted Airport - Highlight that there is a requirement to safeguard aviation safety when considering any proposal that may attract birds as this could lead to an increase in bird-strike risk. Such proposals include areas of landscaping and the creation or modification of water bodies. Aviation safety must therefore be addressed in the determination of planning applications for such schemes and the Safeguarding Authority for Stansted Airport would need to be consulted as a statutory consultee in accordance with the legislative provisions set out in Circular 1 /2003 - Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas. Proposals that adversely impact on aircraft safety should not be supported. Policy 39 should therefore include the need to consider the impact upon aviation and cross refers to the standalone airport safeguarding policy proposed.</p> <p>A response points out that the need for stewardship arrangements for not less than 30 years to cover maintenance, management, and funding arrangements as covered in the GI Strategy are not defined in policy and should be included. They suggest securing this by condition, as opposed to being submitted for approval as part of a planning application.</p>	<p>also covered in the policy. Appropriate development in the GB is covered under a separate policy. The policy does refer to All development but also major development, clarification is needed and consideration will be given to this for the Reg 19 version of the Plan. Connectivity is referred to for all, including people and wildlife within policy, no change needed. Simplification may be considered. Aviation safety in the development of GI in the vicinity of the airport will need to be added to the policy and in the GI Strategy proposals. The use of conditions does not need to be specified in policy as this is general planning practice. S106 contributions are referred to in policy as the main mechanism for funding and securing legal agreements. Consideration for the inclusion of protected lanes, green zones, and a protected verges policy will be crossed checked with the plan as a whole for check for its necessity as they may be covered by other proposed policies. Individual planning applications will have to comply with a range of legislation therefore there is no need to mention the hedgerow regs 1997 as amended on its own as this will be referred to along with other legislation as part of any planning application process and is not necessary as part of plan making. These will be checked against the Council's Playing Pitch Strategy and other updated leisure evidence to inform green infrastructure and the Plan as a whole and therefore a coordinated approach will be achieved.</p>
NDLP2451	Natural England						
NDLP3120	Anchor						
NDLP3797	Higgins Group						
NDLP4043	Mr Neil Reeve						
NDLP4078	MAG London Stansted Airport	Planning Manager Sport England					
NDLP237	Salacia Ltd						
NDLP332	Mr Roy Warren						
	Mr Neil Hargreaves						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>One respondent wants the policy/plan to include protected lanes, green zones, and a protected verges policy. Also reference to the Hedgerow Regulations 1997 under which it is unlawful to remove or destroy certain hedgerows without permission from the LPA.</p> <p>Sport England - request that the policy is amended to require proposals for green and blue infrastructure to be checked against the Council's Playing Pitch Strategy as well as the other documents referenced given that playing pitches and other outdoor sports facilities form part of green infrastructure and therefore a coordinated approach is required.</p>	
NDLP2451	Anchor				Viability	<p>The policy requires major developments to be accompanied by an "acceptable GBI plan" including stewardship for not less than 30 years and an endowment sum to be provided. These additional costs have not been factored into the Viability Assessment and the policy is therefore not justified. The effectiveness of the policy is also questioned in relation to development typologies.</p>	Comments are noted. The Reg 19 Plan will have a revised viability assessment and IDP to accompany it where these issues will be addressed.

Table 19 Core Policy 40: Biodiversity

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1619	Anglian Water				Anglian Water - Policy Wording	<p>Anglian Water - Supports the policy requirements for biodiversity net gain (BNG), and the links to the Green and Blue Infrastructure Strategy and emerging LNRS to guide any offsite requirements to ensure opportunities for priority areas for nature recovery can be realised. They have a long-term ambition to work with others to achieve significant improvements in ecological quality of catchments, beyond their 10% BNG commitment in their capital projects during AMP7 (from 2020).</p>	Noted. Support Welcome
NDLP4044	MAG London Stansted Airport				Aviation safety	<p>MAG seeks a requirement to safeguard aviation activity when considering biodiversity, because any proposal that may attract birds could lead to an increase in bird-strike risk.</p> <p>Including areas of new landscaping and the creation or modification of water bodies.</p> <p>Where a development is located within the bird strike consultation area of an Officially Safeguarded Aerodrome (a 73km circle depicted on a safeguarding map), the local planning authority should consult the relevant aerodrome operator.</p> <p>Bird strikes pose a serious threat to aviation safety and any significant on-site enhancement that may increase the risk will be regarded as inappropriate by the CAA and aerodrome operators.</p> <p>Where enhancements are being proposed which may include features likely to attract water fowl and other birds within safeguarding areas the applicant is encouraged to engage with the Secretary of State for Defence (where this may affect a military aerodrome), the relevant aerodrome operator, and the local planning authority to understand the safeguarding considerations for their development before submitting the planning application. This is to ensure that any issue can be addressed in the design and detail of the proposed development.</p>	The Council note MAGs comments on bird strikes and the risk to aviation and these will be taken into consideration when amending the Reg 19 version of the Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3445 NDLP2264 NDLP3121 NDLP3261 NDLP4079 NDLP4165 NDLP982 NDLP1010 NDLP4044 NDLP60 NDLP352 NDLP3624	Bloor Homes (Eastern) Landsec Higgins Group Weston Homes Plc Salacia Ltd Threadneedle Curtis Limited Mary Powe Daniel Jones MAG London Stansted Airport Mr Neil Reeve Mrs Jane Sharp Hill Residential Ltd	Director Richstone Procurement Limited Director Silverley Properties Ltd	Mary Power Sophie Pain		BNG	"A number of general comments were received concerning BNG provision. These include: <ul style="list-style-type: none"> Relating to the Plan seeking 20% BNG rather than 10% as set out in national policy. Some reps supported this, including the EA and Natural England and others objected. One representation referred to the Government's opinion that 10% strikes the right balance between the ambition for development and reversing environmental decline. MAG London Stansted Airport - the percentage increase would need to be evidenced including the local need and opportunities for a higher percentage; viability for development; and policy implementation. As with others above, most additional reps contest the delivery of BNG at 20%, as it's over the minimum requirement of 10%, and is not evidenced or justified. One rep suggesting the evidence base is out of date and another noting that it did not account for the Metric 4 that BNG calculations are now required to be assessed against. One rep highlights the need to consider the Plan as a whole. Collectively the policies place an unnecessary burden on sites that will impact on viability. Another rep suggests that the BNG proposal will affect the developable area of sites. One comment suggests that the Council should set out where 20% is not deliverable that it will seek to negotiate the level that can be provided over the 10% minimum required by the Environment Act 2021. Another comment suggested that offsite biodiversity mitigation is nonsensical and that it would be impossible to move habitats. "	Mandatory Biodiversity Net Gain came into effect on 12th February 2024. Dates of mandatory BNG introduction will be updated. From that point, most developments will need to demonstrate a 10% biodiversity enhancement for all watercourses, terrestrial habitats and hedgerows, legally secured for a minimum period of 30 years. This agreement will include who is responsible for what. 10% BNG is the point at which biodiversity enhancements become meaningful at a landscape scale. Local authorities are encouraged to require more than 10% where strong evidence of need through past habitat and species losses and of feasibility is provided. UDC is currently collating evidence to support the requirement of 20% Biodiversity Net Gain and has considered the issues raised by Natural England. Biodiversity Net Gain will again be required for watercourses, hedgerows and other terrestrial habitats. These measures, in addition to the emerging Essex Local Nature Recovery Strategy, will ensure that biodiversity enhancements bring meaningful enhancement. A Biodiversity Net Gain Supplementary Planning Document will be published in due course. The existing developer contributions SPD will be reviewed once the Plan is adopted. The Plan will be supported by an Infrastructure Delivery Plan and a Viability Assessment at Reg 19 that will consider the cumulative requirements of the Plan on development in the district to ensure deliverability and viability. BNG and the developable area on proposed allocations will be negotiated on a site-by-site basis. However, a masterplan approach is provided which takes site characteristics into consideration. One way to remedy the smaller or larger land taken for housing to accommodate BNG is to have higher density development, which is still in context with local character. The Uttlesford Design Code will be published with more detail. This will ensure that housing needs and BNG requirements can be achieved whilst making best use of land. Offsite biodiversity mitigation does not refer to moving wildlife habitats from one site to another, although this is possible, at great cost and as a last resort. Off-site biodiversity is a term in planning used to refer to where developers will make financial contributions to enable projects to be undertaken off a development site in the interests of BNG. This would be in addition to any green space requirements that are needed on site as part of development proposals.
NDLP3727	CH Gosling 1965 Settlement				BNG - Land available	Response draws attention to the extent of available land within the ownership of The Trustees of the CH Gosling 1965 Settlement and that development of the site the subject of these representations could be accompanied by suitable proposals for onsite biodiversity net gain.	Comments are noted. The Council may do further engagement on green sites for off-site BNG in the future.
NDLP4044 NDLP3099	MAG London Stansted Airport				BNG - viability	A number of comments raised issues relating to viability and deliverability of the BNG proposed policy. These included: <ul style="list-style-type: none"> the lack of justification for going above national policy requirements. lack of consideration in viability proposals for non-residential development including for employment proposals. 	Comments are noted. Mandatory Biodiversity Net Gain came into effect on 12th February 2024. From that point, most developments will need to demonstrate a 10% biodiversity enhancement for all watercourses, terrestrial habitats and hedgerows, legally secured for a minimum

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP612	Ropemaker Properties Limited	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles			<ul style="list-style-type: none"> Some comments suggest the Council has underestimated the cost of delivering 20 % BNG. The assumption that 20 % BNG relates to 2.86 % of the build cost is questioned. It is suggested that the BNG policy could threaten the Councils affordable housing policy. several other comments supported the policy. 	<p>period of 30 years. 10% BNG is the point at which biodiversity enhancements become meaningful at a landscape scale. Local authorities are encouraged to require more than 10% where strong evidence of need through past habitat and species losses and of feasibility is provided. UDC is currently collating evidence to support the requirement of 20% Biodiversity Net Gain. Biodiversity Net Gain will again be required for watercourses, hedgerows and other terrestrial habitats. These measures, in addition to the emerging Essex Local Nature Recovery Strategy, will ensure that biodiversity enhancements bring meaningful enhancement. A Biodiversity Net Gain Supplementary Planning Document will be published in due course.</p> <p>A viability assessment will be updated for the Reg 19 Plan and comments are noted that relate to viability issues for the plan and BNG, such as the inclusion of non-residential uses, the impact on developable areas of land; the cost of greenfield v brownfield BNG delivery and affordable housing; comparisons with extra care homes, affordable housing and sheltered accommodation; and concerns about other infrastructure provision requirements if BNG is a requirement, other services may be threatened such as affordable housing. The Reg 19 Plan will be accompanied with further evidence to justify the 20% BNG requirement and individual site masterplan work has been undertaken to justify the requirements on each proposed strategic allocation. These will be viability tested through the Viability assessment too. The Plan is accompanied by an employment evidence base, and all forms of development will be required to provide BNG.</p>
NDLP2452	Natasha Styles						
NDLP3378	Anchor						
NDLP4079	Gladman						
NDLP3095	Salacia Ltd						
NDLP1624	Segro						
NDLP3832	Chelsteen Developments Limited						
NDLP3946	Hillrise Homes Limited						
NDLP3149	Michael and Sarah Tee						
NDLP4099	Smith Bros S Payne						
NDLP1464	Environment Agency				EA - BNG	Biodiversity Net Gain The reference on page 153 to BNG becoming live in November 2023 needs to be updated to January 2024 based on the recent date change. We are pleased to see an ambitious target of 20% for Biodiversity net gain.	Noted. A correction will be made as indicated.
NDLP1464	Environment Agency				EA - Environment	Environment Agency - No specific mention of the importance of using native species with local providence in planting schedules, which is important for restoration to ensure the local, native ecosystem that is restored is in keeping with its surroundings.	Noted. A correction will be made as indicated.
NDLP2958	Mike Tayler				Environment	<p>A number of general comments were received relating to environmental matters. These included:</p> <ul style="list-style-type: none"> One comment suggested that the maps (Fig 7.2) were confusing and vague regarding the proposed school site, existing green spaces and corridors, proposed link roads and questioned whether green sites had been proposed through the call for sites citing Chalky Meadow. They highlight a well-used green corridor from Copthall Lane, to Walnut Tree Meadow which has now rewilded with significant biodiversity developing; Welly Boot Wood owned by the Parish Council and further woods and open farmland. One representative believes it is a grand idea to protect and enhance 	<p>Comments noted.</p> <p>The maps will be updated for inclusion in the Reg 19 Plan, along with reference to native species being added to the policy.</p> <p>Given the rural nature of Uttlesford, it is impossible to meet the identified housing need without some incursion onto agricultural land, but the Spatial Strategy has sought to support as sustainable pattern of development as possible. Mandatory Biodiversity Net Gain came into effect on 12th February 2024. From that point, most developments will need to demonstrate a 10% biodiversity enhancement for</p>
NDLP1765	Robert Bass						
NDLP350	Kelly Osborne						
NDLP1159	Richard Hughes						
NDLP2299							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2509 NDLP1107 NDLP2041	Deborah Bryce Widdington Parish Council Kim Crow Douglas Kent					<p>biodiversity, however some areas will suffer because of the proposed development of housing, much of which will be on prime agricultural land, particularly in areas around Thaxted, Great Dunmow and Newport.</p> <ul style="list-style-type: none"> • One rep is concerned about the decline in biodiversity in the local natural environment in more general terms and others refer to the importance of protecting Chalk Streams. • One comment refers to the UN Convention on Biological Diversity dedicated to promoting sustainable development. It highlights that they talk about this being more than plants and animals and their ecosystems and that its about '... food security, medicines, fresh air and water, shelter, and a clean and healthy environment in which to live.' • One rep is concerned that UK Priority Habitat i.e. "biodiversity action plan sites" such as ponds, woods, orchards, brownfield sites, hedgerows, meadows, are excluded from the habitat survey. They state/claim that 75% of all habitats have been lost in the last 30 years. Priority Habitats need to be recognised in policy. • Another rep highlights that Meadows are one of the rarest habitats in the UK, with 97% being lost in Britain since World War II according to English Heritage. https://www.english-heritage.org.uk/learn/conservation/gardens-and-landscapes/meadowconservation/ 	<p>all watercourses, terrestrial habitats and hedgerows, legally secured for a minimum period of 30 years. This agreement will include who is responsible for what. 10% BNG is the point at which biodiversity enhancements become meaningful at a landscape scale. Local authorities are encouraged to require more than 10% where strong evidence of need through past habitat and species losses and of feasibility is provided. UDC is currently collating evidence to support the requirement of 20% Biodiversity Net Gain and has considered the issues raised by Natural England. Biodiversity Net Gain will again be required for watercourses, hedgerows and other terrestrial habitats. These measures, in addition to the emerging Essex Local Nature Recovery Strategy, will ensure that biodiversity enhancements bring meaningful enhancement. A Biodiversity Net Gain Supplementary Planning Document will be published in due course.</p> <p>UK priority habitats have been included in the evidence base in preparing the Local Plan. All habitats and species are covered in the policy regarding their protection and enhancement. Meadows are not specifically mentioned as the policy seeks to cover ALL habitats and species. However, the supporting text could be enhanced to include both priority habitats and wildflower meadows as these are of particular importance in Uttlesford.</p>
NDLP2278 NDLP3849	Mulberry House Farms LLP Rosconn Strategic Land Limited				General comment	<p>Some general comments were received on biodiversity. These were:</p> <p>In paragraph 9.144 of the draft Local Plan (last sentence), a word might be missing, should it read as follows: New homes should include bat, swift and bird boxes integrated into the fabric of the building, green roofs and walls as appropriate, insect pollinator planting and hedgehog permeable fencing as well as making provision for protected species such as badgers' pathways and both terrestrial and aquatic habitats for great crested newts.</p> <p>Two reps appear to be referring to potentially live planning applications and therefore these will need to comply with the Environment Act minimum statutory requirement by delivering at least 10% net gain in biodiversity. This emerging policy expectation of 20% BNG should not be triggered provided a future scheme is implemented in substantial accordance with any Outline Consent.</p>	<p>Comments are noted and will be considered in the review of the Plan for Reg 19.</p>
NDLP2008	Home Builders Federation				HBF - BNG	<ul style="list-style-type: none"> • Home Builders Federation – echoed comments from MAG – they do not consider the requirement to be sound. Citing the need for it to be justified and when considered in combination with other policies the impact on the deliverability of the local plan. They acknowledged the policy had been assessed in the Viability Assessment but no evidence for the additional 10% net gain in biodiversity in Uttlesford and therefore is unsound. 	<p>Comments are noted and will be considered in the review of the Plan for Reg 19.</p>
NDLP1522	Natural England				Natural England - BNG	<p>Natural England welcomes the inclusion of a specific policy on BNG and notes the District's ambition for a 20% target. Any target above the mandatory minimum should be achievable and evidence based. The Local Authority may need to undertake additional work to justify this higher target at examination. This is likely to include evidence regarding the local ecological need for higher targets, the available supply and demand of biodiversity units in the district and the financial impact to developers.</p>	<p>Noted. Support Welcome. The Council will continue to work with NE and other stakeholders to develop further evidence and refine the policies for inclusion in the Reg 19 Plan.</p>

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						The Plan's approach to BNG should be compliant with the mitigation hierarchy, as outlined in paragraph 175 of the NPPF. Policies and decisions should first consider options to avoid adverse impacts on biodiversity from occurring. When avoidance is not possible impacts should be mitigated and finally, if there is no alternative, compensation provided for any remaining impacts. Biodiversity net gain should be additional to any habitat creation required to mitigate or compensate for impacts. Losses and deterioration of irreplaceable habitats (e.g. ancient woodland) cannot be accounted for using the BNG metric and would require bespoke compensation. An initial list of irreplaceable habitats has been published ahead of a further consultation expected in 2024: Irreplaceable habitats and BNG .	
NDLP1522	Natural England				NE - General Comment	In paragraph 9.144 of the draft Local Plan (last sentence), there appears to be a word missing as follows (shown in bold): New homes should include bat, swift and bird boxes integrated into the fabric of the building, green roofs and walls as appropriate, insect pollinator planting and hedgehog permeable fencing as well as making provision for protected species such as badgers' pathways and both terrestrial and aquatic habitats for great crested newts.	Comments are noted and will be considered in the review of the Plan for Reg 19. This may be referring to a live application and if so is not applicable to the Local Plan.
NDLP1522	Natural England				NE - Policy Wording	Local Authorities should use existing strategies and baseline information to inform these areas of "strategic significance" and it is recommended that this is given further consideration during the next iteration of the Local Plan. The national Nature Recovery Network has been developed by Natural England to inform the Local Nature Recovery Strategies that are currently being developed to support the delivery of BNG in January 2023 and the recovery of biodiversity in line with commitments in the Environment Act 2021 Land for inclusion within the Nature Recovery Network is currently being identified by the Essex Local Nature Partnership to reconnect fragmented habitats. Future iterations of the draft Uttlesford Local Plan should take account of the Greater Essex Local Nature Recovery Strategy (LNRS) and seek to avoid including development allocations that would further fragment existing habitats of biodiversity value, such as Ancient Woodland or species rich grassland. We would suggest amending the final paragraph of Core Policy 40 as follows (changes in bold). Where the required delivery of biodiversity net gain is not possible on site, gain should be delivered as close as possible on projects identified in the Green and Blue Infrastructure Strategy or as identified in the County's emerging Nature Recovery Network Local Nature Recovery Strategy. References in the draft Local Plan to the Essex Biodiversity Project should be removed, as this project is no longer live. In paragraph 9.144 of the draft Local Plan (last sentence), there appears to be a word missing as follows (shown in bold): New homes should include bat, swift and bird boxes integrated into the fabric of the building, green roofs and walls as appropriate, insect pollinator planting and hedgehog permeable fencing as well as making provision for protected species such as badgers' pathways and both terrestrial and aquatic habitats for great crested newts.	Noted. Support Welcome. The Council will continue to work with NE and other stakeholders to develop further evidence and refine the policies for inclusion in the Reg 19 Plan.
NDLP4044 NDLP2644	MAG London Stansted Airport Greater Cambridge Shared	Planning Policy Manager Greater Cambridge Shared			Policy wording	A number of comments were received relating to the policy wording. These include: • MAG London Stansted Airport - Planning applications will need to provide sufficient detail of habitat enhancements to enable proper consideration of the impact on aviation safety and the Safeguarding Authority for Stansted Airport needs to be consulted as a statutory consultee. The policy should be amended to include consideration of the impact upon aviation and cross refer to the standalone airport safeguarding policy also proposed in our reps.	Comments noted. Key stakeholders will continue to be consulted and engaged as part of the process to develop the next stage (Reg 19) version of the Plan. The policy will be amended to reflect aviation safety and or cross reference to other applicable policies in the Plan. The Plan has a monitoring framework and BNG will be a required element of this under the Environment Act. The Council is also working closely with Essex County Council on its LNRS and developing its own GBI Strategy. Areas of

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2686	Planning Service	Planning Service				<ul style="list-style-type: none"> • Anglian Water - Supports the policy requirements for biodiversity net gain (BNG), and the links to the Green and Blue Infrastructure Strategy and emerging LNRS to guide any offsite requirements to ensure opportunities for priority areas for nature recovery can be realised. • Home Builders Federation – Comment that if 20% BNG requirement is retained the council need to set out that where 20% is not deliverable it will seek to negotiate the level that can be provided over the 10% minimum as required by the Environment Act 2021. recommend amending policy wording as follows: "...measured using the latest metric required by DEFRA". In the same paragraph as 20% BNG they highlight reference to creating sites of greater biodiversity or geological value is made. BNG refer to habitats and therefore no need to improve geological value and therefore question its relevance in this paragraph and recommend reference to geological value in this sentence is removed. • Suggesting that more detail is required to ensure that installed bird boxes are long-lasting, low maintenance, and relevant to the local area and target species, and an appropriate number and location. • Highlighting a potential conflict with the provision under CORE POLICY 35 for a 15m minimum protection zone alongside chalk streams. Where this biodiversity policy seeks in 10m minimum buffer zones alongside wetlands and watercourses. They suggest a standard 15m buffer as all wetlands / watercourses need special protection. • Three comments suggest that to ensure the Plan is future proof it is recommended that the referencing of specific metrics in policy be avoided. Rather than state "metric 3.1 or successor" it would be more appropriate to state "latest metric required by DEFRA" to avoid confusion. • Some respondents made comments in relation to bat, bird and bee bricks and general environmental improvements of planning application schemes. They suggest that a minimum standard for all development should be set. • Other reps raise concerns about / are against the requirement for 20% BNG (exceeding national policy, guidance for min 10%). One highlighting issues for off-site biodiversity provision, that there should be policy exemptions; three suggesting that 20% should be expressed as an aspiration in policy, one adding that it will be a beneficial material consideration in the overall planning balance; one stating the level of information required at each stage of the process (application, prior to commencement etc.) should reflect, and not exceed, national guidance. • Some reps refer to the 30-year maintenance period, one noting that it would be onerous. One comment referring to, the policy should refer to 'who' is carrying out the maintenance 	<p>strategic significance should be identified in these and if not will be considered for the Reg 19 version of the Plan. Reference to the Essex Biodiversity Project will be removed.</p> <p>Reg 18 draft Plan supporting text includes reference to swift boxes and other species. The policy refers to species and habitats. This ensures that all types of species are covered in applications, not just birds, bees and bats. The Plan should be read as a whole and other policies in the Plan will need to be complied with when any scheme is submitted to the Council for consideration.</p> <p>The standardization of buffers along watercourses will be considered along with lighting requirements in design standards for habitat areas and species. This may be best under another policy in the Plan.</p> <p>The Council will check the use of the Metric with Natural England, as necessary, and amend the policy where appropriate.</p>
NDLP801	National Trust						
NDLP790							
NDLP3445	Mike Priaulx						
NDLP1586	Richard Pavitt						
NDLP2008	Bloor Homes (Eastern)						
NDLP2452	David Perry						
NDLP3121	Home Builders Federation						
NDLP3347							
NDLP3624	Anchor						
NDLP4079	Higgins Group						
NDLP4165	Welbeck Strategic Land						
NDLP454	Hill Residential Ltd	Planning Director Durkan Homes					
NDLP936	Salacia Ltd						
NDLP4173	Threadneedle Curtis Limited						
NDLP2510	Kim Rickards						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2511	Catesby Estates Ltd (Stacey Rawlings)						
NDLP95							
NDLP3095	Saffron Walden Town Council						
NDLP1624							
NDLP3832	Widdington Parish Council						
NDLP3946	Widdington Parish Council						
NDLP4099	Graham Knight						
Page 278	Segro						
	Chelsteen Developments Limited						
	Hillrise Homes Limited						
	Michael and Sarah Tee						
	S Payne						

Table 20 Core Policy 41: Landscape Character

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1146	Harriet Burrow				Ashdon NP landscape evidence and allocation	Comments suggesting that the plan does not consider the landscape of Ashdon properly and that the highly sensitive landscape of Ashdon is not considered when allocating housing there.	Noted. The Reg 18 Local Plan doesn't allocate any sites at Ashdon but identifies a housing requirement based. Any allocations would be subject to a site selection process that would need to consider appropriate constraints. However, the Settlement Hierarchy is being reviewed and so may lead to revisions.
NDLP3587	Ashdon Neighbourhood Plan Steering						
NDLP1192							

NDLP1198	Ashdon Parish Council Ashdon Parish Council						
NDLP3676 NDLP604	Newport Parish Council Stephanie Gill				Broad Support for Landscape Character policy	Newport Parish Council support the statement that "The open nature of the landscape and the higher areas are particularly sensitive to change. Other comments provide broad support for the policy, also states that S02, S03, & S05 each must be not be diminished.	Noted. Support welcome.
NDLP1539	Chrishall Parish Council				Chrishall evidence inclusion	Comment suggesting that Uttlesford should consider evidence regarding Chrishall's special landscape value.	Noted. As a Smaller Village, there is no development proposed at Chrishall other than limited infill development, subject to other relevant Development Policies being adequately met.
NDLP3348 NDLP756	Welbeck Strategic Land Virginia Barlow				Coalescence	Comment suggesting that coalescence is not a landscape consideration and should be omitted from core policy 41.	The Council are content that Coalescence relates, at least in part, to landscape impact as development could lead to coalescence could impact the landscape, character, separate identifies of settlements etc.
NDLP2347 NDLP2559	Richard Haynes Geoff Bagnall				Comprehensive NP evidence.	Comment suggesting that evidence used in Neighbourhood Planning is more comprehensive than the one used in the regulation 18 plan, and therefore does not address comprehensively the question of view sensitivity	The Local Plan needs to address 'strategic' matters that affect the district as a whole and any evidence should be fit for this purpose, but it should also be consistent. Neighbourhood Planning evidence may sometimes be helpful to inform a Local Plan process but will often be prepared with a different purpose in mind. Any allocations to come forward at the Larger Villages can be taken forward by Neighbourhood Plan processes with the Parishes leading, if they wish to, and on that basis the evidence would be the responsibility of the parish.
NDLP1525	Natural England				Cross reference of GI policies to the LCA	Comment requesting that the LCA should be referenced across the GI policies to ensure that planning GI will recognise the intrinsic character and beauty of the wider countryside.	Noted. Cross Reference to be added in Reg 19 version of Plan.
NDLP1385	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historical Factors	Comment highlighting that the policy should be expanded to consider the significance of historical landscapes in regard to the role in understanding the landscape. The comment also states that , many tracks, green lanes, field boundaries and settlement patterns are remnants of past use and provide evidence of how the landscape has evolved over time.	Noted. The Local Plan Landscape Evidence does consider the historical value of landscape, but this matter will be considered for possible inclusion in the policy.
NDLP2347 NDLP2559 NDLP1525 NDLP941	Richard Haynes Geoff Bagnall Natural England Sarah Brewin				Locally Valued Landscapes	Uttlesford should consider if there are any locally valued landscapes. In accordance with NPPF paragraph 174(a). Local designations could be used for this.	Noted. It is not considered that there are any landscapes that meet the NPPF paragraph 174 criteria.
NDLP3311	Michael Johnstone	Cheergrey Properties			Need to revisit Allocations	The Comment provides various details to justify the statement that the proposed allocations need correcting.	Noted.
NDLP941 NDLP2347 NDLP2559 NDLP1714 NDLP2358	Sarah Brewin Richard Haynes Geoff Bagnall Thaxted Parish Council				Omission of general countryside policy equivalent to S7, ENV2 and ENV5	Comments noting that a substantial policy that follows the previous local plans policy S7, ENV2 and ENV5 has not been included in the new draft local plan.	The Draft Local Plan includes a policy that defines open countryside as areas outside the built form of settlements or settlements that are not included in the Settlement Hierarchy (Core Policy 3). It states that in the open countryside, development will not be appropriate unless specifically supported by other relevant policies as set out in the development plan or national policy. It could be argued that the new policy provides a clearer and stronger level of protection against development in the Countryside. Landscapes of particular significance are

	Richard Haynes					identified in the LCA and LSA and will be considered in planning decisions.
NDLP3348	Welbeck Strategic Land				Policy wording	Comments arguing that core policy 41 is inconsistent with national policy and is unreasonable to say that all major development must submit a Landscape and Visual Impact Assessment (LVIA). They argue that this is only necessary when the development has a significant impact on landscape character or visual effect on the existing landscape or townscape setting. They argue that the blanket approach might be too onerous on the applicant and that the definition of major development should be raised to 100 dwellings and the policy should adopt a tiered approach consistent with national policy. Other comments include: <ul style="list-style-type: none"> •“Development proposals...” page 155 Add “, including for roads,” •page 155 Rather than ‘expected to’ change to ‘Development proposals MUST’ paragraphs 1 and 2. •point iv page 155 Developments should be porous and fluid, enabling ease of access and integration of each except where the historic rural identities of settlements should be preserved. •“All major development proposals...” page 156 How are “major development proposals” and “smaller development proposals” defined? Who determines whether a smaller proposal will require a landscape and visual impact assessment? Specify UDC will determine where LVIA is required and NOT the developer.
NDLP4174	Saffron Walden Town Council					
NDLP4080	Salacia Ltd					
NDLP4175	Saffron Walden Town Council					
NDLP4176	Saffron Walden Town Council					
NDLP4177	Saffron Walden Town Council					
NDLP1525	Natural England				Policy Wording - Natural England	Natural England suggests the following changes to Core Policy 41: 'Landscape Character' , shown in bold below. Development proposals will be expected to preserve the character and appearance of the landscape, the nature and physical appearance of ancient landscapes, or geological sites of importance through the restoration, management and enhancement of existing areas, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows. Development will be expected to respect reflect and enhance local landscape character in accordance with the applicable guidelines to protect and conserve, manage and plan landscapes outlined for each landscape character area within the Uttlesford Landscape Character Assessment (2023) , particularly in settlement edge locations and rural areas. Development should, in the first instance seek to avoid damage to local landscape character, and must secure appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would: i. cause an unacceptable visual intrusion into the open countryside ii. be inconsistent with local character iii. introduce disturbances to areas with a high level of tranquillity iv. cause coalescence between settlements v. harm views to distant landmarks and landscapes of interest (wording open to interpretation define 'landscapes of interest' — are these 'valued' landscapes?) vi. harm the setting of natural and built landmark features, and vii. reduce the historic significance of the landscapes. All major development proposals must be supported by a Landscape and Visual Impact Assessment.
NDLP1525	Natural England				Smaller Development	Comment stating that small development proposals may also require an assessment to be submitted alongside the assessment.
NDLP700	Nigel Wood				Whole Settlement	Comment requesting that the whole settlement area is considered when planning for landscape character.
						In development decisions landscape character will be considered in all cases, but the assessment of landscape character will often be most relevant at settlement edges as they may be most sensitive to change. Areas within existing settlements will typically have a more urban feel that has already been subject some form of historical change.

Table 21 Core Policy 42: Pollution and Contamination

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
					General comments	Two comments refer to the potential impact of one of the proposed development sites (at Great Dunmow) to pollution in general terms rather than relating to the policy per se, but they do suggest that the building works will have a detrimental impact as developers are reported to not take care of the locality where they are working and this could relate to CP42. Another comment requests that examples of 'polluting activities' that are necessary as the policy refers to these being minimised.	Noted. Consideration can be given to amending the policy to also consider how works should be carried out on any sites, even those that do not relate to contamination per se as they can be risks associated with development activity impacting the locality. A wide range of industrial, agricultural, business activities that are essential for our economy to function successfully may create some pollution, albeit they have to operate within appropriate regulatory limitations. The policy is designed to inform how planning decisions are taken that relate to any such operations. Furthermore, Paragraph 9.152 cites some of the sources of pollution. Necessary activities include inter alia industrial, commercial, and domestic activities. Core Policy 42 states the major types of pollution.
NDLP1534	Chrishall Parish Council				Implementation	Currently no penalty for clearing sites of vegetation by spraying toxic of chemicals prior to submission of planning applications. Chrishall Parish requesting inclusion of a requirement in the Local Plan to ensure that no land can be cleared in prior to submission of a planning application.	The Local Plan can only include policies that relate to the determination of planning applications for development although there may be other regulatory requirements than control land uses not related to planning. An example might be TPO (Tree Preservation Orders) that provide protection for designated trees where legal action can be taken if they are damaged, etc.
NDLP1220 NDLP1227 NDLP2747	Mr Richard Walford Mr Richard Walford Paula Griffiths				Light Pollution	A number of comments refer to Light Pollution, including: <ul style="list-style-type: none"> • Replacement of LP2005 Policy Gen 5 – Light pollution by Core Policy 42 – Pollution and Contamination is disputed and states that Light Pollution is barely mentioned in Core Policy 42. • Four additional policy criteria are proposed: level of lighting and period of use; means of minimising glare and light spillage; use of earth banks and landscaping to minimise light spillage and use of light fittings light fittings with appropriate environmentally beneficial technology. • Recent major development east of Saffron Walden has had major adverse impact on night skies from 3 miles away. 	Noted. CP42 will be updated for inclusion in the Reg 19 version of the plan to include greater detail relating to light pollution along the lines of the previous LP policy. Night skies are very important in the District, although any recent permissions will have been informed by the existing Light Pollution policy.
NDLP791 NDLP4081	Richard Pavitt Salacia Ltd				Policy Wording	It is suggested that points (i) and (ii) refer to/cross index with relevant other core policies - for example, in relation to water pollution. It is also stated that the requirements should not apply to all sites, as not all sites relate to any noise pollution.	Consideration will be given to adding cross referencing, although the Development Plan should be considered as a whole and it won't be possible to include all relevant cross references within the Plan. The policy applies to any development that may lead to polluting or related matters - if a development does not, for example, generate noise, it is suggested this will be a relatively straightforward matter to deal with and can be discussed through the application and/ or pre-app stage.
NDLP1470	Environment Agency				Policy Wording - Environment Agency	Core Policy 42 does not encourage redevelopment of brownfield land in line with Part IIA of the Environmental Protection Act 1990. Recommended Core Policy 42 wording revision to include, "Excavated materials recovered on a development site via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste Development Industry Code of Practice (DoWCoP) subject to certain conditions being met." Recommended Core Policy revision to refence Definition of Waste: Development Industry Code of Practice and The Waste Management page on gov.uk.	Noted. Core Policy 42 should include the Council's support of previously developed land (Brownfield land) and encourage reuse of excavated materials from a development site. The site waste should be cross referenced to Core Policy 1: Climate Change & Sustainability Statement.

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Table 22 Core Policy 43: Air Quality

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1274 NDLP462	Mr Robert Jones Mrs Margaret Hudson				Air Quality - Monitoring	The comment refers to the evidence paper that does not cover off the Airport but is focused on Saffron Walden air quality issues. It is questioned if there is a lack of consideration of monitoring other areas e.g. under flightpaths and near M11 junctions. A related comment question who carries out the monitoring.	The evidence work focuses on Saffron Walden as this has been the only area in Uttlesford identified as an Air Quality Management Area (AQMA) although as air quality in this area has improved, this designation is being removed. On this basis, as the study was only concerned with the potential impact on any AQMA's, it did not seek to consider any other areas. The monitoring is carried out by the Council's Environmental Health Team.
NDLP4082 NDLP4178 NDLP4179	Salacia Ltd Saffron Walden Town Council Saffron Walden Town Council				Air Quality - Policy wording	Comments relating to the Policy Wording include: Policy supported but clarity is required of instances when and in what circumstances a relevant assessment will be required, and Mitigation measures must be in place prior to completion of development.	The Council is satisfied the policy is sufficient clear and provides for some flexibility to be considered at application and ideally pre-app stage. The delivery of any mitigation measures will be considered on a case by case basis as part of the individual application. Reference can be made to the UDC guidance or its successors.
NDLP2748	Paula Griffiths				Air Quality - Saffron Walden AQMA	Request to reconsider Saffron Walden AQMA designation in view of weekday morning traffic fumes along Church Street.	The intention is to revoke the Saffron Walden AQMA in 2023/2024 since for there have been no Nitrogen Dioxide (NO2) annual mean exceedances and for 6 years. The Council will develop the Saffron Walden Clean Air project to tackle pollution and improve opportunities for sustainable travel.
NDLP3523	Takeley Neighbourhood Plan Steering Group				Air Quality - Stansted Airport	Poor air quality is associated with a number of adverse health impacts especially on the most vulnerable in society. Based on the UDC Air Quality Annual Status Report (May 2023) , it can be concluded that air quality is good. The increase of passengers at Stansted Airport from 27 mppa to 43 mppa will result in increased air traffic density both airport and higher local residential and industrial activity thereby resulting in the significant worsening of noise pollution and air quality. Querying rationale of locating new schools next to the A120 and close to the airport as any of the new development which is at the epicentre of the increased noise and pollution impact.	In line with the requirements of Core Policy 43 – Air Quality and Core Policy 44 – Noise, appropriate air quality and noise assessment will have to be undertaken to ensure that the proposed development will have to demonstrate that it meets the national air quality objectives and for noise that it has been demonstrated that all appropriate mitigation will be undertaken to ensure that noise impact will be acceptable.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3678	Newport Parish Council	Newport Parish Council			Air Quality - Traffic Noise	Although Newport Parish Council agrees with the policy, it will not be possible to comply with the policy because they contend that proposed development in Newport is within 100 metres of the M11 central reservation and also that existing pollution concerns at the B1383/Wicken Road junction would not comply with the policy.	In line with the requirements of Core Policy 43 – Air Quality and Core Policy 44 – Noise, appropriate air quality and noise assessment will have to be undertaken to ensure that the proposed development will have to demonstrate that it meets the national air quality objectives and for noise that it has been demonstrated that all appropriate mitigation will be undertaken to ensure that noise impact will be acceptable.
NDLP1472	Environment Agency				CP 42 Pollution and Contamination - Environment Agency	The section should reference that development sites (especially brownfield sites) may have land & groundwater affected by contamination which requires remediation. Groundwater and land quality assessments to follow framework outlined in Land Contamination Risk Management (LCRM). Paragraphs 9.152, 9.153 and 9.154 to consider and have regard to: NPPF paragraphs 174 and 184; •Environmental Agency's approach to Groundwater Protection in proposals they are likely to object to in principle; •Developers should be required to submit Preliminary Risk Assessment with planning application on potentially contaminated land; Developers required to ensure sites are suitable or made suitable for intended use; and •Require developers to prevent discharges to ground through land affected by contamination.	Noted. Consideration will be given to making additional references to national policy as indicated.
NDLP2393	National Highways				Impact on SRN - National Highways	If there were to be air quality exceedances due to proposed development's proximity to SRN might require mitigation measures such as permanent speed restrictions. Though not directly related to the SRN several policies and Local Plans sets out requirements regarding reduction of impact or improvement of Air Quality and requisite mitigation. National Highways offers continued collaboration and recommendation of a specific policy on identification of air quality and noise impacts, monitoring, management and requisite interventions.	The Council is satisfied that the policy is sufficient comprehensive and robust such that any significant adverse impacts on air quality would require mitigation whether associated with the SRN or not and on that basis a separate policy relating to the SRN is not considered necessary or appropriate.

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Table 23 Core Policy 44: Noise

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3522	Takeley Neighbourhood Plan Steering				Location of Schools	Technical details are provided illustrating the impact of locating schools in proximity to airports or significant roads. Further technical details are provided relating to the function of Stansted Airport and how it is performing in regard to these measures.	Noted. The Local Plan sets out planning policies to inform how decision on planning applications are made. It also includes some proposed strategic allocations and it is important these sites are appropriately located and where any relevant standards are satisfactorily met. The Council does not have any specific jurisdiction over the management of the airport, which is subject to separate regulatory requirements.
NDLP4045	MAG London Stansted Airport				MAG	A detailed comment relating to CP44 was provided by Stansted Airport. Pertinent points include: A newer version of the NAP (for the period 2024-2028) should be referred to. This was subject to consultation in Summer and Autumn 2023. Aircraft movements are a particular major source of noise in Uttlesford London Stansted Airport Strategy and is legally required to prepare a Noise Action Plan (NAP) under the Environmental Noise (England) Regulations 2006 (as amended).	Noted. Consideration will be given to how CP44 should be updated, however, it is suggested that noise relating to the airport should be considered in a standalone policy dealing with specific aviation factors relating to the airport and that CP44 should consider other, non-airport related, factors.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>The Strategy also sets out what controls there are on aircraft noise generated by ground operations (Section 5. 3) and what the night noise restrictions are (Section 5. 4).</p> <p>The following text should also be added after the amended paragraph 9.160: The NRs purpose is to assess/ consider and manage aircraft noise at the airport/ and includes specific measures or actions to reduce impacts on communities living around the Airport. It is a key part of delivering broader UK Government noise objectives that are to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise.</p> <p>Paragraph 9.16 I should be amended as follows to be accurate: Each year, London Stansted commissions and publishes a suite of noise contours/ which are modelled in the CM /s ANCON modelling system. The Civil Aviation Authority annually produces Noise Exposure Contours for London Stansted Airport which reflect each departure route and glide and are available on their website. Calculation of exposure to aircraft noise takes into account the level of use of each departure route and glide path, the number of aircraft movements on each path and aircraft type. Noise contours ore calculated for each year, and con be provided for future scenarios using assumptions when required Monitoring of aircraft noise will help to make sure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.</p> <p>Policy 44's section on noise-sensitive development does not currently accord with, or align correctly, the Government's Noise Policy Statement for England²⁸ and requires amendment.</p> <p>Noise sensitive uses proposed in areas that are exposed to noise between at the Lowest Observed Adverse Effect Level (LOAEL) and or the Significant Observed Adverse Effect Level (SOAEL) from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated good acoustic design has been considered early in the planning process, and that all appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be mode acceptable. Planning permission for new dwellings will not normally be granted within areas suited to noise levels above the Significant Observed Adverse Effect Level.</p>	
NDLP2392	National Highways				National Highways	National Highways note that some proposed strategic sites lie within proximity of the SRN and that sound buffers will not be permitted on land they own.	Noted. Although not related to CP44, whilst there are some site areas located in proximity to SRN there are no developments proposed in proximity or where there isn't more than sufficient for any relevant mitigation to occur within the development site.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1284	Ms Debbie Bryce				Noise - Stansted Airport	A number of comments were made relating to the operation of Stansted Airport, that included, for example:	CP44 relates to noise associated with development proposals that may be determined through a planning application process. It does not relate to Stansted Airport.
NDLP4180	Saffron Walden Town Council					<ul style="list-style-type: none"> • Reducing or eliminating night flights • Add reference to 'successor documents' the Draft Noise Action Plan 2024-2028 is currently draft. • Request for real-time data monitoring data available for all new proposed housing development. • It is suggested that CP44 makes little reference to aircraft noise. • It is suggested that WHO noise levels are being exceeded by Stansted Airport. 	The Airport does have a standalone policy, but for the most part, the airport is subject to separate regulatory requirements. The Secretary of State imposes limits to the number night flights and noise generated by those flights.
NDLP1766	Robert Bass						The current night flights will run to October 2025. The 2021 Planning permission was granted on condition that the 43million passengers per year would be served within the existing annual aircraft movement limit of 274.000 movements per year. Planning conditions include a limit to the area impacted by noise from the airport and a Section 106 obligation to provide an Enhanced Sound Insulation Grant Scheme (SIGS) to minimise impact of noise on people living closest to the airport.
NDLP2074	Ms Debbie Bryce						
NDLP1199	Ashdon Parish Council						
NDLP1200	Ashdon Parish Council						
NDLP133	Mr Bill Critchley						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4083 NDLP4181 NDLP3379 NDLP3799 NDLP402	Salacia Ltd Saffron Walden Town Council Gladman Mr Neil Reeve Louise Johnson	Parish Clerk Elsenham Parish Council			Policy wording	<p>A number of comments relate to policy wording. These include:</p> <ul style="list-style-type: none"> • Any requirement for a noise assessment should be applied on a site-by-site basis. • It is suggested the phrase 'will be acceptable in noise impact terms' as being unclear and amend accordingly. • Where acceptable/ unacceptable noise levels are set out in policy they should be robustly justified by reference to evidence and/ or national policy and guidance. • It is also suggested that the policy is re-worded to emphasise that development will only not be permitted when the Unacceptable Adverse Effect Level is breached in noise sensitive rooms after taking account of Good Acoustic Design and reasonable mitigation measures. At present, the policy is worded in such a way that any development 'in areas subject to' the Unacceptable Adverse Effect Level would not be permitted, which does not reflect national guidance and would result in many areas being unable to accommodate development, even if with mitigation the development could achieve a satisfactory noise environment for future users. • all the noise measures are based on the principle of 'average noise levels' - I would like to see some 'maximum or peak' noise values included as a measure. 	
NDLP238	Mr Roy Warren	Planning Manager Sport England			Sport England - Policy Wording	<p>While the policy is considered to be acceptable, the reasoned justification should make reference to outdoor sports facilities being a potential source of noise that the policy should apply to. This is pertinent in view of the growth of artificial grass pitches and multi-use games areas in locations that adjoin sensitive uses such as residential.</p>	Noted. The supporting text will be updated as indicated.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1492	Thames Water				Thames Water	Consideration should be given to existing operations on a proposed development which should not be approved unless suitable mitigation measures are secured. It is suggested that CP44 does not include reference to light, odour or vibration.	Noted. Consideration will be given to amending the policy to refer to existing operations. CP44 covers light, odour and vibration.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 10: Economy and Retail

July 2024

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Table 1 Core Policy 45: Protection of Existing Employment Space

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3592 NDLP4182	HHGL Ltd Saffron Walden Town Council				Add Saffron Walden Homebase site	Comment supporting the inclusion of the Saffron Walden Homebase and Saffron Business Centre, Elizabeth Close as an existing employment site.	The site will be added to the list of sites to be assessed in the Employment Land Review update which will be prepared to inform the Regulation 19 draft of the plan
NDLP4182	Saffron Walden Town Council				Asset of Community Value	If a site is an Asset of Community Value, when providing proof of 12 months with no sale, when do the 12 months begin? Is this after the 6 month ACV period, therefore evidence of 18 months would need to be provided?	An Asset of Community Value is defined as "A building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future". The Localism Act states that 'social interests' include cultural, recreational and sporting interests. It is not considered likely that an existing employment site would be capable of meeting the criteria for nomination as an ACV, however should this be the case the Community Right to Bid gives a six week period for a community organisation to decide if they want to be a potential bidder, which if triggered is then followed by a six month moratorium during which a community organisation can develop a proposal and raise the money required to bid to buy the asset. The asset would then be put up for sale on the open market so in such circumstances there would still need to be a 12 month period of marketing evidence, albeit with 6 months where no sale could take place due to the moratorium.
NDLP2649	Future Workplace Property Unit Trus				Disagree with 'no demand' for 12 months marketing requirement	The draft policy states that proposals that result in the loss of permanent jobs or employment floorspace, regardless of whether an identified site as described above, will only be permitted where there is "evidence to show that the site/building has reached the end of its useful economic life for employment use", and that there is "no demand for the reuse of the building/site". Rather than needing to demonstrate there is 'no demand' for as many as 12 months, it should instead be possible to demonstrate there is reduced demand, and that an alternative use is likely to make greater use of the site.	The use of the phrase "reduced demand" is considered to be vague and difficult to define. It is also a lower bar which could see units for which there is still demand unnecessarily lost to alternative uses. The policy as drafted requires marketing by a recognised commercial agent at a reasonable price reflecting local land values. If there is no demand at a reasonable price then subject to the other criteria being met alternative uses (for which there would be higher demand) would be supported.
NDLP2266 NDLP4145	Ian Butcher Endurance Estates Land Promotion Lt				General comment	General comment regarding the evidence and the plan approach.	Comment is noted.
NDLP2649	Future Workplace Property Unit Trus				Lack of detail on proposed sites and boundaries	The Reg 18 consultation did not contain sufficient information regarding the list of sites and boundaries on the Policies Map to enable a detailed response.	The Regulation 18 consultation highlighted the need for an updated Employment Land Review to be undertaken to inform the Regulation 19 draft of the plan. A Policies Map will accompany the Regulation 19 consultation which will include all proposed boundaries. Appendix 14 and the Policies Map will be updated with any changes to the existing employment sites as recommended through the Employment Land Review.
NDLP2246 NDLP3305	Ian Butcher 24/7 Investments Limited				Lack of policy protection for employment sites with permission	The plan seeks to protect existing employment sites (CP45) and sites allocated for employment development (CP4 and CP46) but is silent on the status of sites that have planning permission but have not yet been implemented. Such sites are identified as part of the supply yet they do not benefit from policy protection to ensure their delivery over the plan period should the permission not be implemented. Such sites should be allocated within the plan or safeguarded.	Whilst it is likely that sites with planning permission will be implemented it is noted that this may not always occur. Furthermore, once completed there would need to be an updated plan and Employment Land Review to protect such sites from redevelopment to alternative uses. It is proposed at Regulation 19 stage that employment sites with an extant or recently lapsed permission for employment land are treated favourably for future employment planning applications in the policy. This approach will ensure that for any sites with planning permission during the plan-

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							making process that are not implemented, the presumption of employment uses will have been established.
NDLP3269	Weston Homes Plc				Market value rather than reasonable price	Policy CP45 part 1 second bullet point makes reference to 'reasonable price' which is considered ambiguous and the term 'market value' should be used in its place.	Agreed. The policy should refer to "a reasonable price reflecting market value and local land values" for clarity.
NDLP3267	Weston Homes Plc				No evidence for the marketing time period requirement	Policies CP45 and CP50 require an unsuccessful marketing period of 12 and 18 months prior to loss of existing employment or retail space. There appears to be no evidence or justification for that period.	The Regulation 18 consultation highlighted the need for an updated Employment Land Review to be undertaken to inform the Regulation 19 draft of the plan. This work has been commissioned and is underway. Any marketing period in the Regulation 19 policy will be informed by the ELR recommendations.
NDLP717	Mr Neil Hargreaves				Out of date information on existing employment sites	The information and list of sites provided in Appendix 14 is out of date. Some of the sites have been lost to redevelopment.	The Regulation 18 consultation highlighted the need for an updated Employment Land Review to be undertaken to inform the Regulation 19 draft of the plan. To show the intended policy approach the Regulation 18 consultation included the most recent evidence to define the list of sites in Appendix 14 although it is acknowledged that this needed to be updated. A Policies Map will accompany the Regulation 19 consultation which will include all proposed boundaries and sites. Appendix 14 and the Policies Map will be updated with any changes to the existing employment sites as recommended through the Employment Land Review.
NDLP910	Allison Ward	Parish Clerk Great Canfield Parish Council			Policy does not cover community facilities	Appendix 1 lists policy RS3 (Retention of Retail and other Services in Rural Areas) as being superseded by Core Policy 45. Core Policy 45 refers to employment use only and not community facilities including those without an Asset of Community Value designation. This is considered to be a gap that should be addressed in the policy.	Core Policy 68 (Community Uses) provides criteria-based policy regarding the redevelopment or change of use of an existing community facility, allowing their redevelopment where they are demonstrably surplus to requirements or no longer viable; or their loss will be replaced by an equivalent or better provision (in terms of quantity and quality) in a suitable nearby location.
NDLP910	Allison Ward	Parish Clerk Great Canfield Parish Council			Policy does not cover retail facilities	Appendix 1 lists policy RS3 (Retention of Retail and other Services in Rural Areas) as being superseded by Core Policy 45. Core Policy 45 refers to employment use only and not community facilities including those without an Asset of Community Value designation. This is considered to be a gap that should be addressed in the policy.	Core Policy 68 (Community Uses) provides criteria-based policy regarding the redevelopment or change of use of an existing community facility, allowing their redevelopment where they are demonstrably surplus to requirements or no longer viable; or their loss will be replaced by an equivalent or better provision (in terms of quantity and quality) in a suitable nearby location.
NDLP3592	HHGL Ltd				Policy does not cover retail or community facilities	Appendix 1 lists policy RS3 (Retention of Retail and other Services in Rural Areas) as being superseded by Core Policy 45. Core Policy 45 refers to employment use only and not retail, including smaller retail locations such as Little Canfield or the Homebase at Saffron Walden. This is considered to be a gap that should be addressed in the policy.	Retail facilities are covered by Core Policy 50 (Retail and Main Town Centre Uses Hierarchy). This policy seeks to protect retail floorspace in defined Town and Local centres which are the most strategically important locations for retail in the district as supported by the Retail Capacity Study Update (2023). Outside of these designated centres changes of use of shops and other community facilities will only be permitted subject to specific criteria being met.
NDLP4046	MAG London Stansted Airport				Stansted Airport should be added to the list of existing employment sites	Stansted Airport should be added to the list of existing employment sites found at Appendix 14 and therefore become subject to the policy set out in policy 45.	Stansted Airport's importance in the District as the largest employer is recognised and supported in the plan through the inclusion of a bespoke and standalone Core Policy 11. Through its significant size and transport and noise impacts the airport differs from other employment sites within the district which justifies treating it differently to other, more conventional existing employment sites. Furthermore, a significant part of the airport ("airside") is not accessible to the general public and fulfils a more specialist role supporting airport operations. There may be parts of the wider Stansted Airport area that are more "general" which operate like other existing employment sites but this will be assessed through the updated Employment Land Review for Regulation 19.
NDLP3800	Mr Neil Reeve				Strategic and non-strategic site allocations should deliver	Employment hubs should be delivered within the larger strategic (or non-strategic) site allocations.	Allocations within the plan are made to meet the evidenced quantitative, qualitative and location need for housing and employment development within the district. The creation of new local employment hubs would be permissible under Core Policy 45 (existing employment sites), 47 (ancillary uses) or 48 (unallocated sites) subject to criteria. Requiring new development sites to deliver new local employment hubs may delay

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
					employment hubs		their delivery when existing employment locations or other unallocated locations (subject to criteria) could fulfil this role.
NDLP3100	Ropemaker Properties Limited				Support for the policy	The policy approach is supported.	Support noted.
NDLP110	Dominic Davey				The plan does not recognise other, smaller important employment sites beyond Chesterford Research Park and Stansted Airport	The plan does not recognise other, smaller important employment sites beyond Chesterford Research Park and Stansted Airport.	The plan recognises the important role of employment sites within the district and seeks to safeguard the most important employment sites from redevelopment unless criteria are met. This will be informed by an updated Employment Land Review.

Table 2 Core Policy 46: Development at Allocated Employment Sites

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4164	Threadneedle Curtis Limited				Employment Allocation – Stansted Airport	The Northside site is not identified as a designated employment site, but instead is included within the airport policy area. It is suggested that this site has a wider employment function beyond the airport related activities covered by the standalone airport policy and should therefore be listed separately within the employment policies.	Noted. This matter will be reviewed. Whilst the site largely meets a need that is out-with the wider district need, it is recognised that its use is not purely related to the airport.
NDLP3801	Mr Neil Reeve				Strategic and non-strategic site allocations should deliver employment hubs	Employment hubs should be delivered within the larger strategic (or non-strategic) site allocations.	Allocations within the plan are made to meet the evidenced quantitative, qualitative and location need for housing and employment development within the district. The creation of new local employment hubs would be permissible under Core Policy 45 (existing employment sites), 47 (ancillary uses) or 48 (unallocated sites) subject to criteria. Requiring new development sites to deliver new local employment hubs may delay their delivery when existing employment locations or other unallocated locations (subject to criteria) could fulfil this role.
NDLP1884	Vic Ranger				Windfall employment	Assuming no employment land delivery via windfall is not sound.	The plan makes provision for strategic employment sites but has a criteria based policy for smaller, more local employment sites including those at smaller villages and in the rural area. This is considered justified as rural and micro businesses play a significant role in the Uttlesford economy and this should continue to be supported through the plan. It is difficult to make assumptions over how much windfall employment development this approach will deliver, and where it will come forward, and therefore given this uncertainty it is unreasonable to make an assumption over its future delivery. The NPPF states at paragraph 72 "Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply". It is not considered that there is compelling evidence for the reliable supply of employment floorspace, particularly given the role of permitted development rights allowing

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							the loss of employment floorspace to alternative uses without the need for a planning permission.

Table 3 Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3802	Mr Neil Reeve				Strategic and non-strategic site allocations should deliver employment hubs	Employment hubs should be delivered within the larger strategic (or non-strategic) site allocations.	Allocations within the plan are made to meet the evidenced quantitative, qualitative and location need for housing and employment development within the district. The creation of new local employment hubs would be permissible under Core Policy 45 (existing employment sites), 47 (ancillary uses) or 48 (unallocated sites) subject to criteria. Requiring new development sites to deliver new local employment hubs may delay their delivery when existing employment locations or other unallocated locations (subject to criteria) could fulfil this role.

Table 4 Core Policy 48: New Employment Development on Unallocated Sites

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3960	The Streeter Family				Further flexibility in Smaller Villages and Open Countryside	A change is sought to increase flexibility in the policy, changing criteria v) and vi) from "and" (where both criteria are required) to "and/or" (where only one is required).	This is not considered appropriate as "and/or" means that after criteria i) to iv) only one of criteria v) or vi) would need to be satisfied in Smaller Villages or Open Countryside which are by definition the least sustainable locations in the district. This is considered to be too low a bar as most small-scale employment sites would be able to meet criterion vi) alone fairly easily.
NDLP4152 NDLP3414 NDLP3637 NDLP3954	Endurance Estates Land Promotion Lt Mr Mark Jackson C J Trembath Messrs Bull and Robertson				General support	A number of comments provide general support for the policy.	Support noted.
NDLP1452	Savills - Audley End Estate				Housing to cross-subsidise employment floorspace	Currently, there are no allowances for small-scale employment development to come from the inclusion of market housing within the development. Therefore, although a scheme could meet all the criteria stipulated within the policy, it may not make for a viable development. The inclusion of phrasing in the policy to include an allowance for housing to cross-fund local employment to ensure the viability and facilitation of such uses would ensure far greater possibility of future development in smaller villages coming forward, in turn promoting and ensuring the sustainability areas. Suggested wording "The Council will consider the cross-subsidisation of	It is acknowledged that allowing market housing to cross-subsidise the delivery of small scale employment sites would likely improve their viability; however at present the Council is not aware of any examples of small employment sites not coming forward due to a lack of viability. Overall, it is not considered appropriate as the policy framework already provides sufficient support for housing and/ or employment; there is nothing in the plan to suggest that mixed use development wouldn't be supported, subject to appropriate Development Plan policies being satisfied.

					employment development with market and/or affordable housing where the number of market homes is the minimum necessary to deliver the employment development, which will if necessary be informed by a PPG-compliant developer funded viability assessment agreed with the Council.	
NDLP3637 NDLP3638 NDLP3996	C J Trembath C J Trembath Pelham Structures Limited			Non-strategic allocations	The plan does not make any further provision for employment land outside of strategic employment locations. The Council should reconsider this approach and explore an opportunity to allow a small amount of non-strategic employment use to be allocated.	The plan over-allocates relative to its residual employment need, allows for windfall employment sites to come forward through CP48 and also for rural diversification under CP21. Furthermore, existing employment sites will be assessed through an updated Employment Land Review for Regulation 19 which may recommend the expansion of existing employment sites. The provision in the plan is a minimum and not a cap which will allow for further employment creation to take place where criteria are met.
NDLP3414	Mr Mark Jackson			Request for more flexibility for unallocated sites	It is suggested that that the Policy is revised to take a more flexible approach if promoters, landowners / Applicants do come forward with appropriate sites, to allow the development of these sites in more exceptional circumstances.	It is considered that by having a policy setting out where development on unallocated sites would be supported, the policy does provide a flexible approach to development on greenfield and other brownfield sites. The policy refers to a "demonstrable need" but does not specify what this must entail, allowing for further flexibility in exceptional circumstances. The policy balances this flexibility with a need to consider other harmful impacts including the impact on strategic employment allocations.
NDLP3954				Request for 'near to settlement' rather than 'edge of settlement'.	The policy currently requests exceptional circumstances to be provided and for benefits to outweigh harmful impacts, alongside evidence to demonstrate that need cannot be accommodated on existing allocated sites. A suggested change to the policy would be to not just restrict this to edge-of-settlement, but instead, 'near-to-settlement' locations that can be deemed appropriate for such development, especially where unallocated sites are found to be acceptable in planning terms.	The use of the phrase "on the edge" is considered sufficiently flexible to allow for sites that are located close to settlements but not immediately adjoining them. Any sites located further away would be deemed to be "Open Countryside" and need to additionally meet criteria v and vi.
NDLP3803	Mr Neil Reeve			Strategic and non-strategic site allocations should deliver employment hubs	Employment hubs should be delivered within the larger strategic (or non-strategic) site allocations.	Allocations within the plan are made to meet the evidenced quantitative, qualitative and location need for housing and employment development within the district. The creation of new local employment hubs would be permissible under Core Policy 45 (existing employment sites), 47 (ancillary uses) or 48 (unallocated sites) subject to criteria. Requiring new development sites to deliver new local employment hubs may delay their delivery when existing employment locations or other unallocated locations (subject to criteria) could fulfil this role.
NDLP1452	Savills - Audley End Estate			Suggested policy wording for soundness and to satisfy NPPF 83 (December 2023 NPPF)	The first criterion as drafted would, in most cases, prevent new employment facilities from being delivered as the 'need' would need to exist prior to the planning process to accommodate that need commencing: this is not reflective of real world drivers. Given that the criterion relates to the re-use, conversion, or adaptation of suitable exits it is also considered that its' inclusion would render the policy not in accordance with the NPPF. Criteria (v) and (vi) together with the structure of this part of the draft policy create similar constraints.	The need referred to in criterion i) is deliberately not defined to allow for flexibility - it could potentially be a qualitative, quantitative, locational or other need that requires the development of an unallocated site. The plan makes provision for strategic sites to meet an established need however there is a need to support the rural area and micro businesses which play such an important role in the Uttlesford economy. The policy is fairly permissive, subject to meeting the applicable criteria, of new employment development (including in Smaller Villages and Open Countryside on greenfield sites). Core Policy 21 (Rural Diversification) also enables rural employment. This will help to meet NPPF 83 to enhance or maintain the viability of rural communities.
NDLP3960	The Streeter Family			Typographical error	The following two typographical errors have been identified. The draft policy states "on the edge or" when it should be "on the edge of". Also, under part 2 v. it should say "on existing employment land" instead of "on existing employment and".	Agreed.
NDLP3634 NDLP3637	C J Trembath C J Trembath			Windfall	It is suggested that it is unsound for the plan to assume that no employment land is delivered via windfall sites as part of the overall supply.	The plan makes provision for strategic employment sites but has a criteria based policy for smaller, more local employment sites including those at smaller villages and in the rural area. This is considered justified as rural and micro businesses play a significant role in the Uttlesford economy and this should continue to be

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							supported through the plan. It is difficult to make assumptions over how much windfall employment development this approach will deliver, and where it will come forward, and therefore given this uncertainty it is unreasonable to make an assumption over its future delivery. The NPPF states at paragraph 72 "Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply". It is not considered that there is compelling evidence for the reliable supply of employment floorspace, particularly given the role of permitted development rights allowing the loss of employment floorspace to alternative uses without the need for a planning permission.
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Table 5 Core Policy 49: Employment and Training

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1091 NDLP2903	Jackie Deane Maggie Sutton	Parish Clerk Takeley			Job Types	Key sectors (Construction, MMC, Advanced Manufacturing and Engineering, Life Sciences, etc) should be considered as part of the approach to maximising future skills and employment benefits. Further consideration should be given to ensuring jobs in these sectors are available to local residents particularly for construction jobs.	The policy is flexible to accommodate a wide variety of employment and training opportunities. This can relate to employment and training opportunities during both construction and operational phases. Construction-based employment and training can provide the opportunity to improve local skills regarding sustainable construction as part of new development. The operational employment and training opportunities will depend on the end user of the large scale development which may include MMC, advanced manufacturing, engineering and life sciences businesses.
NDLP1091 NDLP2903	Jackie Deane Maggie Sutton	Parish Clerk Takeley			General support	General support.	Support acknowledged.
NDLP3270	Weston Homes Plc				Lack of targets	Policy CP49 requires use of local labour, apprenticeships and training but no target levels are provided. Target levels should be provided so requirements of the policy are clear.	It is noted that targets would improve the clarity of the policy. Further detail will be provided for the Regulation 19 consultation.
NDLP2335	Mr Edward Gildea				Sustainable construction skills	The policy does not mention the opportunities associated with sustainable construction and retrofit.	The policy is flexible to accommodate a wide variety of employment and training opportunities. This can relate to employment and training opportunities during both construction and operational phases. Construction-based employment and training can provide the opportunity to improve local skills regarding sustainable construction as part of new development. The operational employment and training opportunities will depend on the end user of the large scale development which may include sustainable construction businesses.

Table 6 Core Policy 50: Retail and Main Town Centre Uses Hierarchy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4186	Saffron Walden Town Council				Chesterford facilities	The comment points out that the description of Chesterford on Page 170 does not include reference to the train station, industrial units, office and business units.	Noted, although the section is focused on retail and the wider facilities are considered elsewhere. However, the section will be reviewed to consider if any amendment would be appropriate.
NDLP1587	David Perry				Community Centres	The principle of supporting town centres is supported. Inclusion of Community Centres to reduce car use is ill founded as the proposed	There is always a balance between the level of facilities that are provided locally vs. in a town centre, but for the most part, local

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						development might not reach sustainability making proposed businesses non-viable and if viable, will draw custom from town centres thus affecting town centre viability. Suggested is a more strategic approach whereby local centres are considered as a wider network where needs and provision are allocated across the network rather than treating each site individually.	centres are designed to provide for day-to-day needs, which do not compete with town centres. We should also strive to enable access to town centres via sustainable modes to ensure these can also be easily accessed so any new residents can also benefit from the wider range of facilities and retail provided in the larger centres.
NDLP2749	Paula Griffiths				Places of Worship	Recognition of places of worship as significant community facilities is welcome.	Noted.
NDLP4184	Saffron Walden Town Council				Retail - Independent shops	It is suggested that page 170 should also make reference to the role of Independent Shops.	Noted. Consideration will be given to updating the supporting text accordingly.
NDLP2750	Paula Griffiths				Retail - Local Markets	Recommend inclusion of role of markets In Saffron Walden and Thaxted.	Supporting text to be reviewed to include text on role of market in Saffron Walden & Thaxted.
NDLP2638 NDLP3806 NDLP150	Matthew Parish Mr Neil Reeve Graham Statter				Retail - Supermarkets	Despite the Council's efforts to invigorate town centres there is a failure to recognise a genuine need for food retail outlets. The District is served by only 4 supermarkets. The Dunmow Tesco currently overtrades, and the proposed Local Plan allocations supports the urgent need for a large supermarket (approx. 24,000 sq. ft.)	The Council, based on the Uttlesford Retail Capacity Study Update (Final Report) October 2023 conclusion, appreciates that there is capacity for 4,860 – 6,400 sq. m. of net convenience floor space to be in or at the edge of Great Dunmow Town Centre. Whilst this is largely a matter for the market, the Council will work with developers to support the delivery of an additional supermarket in Dunmow.
NDLP140	Neil Bromley				Retail - Use for residential	Conversion of upper floors of empty retail shops in town centres into flats for the young generation who could benefit from proximity to social facilities and public transport. Council to use Compulsory Purchase to acquire buildings and add to Council housing stock.	In response to empty retail buildings the Council supports change of use on upper floors to residential use. Young people are included in the Local Plan Housing Need Assessment and will be provided for in Local Plan allocations.
NDLP1179 NDLP3268	Neil Bromley Weston Homes Plc				Retail -Empty Shops	Conversion of upper floors of empty retail shops in town centres into flats for the young generation who could benefit from proximity to social facilities and public transport. Council to use Compulsory Purchase to acquire buildings and add to Council housing stock. It is also suggested that there is no justification for a 12 to 18 month marketing period before retail units can be used for non-retail uses.	The Council supports the viability and vitality of town centres and in response to empty retail buildings use on upper floors to residential use is supported and encouraged. Young people are included in the Local Plan Housing Need Assessment and will be provided for in Local Plan allocations. Compulsory Purchase is not the appropriate mechanism for acquiring individual retail premises. It is standard practice for policies to require units to be markets for a period of time before allowing alternative uses in order to protect the function of town and retail centres.
NDLP2043	Douglas Kent				Support	Core Policy 50 supported.	Noted.
NDLP478	Mr Bill Critchley				Takeley Facilities	It is suggested that Takeley has few facilities and development in the Country Park will further erode those available. It is also stated that the description of Takeley is inaccurate, that it is not a 'town' and that there are no bus routes along Dunmow Road.	The proposed Local Plan allocation will provide a new local centre, education provision, a new health centre along with a range of other benefits including biodiversity gain and open space. There are no developments proposed within Country Parks, but new Country Park provision is proposed. Takeley is classified correctly as a Local Centre. Town centre Use of "town centre" refers to types of use" in the centre of Takeley.
NDLP4185	Saffron Walden Town Council				Town Centre - Article 4	Querying issue of Article 4 Direction for Saffron Walden Town Centre. It is also suggested that more reference should be made for 'Markets'.	There are currently no proposals for use of Article 4 for Saffron Walden Town Centre however this will be reviewed as part of the retail study update. Further reference to the beneficial effects of markets can be added.

Table 7 Core Policy 51: Tourism and Visitor Economy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP640	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		Chesterford Research Park	Great Chesterford Research Park support the provision within CP51 for ancillary business hotel and conference facilities at Chesterford Research Park. These facilities would provide supporting uses to the park which would combine with the existing function and operation of the site and assist in providing a sustainable form of development.	Noted.
NDLP1416	English Heritage				English Heritage - Audley End Estate	Invitation to meet with English Heritage for support and contribution for the development of major heritage tourist attraction on the edge of Saffron Walden.	Collaboration with English Heritage is welcome. The Council will engage more fully with English Heritage to inform any updates to this policy,
NDLP1386	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England- Policy Wording	Historic England consider that the policy could make greater reference to the opportunities the Historic Environment can make to the wider visitor economy. They recommend making reference to the potential that development of tourist and leisure facilities may have in enhancing, better revealing and providing access to the historic environment. The Policy should also outline how the Council plan to support the stewardship of existing visitor attractions.	Consideration will be given to expanding the supporting text to Core Policy 51 to reference the historic environment, potential benefits, proposed supporting stewardship and examples of contribution to the rural economy. The expanded text will be added in the update to be published within the Reg 19 version.
NDLP2650	Future Workplace Property Unit Trust				Stansted Airport	Support provided for the policy recognising the importance of Stansted Airport and the need for additional business hotel and conference facilities. It is suggested that further land should be provided for expansion of the airport and its facilities including for further business hotels and conference facilities. A specific site is proposed that could accommodate such uses.	Noted. The Council is not aware of any proposals for expansion of Stansted Airport and consider the existing site is sufficient to accommodate its need. The Council will however continue to engage positively with the Airport operators.
NDLP1588 NDLP2044 NDLP4047 NDLP4188 NDLP520	David Perry Douglas Kent MAG London Stansted Airport Saffron Walden Town Council Nigel Tedder	Managing Director New Homes Project Managements Limited			Tourism and Visitor Economy	There were a number of general comments that include general support as well as some specific recommendations: <ul style="list-style-type: none"> • Remove reference to 'business' so as not to restrict hotel users to business related users • Clarification needed for 'small-scale' and 'larger-development' • Reference made to grammatical errors as well as reference to 'three' centre and then to 'both.' • Other types of tourist accommodation such as Glamping Pods should also be encouraged as they add to the rural character and also low-cost opportunities for walkers and tourists. 	The Council is satisfied the policy provides sufficient guidance for what is meant by 'small-scale' and 'larger-scale' development and to cater for proposals for Glamping Pods. However, the policy will be reviewed again to see if any further amendments are required and if 'business' can be omitted.

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Appendix 4: Regulation 18 Comment Summaries and Responses

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Table 1 Core Policy 52: Good Design Outcomes and Process

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1910	Louise Johnson				Affordable housing and net zero	This comment encourages the LPA to uphold high standards of design quality, affordable housing and net zero targets.	Core Policy 52 aims to uphold high design standards to deliver homes and communities that allow their inhabitants to thrive. These will include a high proportion of affordable housing that is based on the needs of Uttlesford. Uttlesford has declared a climate emergency and is working towards a net zero future, applying National standards of low carbon design.
NDLP682	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Backland Development	It is suggested that the policy makes no specific reference to backland development or whether it will be supported beyond general 'good design' principles. The previous 2005 plan did include specific parameters for acceptable backland development.	There is no policy against backland development as long as it complies with Core Policy 52 and delivers high quality design. The principles set out in 2005 policy H4 would fall under any assessment of a proposal to determine whether it complies with Core Policy 52. In other words, specific issues outlined in Policy H4, such as overlooking, overshadowing and overbearing effects on neighbouring properties, would be assessed under the new Core Policy 52, referencing National design guidance, the Essex Design Guide and the Uttlesford Design Code as necessary.
NDLP2215	N/A	Clerk Hatfield Broad Oak Parish Council			Car parking provision	A number of comments are in relation to car parking provision. One comment suggests that up to five car parking spaces are provided for each house, dependent on size of dwelling. Another comment suggests that at least three car parking spaces are provided for each house due to poor provision of public transport.	UDC is committed to sustainable development and the promotion of active travel to local facilities and amenities. However, it does recognise that the rural nature of the district means that a lot of journeys will be by car. However, this must be balanced against the ambition to promote more sustainable means of transport and the quality of new developments and the avoidance of streetscenes being overly dominated by cars. For these reasons, Uttlesford has adopted parking standards in line with the Essex Design guidelines, widely considered to be best practice.
NDLP2636	Matthew Parish						
NDLP4195	Saffron Walden Town Council				Community Engagement Strategy	It is suggested that the footnote link to the UDC Local Plan Community Engagement Strategy is in draft format and that there is a discrepancy in the title.	The Council will review the linked policy document to verify the correct version and amend the footnote accordingly.
NDLP4190	Saffron Walden Town Council				Design Code	This comment queries the adoption of the Design Code and if the Code has not been adopted before the Local Plan, then the policy should be revised to refer to 'Draft' Design Code.	The intention of the Council is to adopt the Design Code as an SPD in summer 2024, prior to the Local Plan being adopted. Based on this timeline, the current wording is accurate.
NDLP459	Kim Rickards	Planning Director Durkan Homes			Design guidance	A number of comments have been made in relation to design guidance: <ul style="list-style-type: none"> • It is suggested that the policy should allow for design flexibility on individual sites • It is suggested that the policy wording around 'compact forms' of development is ambiguous and may not be appropriate in all circumstances. • It is also suggested that the policy should clarify reference to latest version of EDG. • Another comment suggested that the policy should allow for design flexibility on individual sites. 	The Policy reflects good design best practice as set out in the NMDC, The Essex Design Guide and the Uttlesford Design Code, all of which promote high quality design of all scales without prescriptive parameters. Design proposals must demonstrate their adherence to these good design principles as appropriate, based on their context and scale. Core Policy 52 section 3 does not relate to development density, but to designing in a way that uses land efficiently and creates communities where walking and cycling is a natural choice, rather than sparsely distributed housing that is heavily reliant on the car for even short journeys. This is based on National design policy and best-practice and is supported by the Uttlesford Design Guide. The policy wording will be amended to state the plural of 'version' in the first paragraph.
NDLP522	Nigel Tedder	Managing Director New Homes Project Managements Limited					
NDLP455		Planning Director Durkan Homes					
NDLP701	Kim Rickards						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Nigel Wood						
NDLP702	Nigel Wood				Design Review / public consultation	It is suggested that the policy includes a requirement for public consultations for medium sized (25-100dw.) developments, in addition to the requirement for design reviews for large (100+dw.) developments.	Core Policy 52 references compliance with the Uttlesford Design Code. Within the Code there is clear and explicit reference to community engagement and co-design and that engagement should be undertaken on a proportional basis. This would mean any development having significant impact on its surrounding context must undertake a suitable engagement strategy commensurate with the scale of the project.
NDLP1683	N/A	Planning Advisor Essex Police			Designing out crime	A number of comments from the Essex Police Planning Advisor, including concern over the exclusion of reference to Secured By Design within the policy. It is also suggested that if SBD accreditation is not sought, then the DOCO's should be engaged to help design-out potential for crime in developments, including landscapes and open spaces.	The policy requires compliance with the Uttlesford Design Code, which itself includes compliance with SBD or, where not applicable or appropriate, designing out crime as discussed with a DOCO on a project-by-project basis. All other comments are noted.
NDLP1690	N/A	Planning Advisor Essex Police					
NDLP1700	N/A	Planning Advisor Essex Police					
NDLP1703	N/A	Planning Advisor Essex Police					
NDLP1376	National Gas				Development near to existing utilities	This comment is a request to include reference within the policy to coordinating with existing utilities infrastructure.	The proximity to and relationship between proposed developments and existing site constraints is covered extensively in the Uttlesford Design Code and would be a material factor assessed within a detailed appraisal or assessment of the sites context, which would be a requirement of compliance with the 10 characteristics identified within the policy.
NDLP1011	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain		Essex Design Guide	One comment requests clarification on which version of the Essex Design Guide is applicable. Another comment states uncertainty over whether or not the EDG has been adopted by UDC.	UDC has adopted the Essex Design Guide (EDG) and refers to it in this policy. The Essex Design Guide is now hosted as online platform only, so the latest 2018 updated online version is the one to be referred to when preparing designs.
NDLP4192	Saffron Walden Town Council						
NDLP1750	Tony Crosby				Historic character	This comment is a request that all developments should reflect existing historic contexts and be built of similar or sympathetic and appropriate materials.	The Uttlesford Design Code sets out requirements for new development within or near listed or locally listed buildings or Conservation Areas to be carefully designed and to use appropriate materials to preserve and enhance the historic setting.
NDLP1902	Keith Exford				Housing design quality	A number of comments relating to housing design quality. It is suggested that Poor quality design and inappropriate use of materials should be resisted, and policy wording reinforced to facilitate this. It is also suggested that there is a lack of place-specific design in the majority of new housing developments with a reliance on standard house types.	With a new Local Plan, UDC will have clear policies in place to secure high quality design through the application of the Uttlesford Design Code, the Essex Design Guide and National Design Guide, none of which were prescribed under the previous Local Plan and hence did not have the positive impact on local development that otherwise could have been implemented. Within Core Policy 52 there is reference to the requirement to comply with the Essex Design Guide and the Uttlesford Design Code. These two documents enshrine good design principles and will be used to uphold a high standard of design, against which proposals must demonstrate compliance.
NDLP2629	Matthew Parish						
NDLP2889	Keith Exford						
NDLP2128	Mrs Jacqueline Cooper						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1306 NDLP2629	Unknown Matthew Parish				Housing mix	It is suggested that the majority of large homes are being built with insufficient living and amenity space. Another comment makes the point that there is a requirement for housing developments to provide a wide range of housing types to meet the housing needs of a wide range of residents, including young people.	The housing mix for new developments will need to comply with the housing mix by tenure, based on the Local Housing Needs Assessment (Table 11.1). This aims to ensure a varied mix of housing types across all developments to ensure that all types of residents are catered for. In addition, all homes must now comply with Nationally Described Space Standards (Core Policy 55) which set out living and amenity space requirements.
NDLP4084	Salacia Ltd				Masterplans / Design Codes	It is suggested that the preparation of masterplans or Design Codes for all major schemes is not reasonable and should only be required where appropriate.	Core Policy 52 is about delivering developments with a good standard of design quality. For major developments a masterplan is considered essential as it is not possible to fully describe proposals of that scale without a masterplan that defines the fundamentals of development such as access, street types, materials - both hard and soft, building typologies and their relationships to the street and public realm. This level of detail is only possible through the development of a masterplan. Likewise, the detail required to demonstrate compliance with the Uttlesford Design Code as well as National guidance will require the preparation of a Design Code compliance document, whether this is a standalone document or forms part of the mandatory Design & Access Statement. UDC will review policy wording and revise as it feels most appropriate.
NDLP4194	Saffron Walden Town Council				National Design Guide	It is suggested that the 10 characteristics of a well designed place from the NDG could be enhanced or strengthened by UDC.	UDC has used the 10 characteristics of a well designed place from the National Design Guide and these are considered to be national best practice. Locally specific design aspects, where appropriate, are referenced in the Uttlesford Design Code.
NDLP4191	Saffron Walden Town Council				Neighbourhood Plans	It is suggested that para. 11.8 within the policy should refer also to Neighbourhood Plans.	The Council will revise the wording of this policy to include reference to Neighbourhood Plans and Neighbourhood Design Statements.
NDLP1219	Mr Richard Walford				Omission of Policy	It is suggested that Policy GEN2 of the previous 2005 Plan has not been adequately replaced by CP52 as the specific wording of GEN2 is no longer present.	Core Policy 52 includes current National design guidance; the 10 characteristics of a well-designed place from the National Design Guide, as well as the Essex Design Guide and the Uttlesford Design Code. These codes and guides include all aspects of the previous GEN2 policy and go considerably further in terms of securing high quality and sustainable design, for example considering biodiversity and the whole lifespan of developments.
NDLP4189 NDLP4193	Saffron Walden Town Council Saffron Walden Town Council				Policy Wording	It is suggested that Para. 11.4 should state net zero in line with ECC, instead of net zero or low carbon.	The Council will review the wording of this policy to consider if any changes are appropriate.
NDLP937 NDLP1011 NDLP2009	Catesby Estates Ltd (Stacey Rawlings) Daniel Jones	Director Roebuck Land and Planning Ltd Director Silverley Properties Ltd	Stacey Rawlings Sophie Pain		Pre-application Advice / Design Reviews	It is suggested that the policy cannot require developments over a certain scale to undertake a pre-application advice process or go through a Design Review process.	Core Policy 52 is about delivering developments with a good standard of design quality. Early engagement with the Council about design proposals through the pre-application process is essential to this. For major schemes that will have a significant impact on their locality, the Council believes that to have independent expert review of proposals prior to their implementation is not an unreasonable position. The wording within the policy is clear that pre-application discussions are advised but not mandated for major applications. The word 'should' is advisory, whereas, if the wording had said 'must', that would be a mandatory requirement.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4084	Home Builders Federation Salacia Ltd						
NDLP239	Mr Roy Warren	Planning Manager Sport England			Sports / Health & Wellbeing	It is suggested that the policy should include designing for physical activity within developments with specific reference to Sport England guidance 'Active Design'.	The Council supports the inclusion of design for activity within developments and will review the policy for Reg 19 and look to include such provision and also to cross-refer to the Uttlesford Design Code, once adopted.
NDLP2752 NDLP3380 NDLP3429 NDLP3446 NDLP3463 NDLP3625	Paula Griffiths Gladman Bloor Homes (Eastern) Bloor Homes (Eastern) Bloor Homes (Eastern) Hill Residential Ltd				Support of policy	A number of respondents supported the policy, with some making positive reference to the National Design Guide and the benefits of pre-application advice and the design review process.	UDC acknowledges the support of this policy.
NDLP4196	Saffron Walden Town Council				Uttlesford Quality Review Panel	It is suggested that the policy should clarify that the UQRP is a sub-panel of Essex QRP.	The Council will revise the wording of the policy to clarify this point.
NDLP3892	Saffron Walden Town Council				Design Guidance - references	It is suggested that there is a lack of clarity in the plan when referring to design guidance, whether this is to the Uttlesford or Essex Design Guide.	Noted, Uttlesford Acknowledge this and will ensure the references will be clear on what they are referring to.
NDLP1682	Essex Police	Planning Advisor Essex Police			Designing out crime	A number of comments from the Essex Police Planning Advisor, including concern over the exclusion of reference to Secured By Design within the policy. It is also suggested that if SBD accreditation is not sought, then the DOCO's should be engaged to help design-out potential for crime in developments, including landscapes and open spaces.	The policy requires compliance with the Uttlesford Design Code, which itself includes compliance with SBD or, where not applicable or appropriate, designing out crime as discussed with a DOCO on a project-by-project basis. All other comments are noted.

Table 2 Core Policy 53: Standards for New Residential Development

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3333	The North West Essex Constituency Labour Party				Affordable Homes	The provision of new housing in Uttlesford should be genuinely affordable, energy efficient and provide a mix of house/apartment types including smaller 1-2 bedroom homes and social rented homes. How is this achieved considering the reduction in the affordable housing requirement?	The comments are acknowledged, and the Council seeks to achieve all of these ambitions through the Local Plan. Energy efficiency, to the point of net zero operational carbon is promoted within Core Policy 22. Affordable homes, including a percentage of social rented homes are to be delivered under Core Policy 56. Whilst the affordable housing percentage for new developments is now 35%, the Council is proposing to plan for some 'headroom' above the local housing need figure, so it is the case that 35 % of a higher figure will deliver more affordable housing, than 40% of a lower figure. Lastly, Core Policy 53 seeks to deliver a housing mix which is more reflective of Local Needs, with a strong preference for 2-3 bedroom dwellings.
NDLP4198	Saffron Walden Town Council						
NDLP3327	The North West Essex Constituency Labour Party						
NDLP2529	Gillian Mulley				Amendments to Existing Permissions	Applications to amend existing permissions should be held to the standards of Core Policy 53.	If amendments to an existing planning permission are proposed, the new Local Plan will be the document under which these amendments are assessed. However, the existing consent will be a material consideration when assessing any new applications. This is commonly known as a 'fallback' position, whereby if the existing permission is implementable, it forms a precedent for what can be considered acceptable on-site and could be given a significant amount of weight in the determination of any new applications.
NDLP1013	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain		Clarity on Policy Definitions	Consultation responses make a number of suggestions on amendments to the policy/supporting text which would provide the reader with greater clarity. These include: 1. The Policy is unclear as to whether the requirements apply to all residential development, or just 'major' residential developments. 2. The Policy should clarify the difference between references to 'Wheelchair Accessible Homes' and 'Wheelchair Adaptable Homes'. At present the policy reads as though the M4(3)b requirement applies to 100% of homes. 3. The policy should acknowledge that only when the authority has nomination rights can they request a wheelchair accessible dwelling be constructed for immediate occupation whilst market dwellings should be wheelchair adaptable M4(3)b. 4. Lastly, it is noted that the Policy may need updating in the event of future changes to Building Regulations which would make the policy requirements mandatory.	The comments are noted and the Council will review the wording of the policy, specifically the discrepancy between 'accessible' and 'adaptable', to ensure the exact requirements are clarified. It is acknowledged that Building Regulations may change, at which point the necessity of such a policy will need to be reviewed, however, the Council can only work to the present Building Regulations until such time that they are updated. The Regulation 19 Local Plan detailed that the housing mix policy would apply to all residential dwellings, however, this will be reviewed as part of the next draft of the Local Plan.
NDLP938	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP2011	Home Builders Federation						
NDLP4086	Salacia Ltd						
NDLP3430	Bloor Homes (Eastern)						
NDLP3244	Weston Homes Plc						
NDLP1331	Peter Lock				Community Led Housing	The Draft Local Plan should include a policy support the delivery of Community Led Housing. Several example policies from nearby Local Authorities have been provided.	Acknowledged. The Council will review the examples provided and assess the appropriateness of the inclusion of such a policy within the next draft of the Local Plan.
NDLP1331	Peter Lock				Designated Rural Area Status	The Council should consider applying for Designated Rural Area (DRA) status under S157 of the Housing Act 1985, allowing the Council to set a lower dwelling threshold for the provision of affordable housing in qualifying parishes.	The Council is satisfied that the proposed policy framework provides sufficient flexibility to support non-strategic development at Larger Villages and infill/ windfall development at Smaller Villages, where appropriate, along with other exception policies.
NDLP631	Sharon Critchley				Developer Reputation	How have Uttlesford considered which developers to work with? This doesn't appear to have factored in the lack of residents satisfaction of specific developer products based upon review websites.	The Site Selection Methodology sets out the process which has led to the selection of the proposed allocations, this process did not include an assessment of the reputation of individual developers. As a matter of planning law, the Council are not able to make planning decisions/policy which is influenced by whom is proposing development or submitting land to be allocated. These decisions have to be taken solely on the basis of whether the land in question is

							deemed to be the most appropriate when considering a range of factors which have been set out in the Site Selection Methodology.
NDLP2011	Home Builders Federation				Deviation from the LHNA	Several comments make reference to the relationship between Core Policy 53 and the Local Housing Needs Assessment. These comments include: 1. Some comments state that the Council cannot seek to set policy outside of the Local Plan by requiring accordance with the preferred housing mix within the Local Housing Needs Assessment. Instead, the policy should state that development proposals should 'have regard' to this document and should be required to provide evidence relating to viability or need to justify a significant divergence from the preferred housing mix. One comment makes note that any developer funded viability assessment should be PPG compliant and follow an open book approach. 2. Some comments are generally supportive of the current approach taken, however, they have made the case for greater flexibility in the policy to allow for housing mix proposals that are reflective of updated market conditions and local factors, including the prescribed housing mix in Neighbourhood Plans where this may deviate from the Local Housing Need Assessment.	The comments are noted. The Council will review the terminology by which the preferred housing mix set out within the Local Housing Needs Assessment is appropriately encouraged and the level of evidence which is necessary to justify a deviation. With regards to comments that greater flexibility should be built into the preferred housing mix, the Council consider that exemptions already exist for both viability and where ""an alternative approach can be demonstrated to be more appropriate"" which could include such scenarios as an alternative mix desired within a Neighbourhood Plan.
NDLP2085	Councillor Fiddy						
NDLP4086	Salacia Ltd						
NDLP3430	Bloor Homes (Eastern)						
NDLP3244	Weston Homes Plc						
NDLP365	Mrs Margaret Shaw				Elderly Housing	A number of comments recognise the ageing demographic in the district and state that the Local Plan should make provision for housing for the elderly. Comments note that this would free up existing family sized homes from those who are now able to downsize. Suggestions include: 1. A flat 10% requirement of open market 2-3 bedroom bungalows across all housing developments. 2. The delivery of new retirement villages through the Local Plan. 3. The requirement for small groups of housing for older persons within larger developments. It is also noted by one commenter that pavements should be suitable for mobility scooter usage.	Noted. The Council's evidence base (the Local Housing Needs Assessment) recognise the projected ageing demographic make-up of the district and the Local Plan seeks to prepare for this by: 1. Ensuring an appropriate mix of dwelling size within new developments with a greater focus on 2-3 bedroom units which would improve the potential for existing home-owners to downsize. 2. A requirement for 10% market and 20% affordable dwellings to be wheelchair adaptable, to facilitate accommodation for those of limited mobility. 3. The inclusion of a new allocation within the Regulation 19 version of the Local Plan for specialist older persons accommodation at Great Dunmow. The comment relating to accessibility for mobility scooters is acknowledged and Core Policy 28 makes specific reference to the need for new pedestrian routes to ""be inclusive and address disabilities and particular mobility needs.
NDLP177	Mrs Janice McDonald						
NDLP1178	Neil Bromley						
NDLP1261	Anne Hopkins						
NDLP456	Kim Rickards	Planning Director Durkan Homes			Further Evidence Required	Several commenters have stated that further evidence is required to justify the M4(2) and M4(3) ' Wheelchair User' standard in line with the Planning Practice Guidance on accessible housing. Reference is made to the outputs of the Viability Assessment whereby it is noted that the 35% affordable housing, 10% M4(3), and other infrastructure requirements would mean certain scales of extra care facilities would not be viable. It is suggested that the policy include greater flexibility of the M4(3) requirement for developments where its delivery is not technically feasible or viable. One comment notes that the Viability Assessment raises a discrepancy between the M4(3) policy requirement and what has been tested. It is stated that updated testing should be undertaken to assess the viability implications of the current policy requirement. Lastly, one comment states that the M4(3) requirement is justified by the LHNA which uses national data and, therefore, the requirement isn't justified at a local level. It is noted that the additional space requirement for M4(3) dwellings should be considered as it would compromise the efficient use of land, so should be avoided unless the demand is explicitly demonstrated.	The Council consider that the M4(2) and M4(3) requirements within Core Policy 53 are evidenced and justified. The Viability Assessment is being updated for the next draft of the Local Plan to ensure that this and any additional infrastructure requirements are accurately factored into the viability calculation. This will resolve the noted discrepancy between the policy requirement and what was previously viability tested for Regulation 18. Core Policy 53 does include a clause which provides an exemption from the full extent of these requirements where developments would be made demonstrably unviable, allowing sufficient flexibility. The Local Housing Needs Assessment utilises a mixture of Local and National data which demonstrates that Uttlesford has an age demographic older than the national average with substantial projected increases in older demographics in the district (66% increase in 85+) by 2033. Local projected increases in disabilities is also noted within the LHNA. Therefore, it is considered that the M4(3) requirement is justified at a local level. The inherent trade off between development density and the inclusion of M4(3) dwellings is noted and the Council will further review this policy to ensure an appropriate balance is met, accounting for the need of this housing type. "
NDLP2454	Anchor						
NDLP3122	Higgins Group						
NDLP4086	Salacia Ltd						
NDLP3430	Bloor Homes (Eastern)						
NDLP2530	Gillian Mulley				Gardens for New Dwellings	New dwellings should benefit from appropriately sized gardens.	Core Policy 55 sets out the requirement for new residential development to be served by external amenity spaces which are appropriate to the size and nature of the property. More detailed specifications and guidance will be provided through the Uttlesford Design Guide.

NDLP168	Linda Stephenson				Housing Mix	The Local Plan should require an appropriate mix of properties including a range of bedroom numbers, bungalows, flats and specialist housing, to be evenly distributed throughout sites. This should include smaller and Council owned properties. Some comments oppose and some support the ability for occupants to be able to extend these smaller properties in the future. One comment makes specific reference to Great Dunmow, where there is a need for more starter homes in parallel with new jobs to attract a younger demographic, deliver career development opportunities, and avoid it becoming a commuter town.	The comments in support of an improved mix of housing in the district are noted. Core Policy 53 sets out that new residential development will be expected to deliver a housing mix which is reflective of the local need, as set out within the Local Housing Needs Assessment evidence. This evidence details clear support for a larger proportion of 2-3 bedroom units and sets out a preferred housing mix across both market and affordable sectors. This housing mix, comprising a greater proportion of more modest housing than what has historically been delivered without an up-to-date Local Plan, will apply across the district, including at Great Dunmow. Employment development has also been allocated at Great Dunmow in order to deliver local employment opportunities for new and existing residents.
NDLP2714	S Luck						
NDLP3051	Mrs Christina Cant						
NDLP3327	The North West Essex Constituency La						
NDLP4199	Saffron Walden Town Council						
NDLP781	Christopher Muir						
NDLP793	Christopher Muir						
NDLP631	Sharon Critchley				Housing Quality	What actions/processes will be put in place to ensure new development is of sufficient quality?	The new Local Plan puts in place a number of new policies which raise the bar for design quality which developers will need to meet when applying for planning permission. This includes greater stringency on environmental standards (Core Policy 22) and more clarity on expectations for master planning/architecture (Core Policy 52, to be supported by the forthcoming Uttlesford Design Guide). The appropriateness of individual development designs will be determined at applications stage, but with an up-to-date Local Plan and full weight granted to planning policies, the Council will be in a much stronger position to refuse development where high quality design is not achieved.
NDLP372	Kevin French				Impacts of Construction	The Local Plan should include a policy which makes applicants consider how the adverse effects of construction will be mitigated/avoided. Such impacts include the increase in HGV's and construction traffic, potential road safety issues, and their effect on nearby quiet lanes and heritage assets. Suggestions are made regarding the restriction of HGV's from the use of lanes under 5m width and limiting the number of HGV's which can pass a heritage asset on a quiet lane to less than 5 per week.	Noted. The Council will review the inclusion of a policy/additional text relating to the management of the environmental impacts of construction. Mitigation of construction impacts are typically secured through the requirement of a Construction Environment Management Plan (CEMP) which is required of developers prior to commencing development. The Council will consider the inclusion of additional detail relating to the preparation of CEMP's to provide greater clarity on our expectations for developers..
NDLP2911	Christine Chester				Larger Village Housing Requirements	Affordable (social) housing within larger villages should be included within the total housing requirement, not in addition to this figure. Further, recent completions and current housing commitments should be removed from the total housing requirement for larger villages.	The housing requirement for larger villages, set out in Core Policy 19, is inclusive of affordable housing which would be delivered as part of development sites. Further, it should be noted that housing completions during the Local Plan period (beginning 1st April 2021) and known commitments (at 1st April 2023) were accounted for in calculating the housing requirement for larger villages. The figure is therefore a residual one, to be met through Local or Neighbourhood Plan allocations. Completions and commitments data will be updated prior to the publication of the next draft of the Local Plan which may change the housing requirement for certain larger villages.
NDLP4201	Saffron Walden Town Council				Live/Work Units	Some comments suggest the removal of the reference to live/work units, stating that these are not typically retained and are instead converted fully to residential. Other comments suggest the reference to live/work units should be flexible enough to encourage these units 'where feasible'.	The Council note the comments which suggest the removal or 'loosening' of this policy provision. The Council will continue to update the policy in light of updated evidence and will review the necessity of the retention of the reference to live/work units as written.
NDLP3244	Weston Homes Plc						
NDLP3244	Weston Homes Plc				Policy Flexibility	The policy should be flexible enough to allow for site specific factors, such as flood risk, topography etc. to justify an exception from the M4(2) and M4(3) requirement.	The Council consider that site specific/environmental factors which may restrict the deliverability of M4(3) homes have already been accounted for within the policy which states that the Council will

						expect compliance with the standards "unless it can be demonstrated that it is not practically achievable".
NDLP865	Mr Neil Hargreaves				Restrictions on Gated Communities	Gated communities should be banned within Local Plan policy, except in exceptional circumstances, to ensure the permeability of neighbourhoods and to foster a sense of community and social interaction.
NDLP4200	Saffron Walden Town Council					The comments opposing gated communities are noted. Core Policy 52 provides a list of design requirements for new development, which requires integrated movement networks and public spaces to facilitate social interaction, however, the inclusion of specific text relating to the restriction of gated communities will be considered for the next draft of the plan.
NDLP1327	Peter Lock				Supportive of Policy Provisions	Supportive of the policy provisions and keen to ensure these are incorporated into future planning applications.
NDLP2837	Mrs Amanda Perry					Comments of support are acknowledged by the Council.
NDLP3029	Mr Brian Johnson				Zero Carbon Homes	New homes should be zero carbon to ensure a low carbon future for the district.
						The Local Plan includes Core Policy 22 which sets out the requirement for new development (of 1 or more dwellings or 100sqm of non-residential development) to be Net Zero Operational Carbon. This is in exceedance of what is required under current Building Regulation standards.

Table 3 Core Policy 54: Specialist Housing

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1135 Page 405 NDLP2053	Rob Snowling Mrs Jacqueline Cooper	Director Pigeon Investment Management Ltd	Sophie Pain		Additional Sites	Additional sites outside of the draft allocations should be considered which could deliver specialist housing and supporting infrastructure. Specific reference is made to the preference of sites at Clavering and Great Dunmow.	As part of the Regulation 19 draft Local Plan, the Council will be reviewing the proposed allocations and considering whether additional/amended sites may be appropriate. This includes the consideration of sites specifically for specialist housing, for both extra care and sheltered housing.
NDLP939 NDLP613 NDLP2455 NDLP3626 NDLP496	Catesby Estates Ltd (Stacey Rawlings) Natasha Styles Anchor Hill Residential Ltd Nigel Tedder	Director Roebuck Land and Planning Ltd Group Planning Associate The Planning Bureau on behalf of McCarthy Stone Managing Director New Homes Project Managements Limited	Stacey Rawlings Natasha Styles Nigel Tedder		Alternative Specialist Housing Types	Core Policy 54 should be amended to emphasise greater flexibility and alternative types of specialist housing. Comments include reference to the need for bungalows (without a care element) which should be deemed a suitable alternative where specialist housing isn't suitable. Other comments note that, in order for the policy to be justified, it should emphasise a greater proportion of sheltered housing and less extra care housing in line with the Local Housing Needs Assessment. One comment notes that the same level of preference should be given to each of these house types within the policy. Lastly, a comment notes that the policy should be clear that it is supportive of both C2 and C3 use classes to ensure the delivery of a range of extra care models.	The Council note the comments regarding bungalows and whilst we will review whether greater support for such dwellings would be justified within the Local Plan, it may be that Core Policy 54 is not the correct location to reference this, given these do not necessarily comprise Specialist Housing. Additionally, the comments regarding a more proportionate split between sheltered and extra care housing is noted. The Council will be updating the Local Plan for Regulation 19 and will ensure this considers how the outputs of the Local Housing Needs Assessment can be best reflected within the policy. This extends to clarification of the acceptability of C2 and C3 use classes within the policy which will be also be reviewed.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1135 NDLP2455 NDLP2012 NDLP4087 NDLP3381 NDLP3431	Rob Snowling Anchor Home Builders Federation Salacia Ltd Gladman Bloor Homes (Eastern)	Director Pigeon Investment Management Ltd	Sophie Pain		Consolidation of Specialist Housing	Several comments stated that a 5% requirement for specialist housing across strategic sites is unlikely to facilitate viability or to deliver specific infrastructure to support specialist housing. One comment notes that due to higher build costs and longer start up times, a minimum of 60 homes is typically needed to ensure viability. Of these comments, some made suggestions as to how the policy should be amended, including: 1. That the Council should consider allocating sites specifically for specialist housing, with reference made to the Council planning for the needs of an ageing demographic within a deliverable timeframe. 2. That some strategic allocations should have a requirement of greater than 5%. whilst others should have 0%, to ensure that on allocations with specialist housing, these benefit from greater consolidation.	The comments are noted and the Council will review the percentage requirement in the context of the delivery of specialist infrastructure and ensuring viability. It is also noted that since the Regulation 18 publication, the Government updated the National Planning Policy Framework to explicitly mention retirement housing, housing with care and care homes when requiring Local Planning Authorities to assess the local need for different types of housing. In response, the Council has allocated an additional site within the Regulation 19 version of the Local Plan which is proposed to specifically deliver a range of specialist housing. In combination with the broader requirement for strategic allocations to deliver a percentage of specialist housing, the Council can ensure delivery of specialist housing in a range of locations over the short, medium and long term.
NDLP140	Neil Bromley				Elderly Housing	Uttlesford has an ageing demographic the Local Plan should make provision for housing for the elderly. It is noted care homes are expensive for potential residents and, instead, clusters of smaller homes in new developments would free up existing family sized homes from those who are now able to downsize. It is also noted that pavements should be suitable for mobility scooter usage.	Noted. The Council's evidence base (the Local Housing Needs Assessment) recognise the projected ageing demographic make-up of the district and the Local Plan seeks to prepare for this by: 1. Ensuring an appropriate mix of dwelling size within new developments with a greater focus on 2-3 bedroom units which would improve the potential for existing home-owners to downsize. 2. A requirement for 10% market and 20% affordable dwellings to be wheelchair adaptable, to facilitate accommodation for those of limited mobility. 3. The inclusion of a new allocation within the Regulation 19 version of the Local Plan for specialist older persons accommodation at Great Dunmow. The comment relating to accessibility for mobility scooters is acknowledged and Core Policy 28 makes specific reference to the need for new pedestrian routes to "be inclusive and address disabilities and particular mobility needs".
NDLP1833	Essex County Council				Essex County Council - Engagement on Evidence	Essex County Council seeks engagement with Uttlesford District Council on furthering the evidence base and policy criteria surrounding specialist and supported housing for vulnerable adults. It is noted that housing policies play an important role in supporting independent living for some and supported living for others.	The comment is acknowledged and UDC will liaise with ECC to ensure that their input into Core Policy 54 can be considered.
NDLP1799	Littlebury Parish Council				Existing Infrastructure is Oversubscribed	The existing retirement village in Newport is oversubscribed so similar facilities are required.	The Regulation 19 version of the Local Plan no longer allocates strategic scale growth at Newport. Newport Parish Council has been provided a reduced housing requirement which is to be accommodated through the making of a new Neighbourhood Plan, which will address the residential needs for the parish, including for older persons accommodation.
NDLP3850	Rosconn Strategic Land Limited				Existing Permissions	Where a site is delivered in accordance with an existing permission, this policy requirement should not be triggered.	Where a development is delivered pursuant to an existing outline permission, the matters which have been addressed at outline stage will not be reconsidered at reserved matters stage on the basis of the new Local Plan requirements.
NDLP4202	Saffron Walden Town Council				Housing for those with Learning Disabilities	Specific reference should be made to the need for sheltered housing for those with learning disabilities.	Acknowledged, the Council will consider the inclusion of explicit reference to these types of housing needs within Core Policy 54.
NDLP613	Natasha Styles	Group Planning	Natasha Styles		Interaction with Core Policy 56	Proposals for specialist housing should not be required to be delivered in accordance with Core Policy 56, or further evidence is required within the	The Council will be preparing an updated Viability Assessment to support the Regulation 19 version of the Local Plan. The reference

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2012	Home Builders Federation	Associate The Planning Bureau on behalf of McCarthy Stone				Viability Assessment to demonstrate that this requirement is justified. Specific reference is made by one comment to the limited viability of extra care facilities at the 30 and 60 unit scale within the Viability Assessment. It is also noted that, given the accessibility requirements of extra care units, they are often located on brownfield land which can further limit the viability of developments due to higher upfront costs.	made to the limited viability of specific scales of extra care facilities is noted and the Council will reflect upon this when assessing the infrastructure requirements placed upon specialist housing, including affordability percentages.
NDLP1135	Rob Snowling	Director Pigeon Investment Management Ltd	Sophie Pain		Phasing and Delivery of Specialist Housing	Core Policy 54 should provide for the delivery of specific specialist housing allocations to allow for their delivery in the short to medium term when demand is greatest. It is noted that, currently, the Housing Trajectory indicates the first allocations would only start delivering dwellings in 2029/30. Further, to ensure viability, it is stated that the specialist housing is not a prioritised house type and so these would likely be delivered much later within the lifecycle of allocations. Thus, without specific specialist housing allocations, its demand cannot be guaranteed when the need is greatest (between 2023 and 2033).	The Council has allocated an additional site within the Regulation 19 version of the Local Plan which is proposed to specifically deliver a range of specialist housing. In combination with the broader requirement for strategic allocations to deliver a percentage of specialist housing, the Council can ensure delivery of specialist housing in a range of locations over the short, medium and long term.
NDLP613 NDLP2012 NDLP4087 NDLP3431	Natasha Styles Home Builders Federation Salacia Ltd Bloor Homes (Eastern)	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles		Policy Wording and Clarity	Several comments note that the policy and its supporting text should provide greater clarity on what is meant by an 'undesirable location' for extra care housing. Further, the stated need for specialist accommodation, including in paragraph 11.26, should be included within the Policy itself. One comment notes that developers should not be able to avoid delivering older persons housing on the basis that the location is not 'desirable' for extra care or sheltered housing. This comment therefore recommends that this element of the policy is deleted.	The comments relating to the need for greater clarity on the term 'undesirable location' are noted and the Council will look to expand on this in the next draft of the Local Plan. The Council consider that the figures highlighted within paragraph 11.26 are contextual. As these figures are not individual allocation requirements, the benefit of including these within the policy itself would be minimal. The comment relating to removing the proviso under which an 'undesirable location' justifies the removal of the sheltered/extra care housing requirement is noted. However, it is considered that, as not all locations will be suitable for these two types of housing, some flexibility is required of the policy to ensure that, where there is a clear reason to avoid these typologies, a preferable form of older persons housing can be delivered.
NDLP490	Mr Ken McDonald				Supportive of Policy	The comment is generally supportive of the policy provisions.	The comment in support of the policy is acknowledged.
Ä? xç □□□□	~ I T N C ç I T N				Mismatch between number of extra care dwellings delivered and requirement	Comment highlighting that the plan fails to address the growing need for elderly care housing by providing far fewer units than required.	Noted, Uttlesford will consider adding clarity to demonstrate how it is providing for elderly care units in the updated regulation 19 draft.

Table 4 Core Policy 55: Residential Space Standards

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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NDLP457	Kim Rickards	Planning Director Durkan Homes			Justification of Policy	Sufficient evidence is required to justify the adoption of Nationally Described Space Standards.	Noted. The Council will review the policy in light of ensuring it is sufficiently justified.
NDLP2013	Home Builders Federation						
NDLP3256	Weston Homes Plc						
NDLP3382	Gladman						
NDLP4088	Salacia Ltd						
NDLP1328	Peter Lock				Supportive of Policy	Supportive of requiring all new dwellings to meet Nationally Described Space Standards.	The Council acknowledge the support for the inclusion of this policy.
NDLP1739	N/A	Field Officer Rural Community Council of Essex					

Table 5 Core Policy 56: Affordable Dwellings

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1403	Kathryn Chatto				Affordable Housing Ratio	The proposed affordable housing ratio of 35% is insufficient and should be increased. Comments note a number of reasons to increase the ratio, namely: 1. The increasing housing affordability pressures in the district, particularly for young people. 2. To be in line with certain adopted Neighbourhood Plans. 3. To guard against negotiations which seek to reduce affordable housing contributions at application stage. 4. Allocations will not come forward quickly enough to cool local house prices through increased supply. 5. Other Council's have adopted a 40% affordability requirement."	It is noted that whilst the Local Plan 2005 includes a 40% requirement, due to the age of plan and the lesser weight granted to its policies, this standard is not always met through new planning permissions. The new Local Plan, once adopted, will be supported by up-to-date viability evidence and its policies will have full weight in the planning balance, providing a far more robust standard when assessing development proposals. Moreover, this policy will work in tandem with Core Policy 53 which seeks to deliver a housing mix within new developments which is more reflective of the district's needs. This includes a greater focus on 2-3 bedroom dwellings than has been achieved through previous speculative development. Lastly, whilst other Council's may have an adopted 40% requirement, the 35% requirement proposed seeks to balance the need for affordable housing with the need to deliver far more stringent environmental policies than those which other Council's have in place. This includes a requirement for 20% net gain in biodiversity at development sites (Core Policy 40), as well as a requirement for Net Zero Operational Carbon development (Core Policy 22).
NDLP1589	David Perry						
NDLP1740	RCCE	Field Officer Rural Community Council of Essex					
NDLP2087	Councillor Fiddy						
NDLP2336	Mr Edward Gildea						
NDLP2399	Jane Gray						
NDLP2532	Gillian Mulley						
NDLP2753	Paula Griffiths						
NDLP2899							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP320	Martyn Everett						
NDLP320	Mrs Jane Sharp						
NDLP320	Mrs Jane Sharp						
NDLP3326	The North West Essex Constituency Labour Party						
NDLP363	mrs Margaret Shaw						
NDLP3819	Uttlesford Citizens Advice						
NDLP398	Andrew Ketteridge	Director Roebuck Land and Planning Ltd					
NDLP4203	Saffron Walden Town Council						
NDLP525	Steve Hasler						
NDLP643	John Howett						
NDLP651	John Howett						
NDLP856	Tom van de Bilt		Stacey Rawlings				
NDLP940	Catesby Estates Ltd (Stacey Rawlings)						
NDLP1114	Bob Goldsmith						
NDLP1589	David Perry				Affordable Housing Size	A large proportion of affordable properties should be required to be 1/2 bedrooms, so as to be more accessible to young people.	Noted. The housing mix policy (Core Policy 53) specifies that more houses, especially affordable housing, is provided at the 1-2 bedroom size.

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP109 NDLP1329 NDLP363 NDLP1740 NDLP1589 NDLP3807 NDLP3819 NDLP817 NDLP1549 NDLP1403 NDLP2637	Dominic Davey Peter Lock Mrs Margaret Shaw N/A David Perry Mr Neil Reeve Uttlesford Citizens Advice Paul Beckett Carly Swain Kathryn Chatto Matthew Parish	Field Officer Rural Community Council of Essex			Alternative Affordable Housing Mix	One comment suggests that social housing has not been accounted for within the Local Plan whilst being supported within the evidence base. Several comments raise that the proposed affordable housing mix in Core Policy 56 results in an undersupply of affordable/social rent when compared to affordable home ownership. A higher percentage of affordable/social rented properties should apply to residential developments, to then be retained in perpetuity. Several comments suggest this is necessary as other types of affordable home products are not always genuinely affordable. One comment provides a suggestion as to how the policy could be reworded to increase affordable rented housing in light of the viability evidence gathered. Lastly, a comment suggests that the 'shared equity' schemes should be ruled out of any potential affordable housing mix within the policy.	Noted. The Core Policy sets out that social housing and other affordable rented schemes are a required form of affordable housing, as is supported within the evidence. However, the Council will review the required mix of affordable housing types to inform the Reg 19 Plan and to consider whether further improvements can be made. The point on shared equity is noted, however, the Council do not consider it appropriate to rule out specific forms of affordable housing within the policy, as this should be a matter for development management teams to determine on a case by case basis.
NDLP2365 NDLP3709	Douglas and Ruth Burton Douglas and Ruth Burton				Alternative Site Selection	The representation refers to the affordability ratio in Uttlesford being higher than for the rest of Essex and many other parts of the UK. It is suggested that to help address this issue, more housing should be planned for, including a specific site at Great Dunmow.	The Council is satisfied the proposed approach is appropriate. It plans for more than the identified housing need and therefore provides additional flexibility and resilience.
NDLP458	Kim Rickards	Planning Director Durkan Homes			Appropriate Distribution of Affordable Housing	The Council should set out a maximum number of affordable dwellings that it is appropriate to deliver in a single cluster.	Noted. Consideration will be given to this, although this may vary on a case by case basis and flexibility for Development Management to consider this matter on the merits and circumstances of individual schemes may be preferable.
NDLP1740 NDLP3507	N/A Thaxted Society	Field Officer Rural Community Council of Essex			Community Led Housing	The Local Plan should include a policy in support of community led housing and community land trusts. One comment notes that this has been effective at Thaxted and is a route for parishes to encourage affordable housing. Examples of policies relating to community led housing from nearby Council's have been provided.	Noted. Consideration will be given to making clearer reference in the plan to supporting community led housing and community land trusts.
NDLP1740	N/A	Field Officer Rural Community Council of Essex			Designated Rural Area Status	The Council should consider applying for Designated Rural Area (DRA) status under S157 of the Housing Act 1985, allowing the Council to set a lower dwelling threshold for the provision of affordable housing in qualifying parishes.	The Council is satisfied that the proposed policy framework provides sufficient flexibility to support non-strategic development at Larger Villages and infill/ windfall development at Smaller Villages, where appropriate, along with other exception policies.
NDLP4089 NDLP2087	Salacia Ltd Councillor Fiddy				Deviation from the LHNA	Some comments have outlined that the policy should be worded such that applicants should only need to 'have regard' to the Local Housing Needs Assessment (LHNA), not definitively 'accord' with it. Other comments have outlined that the policy wording should be made	In terms of housing mix, it is important that the LHNA is followed to ensure an appropriate range of dwellings sizes come forward. One of the issues in Uttlesford, is that too much speculative development has come forward that hasn't delivered enough

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3819 NDLP2014	Uttlesford Citizens Advice Home Builders Federation					sufficiently stringent to avoid deviation from the LHNA within future planning applications.	smaller units that are more consistent with the local need or that are more affordable. However, the Council will review whether the proposed policy wording is appropriate.
NDLP3852	Rosconn Strategic Land Limited				Existing Permissions	Existing permissions do not preclude the submission of a new application pursuant to the revised affordable housing requirement.	Noted. The Council accept that if a site with existing consent were to apply for a new consent following the adoption of the new Local Plan, the site may deliver a lower level of affordable housing (if it was previously delivering 40 %), although the scheme would still be expected to make an appropriate contribution to infrastructure and may well be required to deliver other benefits which were not previously accounted for under the previous Local Plan. Given the plan is making provision for around 15,000 homes, the level of affordable housing to be delivered overall is considered appropriate.
NDLP3982 NDLP817 NDLP3760	Hawridge Strategic Land Paul Beckett The Hargrove Family				General Comment	The Council should apply an upwards adjustment to the Standard Method calculation of housing need and allocate additional sites to address affordability concerns within the district. Another comment suggests that any additional housing should all be affordable.	The Council is satisfied the proposed approach is appropriate. It plans for more than the identified housing need and therefore provides additional flexibility and resilience whilst providing for an appropriate level of affordable housing.
NDLP169 NDLP1296 NDLP2772 NDLP1977 NDLP2294 NDLP1549 NDLP2201	Danny Booty Helen Haines Mrs Isobel Grayson Gill Gibson Stuart Hastie Carly Swain Mrs Isobel Grayson				Genuinely Affordable Housing	It is not guaranteed that the proposed housing will be genuinely affordable, particularly for first time buyers. Particular emphasis is placed on the need for many more smaller homes.	There are parameters set out in national policy for what constitutes an 'affordable dwelling' for which the Council are required to demonstrate consistency, however, the Council is reviewing its approach to what the required affordable housing mix should consist of that will assist in delivering 'affordable' dwellings that are genuinely attainable to the residents of Uttlesford. This includes a mixture of affordable home ownership and affordable rented schemes, including social housing. This policy will work in tandem with Core Policy 53 which seeks to require a greater proportion of more modest 1, 2, or 3 bedroom homes.
NDLP2214	N/A	Clerk Hatfield Broad Oak Parish Council			Hatfield Broad Oak	The representation specifies the need for affordable housing in villages, particularly Hatfield Broad Oak that are for local residents and that exception type schemes should be encouraged. The importance of legal agreements to any such schemes making clear that the units should be retained as 'affordable' units and for local residents is crucial in this regard.	Noted. The Local Plan does support exception sites and the Council agrees that legal agreements along the lines of those described are important. The Plan wording will be reviewed to ensure it is sufficiently robust. There are a range of other options available to the Parish if they wish to support small scale development, including making allocations with a neighbourhood plan. The Council will be engaging with all Parishes for Larger Villages on this matter.
NDLP614	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles		Interaction with Core Policy 54	Requiring sites for specialist housing to be in compliance with the affordable housing requirement set out in Core Policy 54 is not justified and is over aspirational.	The Council will review the policy and evidence relating to this matter and assess if any adjustments are required.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2336	Mr Edward Gildea				Modular Homes	Modular homes are the easiest way to deliver affordable homes. There should be a Core Policy which supports modular homes.	There are parameters set out in national policy for what constitutes an 'affordable dwelling' for which the Council are required to demonstrate consistency. Modular homes are not included within this criteria so are not explicitly mentioned, however, there is no principle resistance to this form of development within the Local Plan. The Council will review whether encouragement of modular homes is appropriate within the next draft of the Local Plan.
NDLP2862	NHS Property Services Ltd				NHS - Affordable Housing for Healthcare Providers	The Council should engage with the Hertfordshire and West Essex Integrated Care Board regarding the number and location of affordable housing, and how this interacts with the NHS' ability to retain/attract staff.	Noted. However, the delivery of affordable housing at a strategic scale can only be directed by the Council through the allocation of development more broadly. These allocations are proposed at the District's larger existing settlements where they are located in close proximity to existing employment and infrastructure, including health facilities.
NDLP458	Kim Rickards	Planning Director Durkan Homes			Policy Flexibility	Core Policy 56 should be more flexible in facilitating the delivery of either first homes or established shared ownership products.	Noted. The Council are in the process of reviewing the affordable housing mix to ensure that the policy has flexibility, whilst ensuring it meets local needs and the requirements of the National Planning Policy Framework.
NDLP2336	Mr Edward Gildea				Policy Stringency	The affordable dwelling requirement should apply across the total number of homes a developer builds in the district, so as to include sites under 10 dwellings.	There is no legal mechanism through which the Council can secure affordable housing contributions from a single developer on the basis of cumulative permissions over separate sites. National policy is clear that the "provision of affordable housing should not be sought for residential developments that are not major developments". Whether affordable housing can be secured, and if so how much, is calculated on an individual site basis through the planning application process.
NDLP703	Nigel Wood				Policy Wording and Clarity	Core Policy 56 and its supporting text should be made clearer in the following regards: - The amount and mix of affordable homes being required. - Establishing that the affordable housing requirement is engaged on residential development sites of 0.5 hectares or larger, in compliance with the NPPF. - That the policies provisions 'must' be delivered, rather than 'should' be. - What exactly is being required in relation to M4(3) homes. - What 'need assessments' entail, to ensure they are sufficiently robust.	The Council is satisfied the policy is sufficiently robust and clear, however it will be reviewed in light of the consultation responses. The word 'should' is considered to be sufficiently clear and does not need to be replaced with 'must'.
NDLP1329	Peter Lock						
NDLP4204	Saffron Walden Town Council						
NDLP3627	Hill Residential Ltd						
NDLP3819	Uttlesford Citizens Advice						
NDLP3627	Hill Residential Ltd				Replication with other Local Plan Policies	This policy replicates text from Core Policy 53, requiring 20% of affordable homes to be built to M4(3) standard.	Noted. This matter will be reviewed in light of the consultation responses.
NDLP4090	Salacia Ltd	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP940	Catesby Estates Ltd (Stacey Rawlings)						
NDLP2014							
NDLP3245							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3432	Home Builders Federation Weston Homes Plc Bloor Homes (Eastern)						
NDLP1533 NDLP2075 NDLP3724	Chrishall Parish Council Ms Debbie Bryce CH Gosling 1965 Settlement				Rural Affordable Development	Some comments set out that development in rural villages cannot be considered sustainable or affordable under any circumstance and so should be precluded. Other comments detail support for affordable dwellings as part of 'Rural Exception Sites' in all villages, without the restriction of homes being limited to those with local connections. Lastly, one comment states that Rural Exception Sites alone are not sufficient to deliver affordable homes in rural settlements, therefore non-strategic allocations at larger villages are required.	Noted. Overall, the Council is satisfied that the plan provides sufficient flexibility. Non-strategic development is directed to the larger villages which are the larger and more sustainable rural settlements. More limited infill development may be appropriate in smaller villages, plus there is an exception policy that can be used where there is sufficient justification of local need. Some comments relating to this policy are from parishes who identify a clear need for affordable housing in the parish that are genuinely for local residents.
NDLP2456 NDLP3198 NDLP3383 NDLP3724	Anchor Dianthus Land Limited Gladman CH Gosling 1965 Settlement				Supportive of Core Policy 56	Supportive of the provisions of Core Policy 56.	Noted.
NDLP2014 NDLP3123 NDLP3449 NDLP3466 NDLP4090 NDLP3432	Home Builders Federation Higgins Group Bloor Homes (Eastern) Bloor Homes (Eastern) Salacia Ltd Bloor Homes (Eastern)				Viability Assessment	The requirement for 35% affordable housing should be viability tested, taking account of the higher energy efficiency standards held within the plan, the proposed tenure split, and the M4(3) requirement.	Noted. The Council are updating the Viability Assessment for the publication of the Regulation 19 draft of the Local Plan. This updated evidence will take full account of the cumulative policy requirements and to ensure that any policy provisions are sufficiently evidenced.
NDLP1764	Robert Bass				Mention of Affordable Dwellings	Comment stating that the south area strategy is the only place where a target for affordable dwellings is stated.	Affordable dwellings is mentioned within the overall spatial strategy in the supporting text for Core Policy 2: Meeting our housing needs, this will cover all the area strategies, all the area strategies refer to the delivery of affordable homes as well in accordance with Core Policy 56: Affordable Dwellings.

Table 6 Core Policy 57: Sub-Division of Dwellings and Homes in Multiple Ownership

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP364	Mrs Margaret Shaw				Office Conversions	Residential conversions of office blocks should not be permitted.	Core Policy 57 does not relate to or support the residential conversions of office blocks. Core Policy 45 supports the safeguarding of existing office space subject to certain exceptions, however, it is important to note that 'The Town and Country Planning (General Permitted Development) (England) Order 2015' permits the conversion of offices to dwellings subject to the provisions of Schedule 2, Part 3, Class O. Local Plan policy is not able to supersede or oppose the principle acceptance of this form of development where it meets the requirements of the legislation.
NDLP1704	N/A	Planning Advisor Essex Police			Essex Police - HMO Security	The Council should utilise the Essex Amenity Standards (Version 2) which provides detail on how HMO security risks can be controlled without compromising fire safety.	UDC acknowledge the response and will review the standards whilst considering amendments to Core Policy 57 for the Regulation 19 Local Plan.

Table 7 Core Policy 58: Custom and Self-Build Housing

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4205	Saffron Walden Town Council				Co-housing Reference	Core Policy 58 should support the delivery of 'co-housing' proposals.	UDC acknowledge the response in its support for 'co-housing' to be included within the policy and will consider whether amendments are appropriate for the next draft of the Local Plan.
NDLP3150 NDLP3833 NDLP3947 NDLP4100 NDLP1625	Smith Bros Hillrise Homes Limited Michael and Sarah Tee S Payne Chelsteen Developments Limited				Custom and Self Build in Rural Areas	Core Policy 58 should be more flexible to permit custom and self-build dwellings in the countryside where the associated impacts can be made acceptable, with supportive reference to infill/rounding-off/re-use of brownfield land.	UDC acknowledge the response and will consider whether amendments to support exception sites in rural areas and villages are appropriate for the next draft of the Local Plan.
NDLP1142 NDLP2015 NDLP3433 NDLP3628 NDLP4091 NDLP3246	Rob Snowling Home Builders Federation Bloor Homes (Eastern) Hill Residential Ltd Salacia Ltd Weston Homes Plc	Director Pigeon Investment Management Ltd	Sophie Pain		Custom and Self Build on Larger Sites	A requirement for 5% custom and self-build plots on sites larger than 100 dwellings is not justified as the Local Housing Need Assessment indicates the need for this dwelling type can be met through windfall development. Further, the need for this housing type would be better delivered on alternative non-strategic sites to meet a variety of locational interests. The policy should be more flexible to respond to the demand for this type of development at the time of an application.	UDC acknowledge the response and will review the Local Housing Need Assessment and Viability Assessment to ensure that requirements for custom and self-build housing are fully evidenced.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3927	Pelham Structures Limited	Pelham Structures Ltd			Exception sites	The Custom and Self Build Housing policy should be flexible enough to be delivered on larger schemes, but also through exception sites and smaller site allocations. Example policies are provided from other Local Authorities which detail a hybrid approach.	UDC acknowledge the response in relation to the hybrid approach to Custom and Self Build and will consider whether amendments to allow for custom and self-build housing as part of exception sites are appropriate for the next draft of the Local Plan.
NDLP4091	Salacia Ltd						
NDLP3246	Weston Homes Plc	Director Pigeon Investment Management Ltd	Sophie Pain		Health and Safety concerns	The presence of multiple contractors on-site to allow the construction of custom/self-build plots in tandem with the main site will raise health and safety concerns.	UDC acknowledge the response, however, the Council do not consider it to be unusual for multiple contractors to be working on different sections of a development site at the same time. Arrangements to accommodate safety can be secured through an appropriate Construction and Environmental Management Plan at application stage
NDLP1142	Rob Snowling						
NDLP2015	Home Builders Federation						
NDLP3433	Bloor Homes (Eastern)						
NDLP4091	Salacia Ltd						
NDLP3384	Gladman				Marketing Requirement	The marketing requirement of 18 months is excessive and should be reduced to either 6 or 12 months.	UDC acknowledge the response and will review policy precedents to ensure that the required marketing period is sufficient but not onerous.
NDLP3246	Weston Homes Plc						
NDLP2015	Home Builders Federation						
NDLP3433	Bloor Homes (Eastern)						
NDLP4091	Salacia Ltd						
NDLP942	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Policy Stringency	The plot passport requirement for every custom and self-build plot is unreasonable and design codes should only apply to schemes of 10 or more custom or self-build plots.	Acknowledged. The Council will review whether the current plot passport requirement is appropriate for the Regulation 19 Local Plan.

Table 8 Core Policy 59: The Metropolitan Green Belt

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4146	Endurance Estates Land Promotion Lt				Cross boundary Issues	The Local Plan does not comment on Uttlesford's Green Belt in the context of it being a constraint to further growth of Bishops Stortford.	UDC note this comment and will consider the appropriateness of amendments to the policy and supporting text to clarify the relationship between Uttlesford's Green Belt and Bishops Stortford.
NDLP4094	N/A				Development should not be allowed on Green Belt	Development should not be allowed on Green Belt, including at Thaxted.	The Local Plan does not propose to change the existing boundaries of the Green Belt. Thaxted is not situated within or adjacent to the Green Belt, however, comments regarding the appropriateness of development at Thaxted have been responded under the Core Policy 16 heading.
NDLP4146	Endurance Estates Land Promotion Lt				Duplication with the NPPF	The policy as drafted duplicates the NPPF and so is unnecessary.	UDC note this comment and will consider the wording of the policy in the context NPPF duplication.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1848	Mr John Pryor				Exceptions for Development within the Green Belt	Core Policy 59 should make exception for certain types of development within the Green Belt, including infill development and housing for rural workers.	Core Policy 59 is required to be in accordance with the National Planning Policy Framework (NPPF) with regards to development which can be considered 'appropriate' within the Green Belt. The NPPF, and Core Policy 59, allow for 'limited infilling' within villages in the Green Belt as one such exception.
NDLP3124	Higgins Group				Flexibility for Development in the Green Belt	Policy 59 should be more flexible in its approach to speculative development in the Green Belt, particularly where it can be demonstrated that there are benefits to rural areas and minimal harm to the purposes of the Green Belt.	Paragraph 152 of the NPPF is clear that 'inappropriate development' in the Green Belt should not be approved except in very special circumstances, whilst paragraph 155 of the NPPF then clarifies specific forms of development which are not inappropriate in the Green Belt where they preserve its openness and do not conflict with the purposes of including land within it. Core Policy 59 reinforces and complies with these provisions such that 'appropriate' development may occur within the Green Belt, however, UDC will continue to review the wording of this policy ahead of the Regulation 19 Local Plan publication.
NDLP1425	Alan Pryor				Green Belt	Objects to any erosion of green belt areas or around Stansted Airport	It is not proposed to allocate any development in the Green Belt.
NDLP4146	Endurance Estates Land Promotion Lt				Location of Core Policy 59	Core Policy 59 should be located in Chapter 4 of the Local Plan.	UDC note this comment but consider the present location of the policy to be suitable.
NDLP261 NDLP2534 NDLP2572 NDLP3054 NDLP3280	Val McKirdy Gillian Mulley Little Hallingbury Parish Council Mrs Christina Cant Andrew Martin				Maintenance of Green Belt Boundaries	Supportive of the maintenance of the existing Green Belt boundaries.	UDC acknowledge the comments of support for Core Policy 59.
NDLP3054 NDLP3280	Mrs Christina Cant Andrew Martin				Protection of Local Green Spaces	More emphasis should be placed on the retention of Local Green Spaces designated within Neighbourhood Plans, including by the addition of a Policy and supporting text which provides an equal level of protection as the Green belt Designation.	Local Green Spaces designated within Neighbourhood Plans have a strong degree of protection by virtue of being part of the Statutory Development Plan (shown on Pg 7 of the Reg 18 draft Local Plan). A further policy regarding these spaces in the Local Plan would represent duplication rather than a strengthening of the degree of protection. However, UDC will review the possibility of additional text which clarifies that applications for development in Local Green Spaces will be managed in a manner akin to Green Belt.
NDLP3779 NDLP3974 NDLP3212 NDLP3471 NDLP3472	Manor Oak Homes AC Streeter Ceres Property Endurance Estates Land Promotion Lt Endurance Estates Land Promotion Lt				Representations for Specific Sites within the Green Belt	Representations made which put forward the case for the inclusion of specific developable sites within the Green Belt.	Acknowledged. UDC will review Site Representations in support of sites within the Green Belt in advance of the Regulation 19 Plan to reconsider whether 'exceptional circumstances' exist to justify Green Belt release.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3470	Endurance Estates Land Promotion Lt						
NDLP3753	Denise Gemmill						
NDLP3986	Hawridge Strategic Land						
NDLP3987	Hawridge Strategic Land						
NDLP4136	Endurance Estates Land Promotion Lt						
NDLP3124	Higgins Group				Review of Green Belt Boundaries	UDC have not reviewed the existing Green Belt boundaries as part of the new Local Plan, therefore, Policy 59 does not meet the tests of soundness and is not considered NPPF compliant.	UDC have conducted an update to the existing GB review where appropriate and this has been published alongside the Reg 18 Plan. UDC consider that they can meet their objectively assessed needs for development over the plan period in a sustainable manner without the need for Green Belt release.
NDLP3779	Manor Oak Homes						
NDLP3212	Ceres Property						
NDLP3469	Endurance Estates Land Promotion Lt						
NDLP3470	Endurance Estates Land Promotion Lt						
NDLP3752	Denise Gemmill						
NDLP3755	Denise Gemmill						

Table 9 Core Policy 60: The Travelling Community

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3491	Allison Evans				Call for Sites Publication	Uttlesford should publicise the Call for Sites submissions for Gypsy and Traveller pitches.	UDC have instructed Opinion Research Services to undertake the recording of sites available for Gypsy and Traveller pitch provision and this work is currently being undertaken. A full list of the available sites and the site selection methodology will be issued at Regulation 19 stage.
NDLP2921	Chelmsford City Council				Chelmsford City Council - Pitch Provision	Uttlesford should meet its need for Gypsy and Traveller sites within its own administrative boundary.	UDC intends to meet its need for Gypsy and Traveller pitch provision within its own administrative boundaries.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1691	Planning Advisor Essex Police				Essex Police - Consultation on Site Selection	Essex Police request consultation on the location, proximity and accessibility of proposed Gypsy and Traveller Sites.	UDC can confirm they will engage with Essex Police during the Gypsy and Traveller site selection process that will inform the Regulation 19 allocations.
NDLP3808	Mr Neil Reeve				Policy Wording and Clarity	Does the term 'such as' in point v) indicate that there are other sustainability requirements which apply?	The use of 'such as' will be reviewed to ensure the policy is clear on which types of infrastructure the stated distances apply to.
NDLP4207	Saffron Walden Town Council				Site Allocations	Will the Local Plan make site allocations for Gypsy and Traveller Sites?	Yes, the Regulation 19 Local Plan will include site allocations to meet the need for Gypsy and Traveller pitches.

Table 10 Core Policy 61: Transit Sites

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
No comments submitted							

Table 11 Core Policy 62: The Historic Environment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2055 Page 488	Mrs Jacqueline Cooper				Archaeological Finds	It is suggested that any archaeological finds should be better protected, by leaving undeveloped or including as a feature.	The policy is clear that there should be a presumption in favour of physical preservation in situ of significant archaeological finds. Any sites that are deemed to be of archaeological value will be required to have plan in place setting out what happens if archaeological finds are discovered and whether excavations need to be monitored by an archaeologist. UDC is applying standard best practice in this respect.
NDLP1535 NDLP3281	Chrishall Parish Council Andrew Martin				Conservation Area	One comment seeks to request an area is identified as a Conservation Area along with a number of properties that meet the criteria for non-designated heritage asset status and these are also formally requested. Another comment suggests that the plan does not make provision for the designation of new or reassessment of existing Conservation Areas. It is suggested that many of the existing Conservation Areas were designated many years ago and there have been many changes to heritage advice and case law since these were completed.	The process of updating Conservation Areas sits outside the scope of the Local Plan, although it is accepted that text should be added to refer to the Council's approach to this matter and how, for example, communities can go about reviewing their Conservation Area where they wish to.
NDLP4208	Saffron Walden Town Council				Development affecting Grade I and Grade II*	It is suggested that development affecting Audley End Park and Bridge End Gardens should not be permitted under any circumstances. It is suggested that the policy as currently drafted foresees circumstances, albeit exceptional ones, in which development that would substantially harm Audley End Park and bridge Gardens may be permitted.	The Council believes that the current wording of the policy is sufficiently robust to protect and conserve these significant heritage assets within planning considerations. The wording refers to wholly exceptional circumstances, which by their very nature would be exceptional and are not foreseen.
NDLP562 NDLP1745 NDLP3588	Mr Michael Young Salings Parish Council Ashdon Neighbourhood Plan Steering				Heritage Context	A number of comments refer to the importance and significance of historic assets within Uttlesford. It is stated that Uttlesford has the greatest concentration of pre-1700 listed buildings of any district in the Country. One comment suggests that the attention to this topic is surprisingly limited and focused on addressing harm, rather than anything more proactive or that informing the strategy. It is also stated that CP62 occurs sequentially late into the plan document given its importance.	The Council believes that the structure of the Local Plan document is coherent and well-ordered and that it does not reflect prioritisation of any particular value or aim. The Local Plan Spatial Strategy has been informed by, primarily, the sustainability of locations for proposed development but also by a careful consideration of the impact of any proposed development, including on the heritage context. Additional heritage assessments are being undertaken to inform the Reg 19 version of the plan following the Reg 18 consultation. The Uttlesford Design Code, which will be a material consideration for planning applications, once adopted as an

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							SPD, covers extensively the historic settlement types and how design proposals should respond to them.
NDLP2077 NDLP2300	Ms Debbie Bryce Deborah Bryce				Historic properties at risk	It is suggested that there has been no or little progress on reducing the numbers of historic buildings at risk. It is suggested that a policy is needed that seeks to address the rescue of historic buildings at risk. There is a specific request about the status of the gatehouse at Warwick Estate.	The Council keeps a register of Buildings at Risk and members of the public can report buildings they think are at risk. The register can be found here: https://www.uttlesford.gov.uk/buildings-at-risk Listed Buildings that are in private ownership are the responsibility of the freeholder and the Local Authority can only take action to secure repair when it becomes evident that a building is being allowed to deteriorate. Urgent Works Notices, Repair Notices and Section 215 Notices can be issued by the Local Authority to the building owner to require them to undertake the necessary maintenance.
NDLP2754 NDLP978 NDLP4209	Paula Griffiths Great Easton and Tilty Parish Council Saffron Walden Town Council				Policy Wording	A number of comments relate to the policy wording including: <ul style="list-style-type: none"> • It is suggested that the policy wording could be stronger, for example that 'permission will not be given for development proposals which fail to conserve the significant of designated and non-designated heritage assets'. • Greater clarity is requested in relation to terms like 'harm the significance', it is suggested that 'harming the setting' and 'significance' are separate. • Missing word on page 197 in the first line of the first paragraph under 'listed buildings'. • The word 'should' needs to be replaced with words like 'will' or 'must'. 	The Council believes that the current wording of the policy is sufficiently robust to protect and conserve the historic environment within the balance of other planning considerations. The wording will be revised to refer to potential harm to the 'setting or significance' of a heritage asset. The term 'significance' is meant to refer to the buildings difference or uniqueness within its context and it is this special difference that should be preserved and protected. The Council believes the current policy wording is accurate, as there may be rare instances where it may not be possible to conserve a particular feature or aspect of the historic environment. Formatting and typographical errors will be corrected prior to the Reg 19 stage.
NDLP2377	Jane Gray				Potential site of archaeological interest	It is suggested that any site that is a potential site of archaeological interest should be subject to archaeological surveys. Reference is made to work the Battlefield Trust are conducting relating to a site in the parish of Ashdon.	Archaeological studies, assessments and surveys will be requested for all applications where relevant and applicable. Any information on archaeological sites that would not be readily available to the Local Authorities Heritage team or Historic England should be passed on to the Local Authority for assessment.
NDLP2073 NDLP605 NDLP704 NDLP2508	Judy Emanuel Stephanie Gill Nigel Wood Widdington Parish Council				Protected Lanes	A number of comments note that Protected Lanes have been omitted from this policy and request they are included to ensure their preservation. It is acknowledged that some many no longer be suited for designation, but it is requested the list is updated and included in the plan.	Protected Lanes would be considered by the Council as a non-Designated Heritage Asset and therefore would be assigned great weight and importance under this policy, however consideration will be given to making this clearer in the Reg 19 version of the Plan.
NDLP3262 NDLP3263 NDLP1387	Weston Homes Plc Weston Homes Plc Historic England				Relationship to NPPF	Policy CP62 gives the same level of (great) weight to impact on non-designated heritage assets as designated heritage assets which conflicts with the requirements and tests set out in NPPF chapter 16 which weight to harm is dependent on level of status of the heritage asset. It is also suggested that Policies CP62 - CP65, are unnecessary and NPPF provides sufficient tests for assessing development impacting heritage assets. It is suggested by Historic England that all historic environment policies should be reviewed against the NPPF to ensure consistency, in particular relation to paras. 201, 202 and 203 of the NPPF.	The Council will review CP62 in relation to the NPPF and will revise or omit as it deems appropriate.
NDLP1692 NDLP1899	N/A Keith Exford Keith Exford	Planning Advisor Essex Police			Support of Policy	A number of comments provide support to the policy including from Essex Police. It is suggested that heritage sometimes indirectly affects features within designing out crime and whilst it is recognised that a balanced approach is needed, the Policy advocates the implementation of security provisions that can minimise physical impacts on the historic fabric or visual intrusions.	Noted. The Councils Design Code, once adopted, will provide additional guidance related to such design matters.

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2886							

Table 12 Core Policy 63: Design of Development within Conservation Areas

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3151 NDLP4101	Smith Bros S Payne				Archaeological field assessments	It is suggested that the policy wording is clarified so that archaeological field assessments are not required in all circumstances and that such studies can be conditioned through the planning process.	The policy wording leads on from the previous paragraph, which states that development that could affect historic assets will require some form of archaeological assessment, usually a desktop study followed by a field assessment. This is likely to be the majority of cases. Where there is known historic assets, whether through preceding desktop studies or other means, in these cases field assessments will also be required. The policy wording will be reviewed and clarifications added if necessary.
NDLP4211 NDLP4210	Saffron Walden Town Council Saffron Walden Town Council				Article 4	Comment querying whether article 4 areas should be included in policy.	The Council will review this policy and whether Article 4 designations should also be included.
NDLP362	Mrs Margaret Shaw				Net Zero / Retrofit / Conservation Areas	It is suggested that there should be a presumption in favour of certain measures to address energy / thermal performance of Listed Buildings.	The Council has declared a Climate Emergency and is working towards a net-zero future that includes actions for retrofitting historical buildings. We have an inhouse Climate Change team that is working on solutions that respond specifically to the needs of Uttlesford. Retrofitting traditional buildings must be undertaken with caution and we advise a whole-building approach that provides a balanced solution to energy efficiency, with an understanding of the building in its heritage context. Our approvals process is informed through guidance set out by Historic England and Essex County Council. We support applications to upgrade historic buildings if the proposals are appropriate to the specific needs of the property. We encourage residents to contact the Council if they have specific queries about retrofit.
NDLP4213	Saffron Walden Town Council				Policy wording	The footnote is incorrect, as it refers to the "UDC Uttlesford Health and Wellbeing Strategy, 2019" not the historic environment. Add the correct footnote reference	Comments noted. Formatting error will be corrected.
NDLP1388 NDLP1626 NDLP2457 NDLP3264 NDLP3834 NDLP3949	Historic England Chelsteen Developments Limited Anchor Weston Homes Plc Hillrise Homes Limited				Relationship to NPPF	A number of comments refer to the relationship of the policy to the NPPF. These include: <ul style="list-style-type: none"> It is suggested that the policy lacks the sophistication of the NPPF policies which distinguish between substantial and less than substantial harm to designated heritage assets. Therefore, the NPPF does not work from a starting point that development causing less than substantial harm to a designated heritage asset will not be approved, rather it states that there will be a balanced consideration of this harm against the public benefits. The policy should be amended against paragraphs 99-202 of the NPPF and amended accordingly. NPPF Paragraph 16 requires policies to serve clear purpose and avoid unnecessary duplication. On that basis, Policies CP62 -65 are considered unnecessary and the NPPF provides sufficient tests for assessment development impacting heritage assets. 	The Council will review CP63 in relation to the NPPF and will revise or omit as it deems appropriate.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Michael and Sarah Tee					• It is suggested by Historic England that all historic environment policies should be reviewed against the NPPF to ensure consistency, in particular relation to paras. 201, 202 and 203 of the NPPF.	
NDLP2056	Mrs Jacqueline Cooper				Setting of Conservation Areas	This comment highlights the importance of the setting of Conservation Areas.	The Core Policy 63 states that the setting of Conservation Areas is a material consideration to planning applications that have the potential to impact on this setting, whether or not the application site is within the Conservation Area.
NDLP2054	Mrs Jacqueline Cooper				Support for policy	Support is provided for protecting and giving more prominence to non-designated heritage assets. Other support for the policy is provided, but it is suggested that protection is also need for Local Green Space.	Noted.
NDLP2165	Mr John Evans						

Table 13 Core Policy 64: Development affecting Listed Buildings

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2034	Douglas Kent				Impact of development on Conservation Areas	It is suggested that more weight needs to be given to the adverse indirect effects of development on heritage even if it is not immediately adjacent.	Impact of development on transport infrastructure, whether on heritage buildings or not, is a material consideration in planning applications and is assessed dependent on the scale or development.
NDLP2531 NDLP2034	Gillian Mulley Douglas Kent				Installation of solar panels	One comment suggests that providing they are not visible from the street, only Grade 1 Listed Buildings should be restricted from installing solar panels. Another comment raises concern over the use of resource to manufacture solar panels which should also be considered in a holistic assessment.	The Council has declared a Climate Emergency and is working towards a net-zero future that includes actions for retrofitting historical buildings. We have an inhouse Climate Change team that is working on solutions that respond specifically to the needs of Uttlesford. Retrofitting traditional buildings must be undertaken with caution and we advise a whole-building approach that provides a balanced solution to energy efficiency, with an understanding of the building in its heritage context. Our approvals process is informed through guidance set out by Historic England and Essex County Council. We support applications to upgrade historic buildings if the proposals are appropriate to the specific needs of the property. We encourage residents to contact the Council if they have specific queries about retrofit. A balanced view to sustainable strategies for renewable energy generation needs to be taken and UDC is committed to developing a sustainable future that achieves our net-zero targets, both through carbon reduction, energy efficiency and recycling of precious materials.
NDLP530 NDLP585	Steve Hasler Mr John Burnham				Net Zero / Retrofit / Conservation Areas	It is suggested that the policy is satisfactory, but how it will be interpreted and the balance between the assessment of harm, vs. the installation of RE to address climate change should be clearer. It is suggested that there is no point in preserving heritage if climate change is not tackled as the impact of climate change will in itself harm our historic assets. Another response suggests that the Listed Buildings in Uttlesford are of significance importance, for which the Plan does not give sufficient attention and that protecting the asset should take priority over tackling climate change. More guidance is required in this matter to clarify where there are opportunities for utilising RE technologies without harming the asset.	The Council has declared a Climate Emergency and is working towards a net-zero future that includes actions for retrofitting historical buildings. We have an inhouse Climate Change team that is working on solutions that respond specifically to the needs of Uttlesford. Retrofitting traditional buildings must be undertaken with caution and we advise a whole-building approach that provides a balanced solution to energy efficiency, with an understanding of the building in its heritage context. Our approvals process is informed through guidance set out by Historic England and Essex County Council. We support applications to upgrade historic buildings if the proposals are appropriate to the specific needs of the property.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							We encourage residents to contact the Council if they have specific queries about retrofit.
NDLP361	Mrs Margaret Shaw				Net Zero / Retrofit / Listed Buildings	It is suggested that there should be a presumption in favour of certain measures to address energy / thermal performance of Listed Buildings.	The Council has declared a Climate Emergency and is working towards a net-zero future that includes actions for retrofitting historical buildings. We have an inhouse Climate Change team that is working on solutions that respond specifically to the needs of Uttlesford. Retrofitting traditional buildings must be undertaken with caution and we advise a whole-building approach that provides a balanced solution to energy efficiency, with an understanding of the building in its heritage context. Our approvals process is informed through guidance set out by Historic England and Essex County Council. We support applications to upgrade historic buildings if the proposals are appropriate to the specific needs of the property. We encourage residents to contact the Council if they have specific queries about retrofit.
NDLP3265	Weston Homes Plc				Potential duplication of NPPF policies	Policies CP62 - CP65, are unnecessary and NPPF provides sufficient tests for assessing development impacting heritage assets.	The Council will review CP62 - CP65 in relation to the NPPF and will revise or omit as it deems appropriate.
NDLP180	Mrs Janice McDonald				Protection of Listed Buildings	It is suggested that Uttlesford has a poor record in safeguarding the integrity of Listed Buildings and an example is given for where a building has deteriorated.	Listed Buildings that are in private ownership are the responsibility of the freeholder and the Local Authority can only take action to secure repair when it becomes evident that a building is being allowed to deteriorate. Urgent Works Notices, Repair Notices and Section 215 Notices can be issued by the Local Authority to the building owner to require them to undertake the necessary maintenance.
NDLP1389	Historic England	Historic Environment Planning Adviser, East of England Historic England			Relationship to NPPF	It is suggested by Historic England that all historic environment policies should be reviewed against the NPPF to ensure consistency, in particular relation to paras. 201, 202 and 203 of the NPPF.	The Council will review CP64 in relation to the NPPF and will revise or omit as it deems appropriate.
NDLP2034	Douglas Kent				Restoration / Conservation	The benefits of 'conservation' are explained and promoted as an alternative to 'restoration'.	UDC agrees with this view and will revise para.11.71 accordingly to advocate conservation rather than restoration.

Table 14 Core Policy 65: Non-Designated Heritage Assets of Local Importance

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2458 NDLP3948	Anchor Michael and Sarah Tee				Comparison of CP65 to NPPF	Paragraph 203 of the NPPF explains how to determine applications where there will be an effect on a non-designated heritage asset. It confirms that a balanced judgement is required. Core Policy 65 does not allow for this balanced judgement to be taken and therefore is not consistent with national policy.	The Council will review CP65 in relation to the NPPF and will revise or omit as it deems appropriate.
NDLP1390	Historic England	Historic Environment Planning Adviser, East of England			Historic England: Prepare a Local List of Heritage Assets	Historic England recommend that a local list of heritage assets is prepared. Historic England has published guidance pertaining to Local Listing which you may find helpful: https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/ We would recommend that as a minimum a local authority has established criteria	The Council has prepared a local list of non-designated heritage assets which can be found here: https://www.uttlesford.gov.uk/local-heritage-list - however, consideration will be given to if any further actions are needed and the Council will continue to engage positively with Historic England and welcome their support.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Historic England				for identifying non-designated heritage assets, and ideally has a local list of assets linked to planning policies in their Local Plan.	
NDLP2035	Douglas Kent				Installation of solar panels	The installation of renewable energy equipment on Listed Buildings should also take on board any increased risks of damage, such as the higher risk of fire linked to the installation of solar panels on roofs.	The Council has declared a Climate Emergency and is working towards a net-zero future that includes actions for retrofitting historical buildings. We have an inhouse Climate Change team that is working on solutions that respond specifically to the needs of Uttlesford. Retrofitting traditional buildings must be undertaken with caution and we advise a whole-building approach that provides a balanced solution to energy efficiency, with an understanding of the building in its heritage context. Our approvals process is informed through guidance set out by Historic England and Essex County Council. We support applications to upgrade historic buildings if the proposals are appropriate to the specific needs of the property. We encourage residents to contact the Council if they have specific queries about retrofit.
NDLP1536	Chrishall Parish Council				Non-designated heritage assets	Chrishall Parish and Saffron Walden Town Council consider there are a number of local buildings that meet the criteria for non-designated heritage assets and would like this to be applied in line with the policy.	Members of the public may nominate buildings for inclusion on the local list of heritage buildings. Details can be found here: https://www.uttlesford.gov.uk/local-heritage-list .
NDLP2436	Saffron Walden Town Council						
NDLP3266	Weston Homes Plc				Potential duplication of NPPF policies	Policies CP62 - CP65, are unnecessary and NPPF provides sufficient tests for assessing development impacting heritage assets.	The Council will review CP62 - CP65 in relation to the NPPF and will revise or omit as it deems appropriate.
NDLP606	Stephanie Gill				Support of policy	Support for Policy. Particular recognition of importance of the historic environment to the local community.	Noted.
NDLP706	Nigel Wood						
NDLP320	Mrs Jane Sharp						

Table 15 Core Policy 66: Planning for Health

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3820	Uttlesford Citizens Advice				Charity sector	Three reps request that the Charity Sector is better reflected in the community health and wellbeing section and policy. Two of which are from the Uttlesford Citizens Advice who supports the policy, but would prefer to see reference to the charity sector in the supporting paragraphs 11.88- 11.91. They suggest adding at the end of paragraph 11.89 - 'Local charities play a vital role in the health and wellbeing for many people in the community who would otherwise (for example) be unsupported at difficult times in their lives or suffering social isolation. Consideration should be made for providing space within developments to enable charities to deliver on this role.'	Noted. The relevant text will be updated to reflect the suggestions.
NDLP1693	N/A	Planning Advisor Essex Police			Health Impact Assessment	Essex Police recognise that the social determinants of health can significantly influence health equality in both positive and negative ways. Policy should include - Mitigating the opportunities for crime, thus reducing and preventing injury and crime, but also build strong,	Further consideration will be given to further updating the policy. However, the Council is satisfied that HIA's for major development to be policy compliant (NPPF), does reflect the JSNA and Uttlesford Strategy for Health and Well Being and is
NDLP2016							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1832	Home Builders Federation					cohesive, vibrant, and participatory communities within Health Impact Assessment (HIA) in relation to matters relating to crime. The Home Builders Federation suggest that Parts ii and iii do not offer much or repeat other policies and without a clear purpose CP66 is ineffective and should be deleted. Some suggest that an HIA should be prepared for the whole plan, and therefore it would then be unnecessary for future development proposals to undertake a separate HIA. They suggest an HIA may be appropriate for a larger unallocated site (e.g. 50 units or more) where the impacts may not have been fully considered by the Council as part of the plan wide HIA. Essex County Council seeks stronger references to health and wellbeing to better reflect the NPPF and local evidence such as the Essex Joint Strategic Needs Assessment and Uttlesford Health and Well Being Strategy. A policy regarding Health Impact Assessments (HIAs) for larger development proposals and strategic housing allocations is also needed. The Department of Health and Social Care states that health impact assessments should be considered before proposed development and a multi-disciplinary approach is required involving stakeholders and external expertise thereby avoiding conflicts of interest.	appropriate. The Council will continue to engage positively with a range of stakeholders, including health providers to inform the Reg 19 version of the Plan.
NDLP2406	Essex County Council						
NDLP4092	Professor Jangu Banatvala Salacia Ltd						
NDLP4214	Saffron Walden Town Council				Health inequalities	Representation makes suggestions for wording changes to better reflect the deprived ward in Saffron Walden and to add a reference.	Suggestions noted and will be reviewed and amended where necessary.
NDLP240	Mr Roy Warren	Planning Manager Sport England			Healthy lifestyles	Support is given for policy and suggestion is given to including the Sport England Active Design Principles into Policy of the supporting text.	The Essex Design Code is referred to in policy and this does include the 10 Sport England Principles. Consideration will be given to referencing this in the supporting text for clarification.
NDLP540	Carol Hayward				Inadequate healthcare	Insufficient doctors surgeries to cope with the existing level of development, more investment and infrastructure is needed before further new development is allowed to be built.	The Council will continue to engage with the relevant health bodies to inform the Reg 19 version of the Plan along with developing an updated Infrastructure Delivery Plan to help ensure appropriate new infrastructure is provided.
NDLP758	Alice Kohler						
NDLP1257	David Rance				Policy Wording	Core Policy 66: Planning for Health looks good, but is light. Health Impact Assessment should be more specific about mechanisms, recognising which parts of the NHS have responsibility for planning. There is a real risk of an increase in unmet health needs if the population increases significantly. These are not good times for the funding, staffing or planning of NHS services. Recommend adding the following paragraph: "Uttlesford District Council will work directly with the appropriate NHS organisation (Hertfordshire and West Essex NHS Integrated Care Board) to develop the enhanced healthcare needs of the enlarged population with the aim of incorporating these needs into the NHS ICB 5 year planning process." This would at least reassure. It is also suggested the word 'must' should be used rather than 'should'.	The Council are working with the relevant health bodies to inform the local need. Consideration will be given to making appropriate amendments. The Council are satisfied the word 'should' provide sufficient clarity.
NDLP4216	Saffron Walden Town Council						
NDLP944	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd			Support policy 66	Four reps give support for policy 66, including from Essex Police and NHS Property Services. However the policy could be improved by the wording being simplified; and that environments could also be reflected as being safe, secure and accessible in their design.	Noted.
NDLP1702	Essex Police	Planning Advisor Essex Police					
NDLP2755	Paula Griffiths	NHS Property Services Ltd					
NDLP2863	NHS						

Table 16 Core Policy 67: Open Space

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4218	Saffron Walden Town Council				Evidence base	Representation questions the statistics evidencing an oversupply in fitness provision given local groups have waiting lists and/or oversubscribed.	The Council are undertaking a suite of leisure and open space evidence base to support the Reg 19 Plan and a review of supply and demand. This has included engagement with local groups, the sporting non-governing bodies and Sport England. The required needs to meet the proposed growth in the Local Plan will be proposed in the next iteration of the Plan at Reg 19 Submission Stage.
NDLP200	David Barrs				Insufficient cricket provision	Current facilities for Cricket in North Uttlesford, especially in Saffron Walden are not satisfactory. New facilities are needed that are fit for all users male, female, boys, girls and all abilities, and an additional pitch is also required. Shared new facilities with other sports is considered appropriate, as are improvements to existing ones.	The Local Plan has commissioned leisure evidence to help inform local need for open space, indoor and built facilities and playing pitch facilities, which includes for Cricket provision. The outcome of these studies will be used to inform the Reg 19 submission Local Plan.
NDLP2166 NDLP2167	Mr John Evans Mr John Evans				Local Green Spaces	Two comments refer to local green spaces from the same respondent. They highlight that LGSs are omitted from Core Policy 67 and that a policy should be included specifically for them in line with the NPPF, noting any LGS in Made Neighbourhood Plans and included on any policies map. They recommend wording for a policy.	Consideration will be given to inclusion of a LGS policy in the Local Plan.
NDLP241 NDLP810 NDLP1701 NDLP2459 NDLP3258 NDLP4219 NDLP4220 NDLP4221 NDLP2465	Mr Roy Warren Susan McCarthy N/A Anchor Weston Homes Plc Saffron Walden Town Council Saffron Walden Town Council Saffron Walden Town Council David Bingley	Planning Manager Sport England Planning Advisor Essex Police			Policy wording	Sport England broadly supports the policy wording as it seeks to protect existing sports facilities and provide open space in new development to meet the needs of growth. It broadly accords with the NPPF especially paragraphs 98 and 99. They suggest amending policy wording from 'and' to 'or' for NPPF compliance. Another comment suggests the policy is not strong enough and another requests more information on circumstances where building on open space will be justified. Suggested wording includes: "The loss of any open spaces, sport and recreation provision will not be permitted unless it is demonstrated beyond reasonable doubt that." One representation asks for guarantees that when houses are built, the play areas promised are built to a satisfactory standard and that developers are held to account for doing so. They reference Lime Avenue football pitches as an example, time and effort put in, but the developer refused to do it. It should be a requirement before house building starts. Another comment suggested the financial contribution section be reworded to 'will' rather than 'may' be required. And that for new schools or halls, these should be made publicly available out of school hours. Essex Police refer to the importance of planning for safety as part of urban design.	Support noted. Policy will be reviewed in light of comments received and amended where necessary. Financial contributions will be different for each development scheme and the policy does make provision for onsite and off-site. It enables flexibility for case officers to negotiate planning applications. The Council has commissioned an open space and leisure evidence base, and this has included assessment of schools and engagement with these. Consideration of the use of these spaces (existing and new) for community use is being factored into proposals.
NDLP689 NDLP1811	Martin Keefe The Thaxted Society				Recreational space - insufficient	One rep highlights that open space is important, especially in rural areas to deter anti social behaviour and crime. Another refers to sport and playing fields and the green and blue infrastructure strategy, but notes that this does not reflect the current growing demand such as at Thaxted	Noted. The Uttlesford GI Strategy is more related to the natural environment although the Council is aware of the linkages between it and access to recreational space for example. The Council have commissioned consultants to undertake a open

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Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3127	Ms Karmel Stannard					Rangers and other youth organisations, Cubs, Scouts, Guides etc. Another comment draws attention to previous decision making and promises that later have not been fulfilled and seeks reassurance for the future that the Council will protect and maintain recreational space for the health and wellbeing benefits of local communities alongside development needs. They sight the Ashdon All Saint's Playing Field as an example of poor planning, where the field was not drained efficiently and where a football, netball and tennis courts were originally planned with development but that did not occur but instead a gym and one basketball hoop was provided.	space and leisure evidence base and these studies will seek to highlight the supply and demand requirements for the Local Plan. The outcomes of these studies will inform the Local Plan at Reg 19.
NDLP80	Julie Fossett				Recreational space - sufficient	It is suggested that the area where the respondent lives already has a leisure centre and that there is no need for a MUGA. It is suggested that the environment should be protected and retained rather than to provide new leisure provision.	The Local Plan has commissioned leisure evidence to help inform local need for open space, indoor and built facilities and playing pitch facilities. The outcome of these studies will be used to inform the Reg 19 submission Local Plan. The Local Plan also has a Green Infrastructure Strategy and Local Plan policies which seeks to ensure the right provision of connected natural open space across Uttlesford and beyond.

Table 17 Core Policy 68: Community Uses

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3259	Weston Homes Plc				Local services	One representation refers to Great Canfield seeking to amend policy to ensure any change to facilities is based on financial viability; local demand; or availability elsewhere nearby. Essential to protect local services and to avoid constant applications for assets of community value. One rep refers to local services being stretched in Great Dunmow and suggests that the Local Plan is unclear on how it will address these short falls in demands, especially in healthcare. One comment suggests that where new schools or sporting facilities are provided that these are given public access out of hours to assist with viability and to provide more facilities within walking and cycling distance to communities.	Noted. Although representations refer to Great Canfield and Great Dunmow these representations apply to this policy area, district wide. The policy wording will be checked but appears to cover these aspects. Financial viability could be clearer. Refer to the infrastructure comments for responses however the Councils IDP will set out the requirements for the delivery of infrastructure needed for the Local Plan. The Council has commissioned an open space and leisure evidence base, and this has included assessment of schools and engagement with these. Consideration of the use of these spaces (existing and new) for community use is being factored into proposals.
NDLP242	Mr Roy Warren	Planning Manager Sport England			Policy wording	Suggested amendments to the policy includes: <ul style="list-style-type: none"> • Clarification between policy 67 and 68 is suggested with policy 67 covering open space and 68 left to cover other community uses. • Another rep suggests inclusion of the charity and voluntary sector, including the Uttlesford Citizens Advice. • The policy should be more positively worded, removing 'will be required' replacing with 'may' as not every scheme can necessarily meet these requirements. • It is suggested that part viii. of the policy removes reference to viability. • Should be reworded to make it clear some parts are only applicable if there is a deficit in community facility provision. • The East of England Ambulance suggest adding in line 6 after 'health care providers...' 'ambulance, police and firefighting'. • NHS Property Services Ltd supports the policy 68, but suggest it should reference the Developer Contributions SPD. They also suggest the following wording should be added: Where healthcare facilities are declared surplus or identified as part of an estates strategy or service transformation plan where investment is needed towards modern, fit for purpose infrastructure and facilities, there will be no requirement to retain any part of the site in a community use. 	Comments and support are noted. Policy 67 solely covers open space, sport and recreation, whilst policy 68 addresses other community uses. The Council will review the policy wording in light of the comments to inform the Reg 19 Plan.
NDLP548	Desiree Ashton	Advocacy & Campaigns Officer Uttlesford Foodbank					
NDLP945	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings				
NDLP887							
NDLP227	Mr Tom Clarke MRTPI						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1837	Mr Richard Gilyead					<ul style="list-style-type: none"> • They recommend that the Council add further detail to the approach regarding primary healthcare provision to ensure that the assessment of existing healthcare infrastructure is robust, and the mitigation options secured align with NHS requirements. • Uttlesford Citizens Advice suggest the growth referred to in the Local Plan will lead to increased demand for their services. • MAG London Stansted Airport welcome Core Policy 68, including reference to education, subject to criteria being met. It could be improved by specific reference to the expansion and/or improvement of existing facilities, rather than solely relating to 'new' community facilities. 	
NDLP1453	East of England Ambulance						
NDLP2864	Savills - Audley End Estate	NHS Property Services Ltd					
NDLP2865	N/A	NHS Property Services Ltd					
NDLP2866	N/A	NHS Property Services Ltd					
NDLP3260	N/A						
NDLP3297	N/A						
NDLP4048	Weston Homes Plc						
	Uttlesford Citizens Advice						
	MAG London Stansted Airport						
NDLP1988	Mr Ian Norman	Planning Advisor Essex Police			Support	Five reps support Core Policy 68, including Essex Police. Several of these representations welcome reference to places of worship in the policy, one highlighting the key issue being provision for public places of worship for all religions.	Support is noted.
NDLP1680	N/A						
NDLP2104	Nathan Smith						
NDLP2309	Mark Brock						
NDLP2756	Paula Griffiths						
NDLP3286	Uttlesford Citizens Advice				Third/Charity Sector Importance.	1 rep that highlights the increasing importance of the charitable services provided by Uttlesford Citizens Advice. It highlights the importance of UCA in providing support for people who fall through gaps in the states safety net. Overall they request that the local plan recognise and make provision for the third/charity sector.	The council acknowledges the support from Uttlesford Citizens advice and the charity sector. The wider council will continue to work to improve

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Table 18 Core Policy 69: New cemeteries and burial space

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1473	Environment Agency				Protecting groundwater	The Environment Agency ask that guidance is followed such as: Protecting groundwater from human burials and groundwater risk assessments under Section L of the EA's Approach to Groundwater Protection and where cemeteries cannot meet the criteria for an exemption, an environmental permit is required under the Environmental Permitting Regulations 2016. Developers should contact the Environment Agency at an early stage to discuss permitting requirements.	Noted. The supporting text states that 'It will be necessary to demonstrate that any proposed cemetery or burial space will not have an adverse impact on ground or surface water, and will be required to demonstrate how it has met, the criteria of policies within Chapter 9 Climate, Environment, Transport.' Chapter 9 will be updated to include reference to the permitting regulations.
NDLP4222	Saffron Walden Town Council				S106	Comment highlights that whilst burial land is the responsibility of town and parish councils, S106 funding is required to allow the town councils to purchase land and therefore needs to be included within infrastructure funding for S106 discussions.	Noted. This will generally be considered through a Development Management process where parishes will automatically be consulted. There is also an opportunity for parishes to consider this matter through neighbourhood planning.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Provision at Elsenham	It is suggested that there is no land available at Elsenham as all available land has been consented for development, but that land within the development sites should be identified for burial space.	Noted. This will generally be considered through a Development Management process where parishes will automatically be consulted. There is also an opportunity for parishes to consider this matter through neighbourhood planning.

Table 19 Core Policy 70: Communications Infrastructure

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3805	Mr Neil Reeve				Future Requirements	It is suggested that the Council engage with neighbouring Councils to understand what future provision is needed and should be planned for.	Noted. The Reg 19 Plan will be informed by a range of evidence including further engagement with appropriate stakeholders.
NDLP992	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Mobile signal and associated infrastructure	Mobile phone connectivity and signal is very poor across much of the parish in which the respondent lives in. Concerned given the landline network is likely to be "switched off" by 2025. POTS is likely to be maintained, however this requires a power supply and in areas that suffer regular power cuts this presents an issue that future development needs to consider, particularly to safeguard vulnerable households from isolation and safety concerns.	Noted. The emerging Local Plan does include a policy to encourage broadband connectivity in new development, but ultimately the Council doesn't have responsibility for telecommunications and especially where it relates to existing property. The main purpose of the Local Plan sets out policy to guide decision making on development applications.
NDLP4223 NDLP3805	Saffron Walden Town Council Mr Neil Reeve				Policy Wording	Policy wording should be strengthened with the word 'must' rather than 'should'. It is suggested that the policy requirements are vague.	In policy writing terms, should, must, required are all positive strong words. May, might, probably are examples of words which are ambiguous and should be avoided. The policy will however be reviewed to confirm if any further clarification is needed.

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 12: Monitoring and Implementing July 2024

Table 1 Core Policy 71: Monitoring and Implementation 2

Table 1 Core Policy 71: Monitoring and Implementation

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1391	Historic England	Historic Environment Planning Adviser, East of England Historic England			Historic England - Monitoring of Heritage Policy Effectiveness	Core Policy 71 should include indicators which measure the effectiveness of heritage policies, including the preparation of a Local List, Conservation Area Action Plans, and the number of heritage assets in the 'at risk' register.	Noted. The Council will ensure the Monitoring Framework includes appropriate measures for each of the policies set out in the Plan. The Council also notes that it has a published Local Heritage List, available here: https://www.uttlesford.gov.uk/local-heritage-list
NDLP947 NDLP964	Catesby Estates Ltd (Stacey Rawlings) Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd Director Roebuck Land and Planning Ltd	Stacey Rawlings		Mechanism for Delivering Alternative Sites	Appendix 16 does not outline the mechanism for securing alternative sites in the event of under-delivery and an increased buffer should be applied to protect against this scenario.	The Council is satisfied the plan provides for sufficient flexibility that such a mechanism is unnecessary, especially as a plan review will be required within five years. The Monitoring Framework will however be updated to make this clear.
NDLP2758	Paula Griffiths				Missing Performance Measure	The performance measure for Strategic Objective 6 is missing.	The performance measure for Strategic Objective 6 can be seen on Page 37 of the Regulation 18 Appendices document.
NDLP2757	Paula Griffiths				Monitoring of Heritage Policy Effectiveness	The performance measure for Core Policies 62-65 should be the number of heritage assets on the 'at risk' register.	This matter already forms the basis of the performance measure for Core Policies 62-65.
NDLP2253	Landsec				NPPF Compliance	To ensure that the Local Plan complies with paragraph 22 of the National Planning Policy Framework, the Local Plan period should be extended to the end of 2041, with sufficient land allocated for this period.	The Council considers that the current Local Plan period meets the requirements of the NPPF.

Appendix 4: Regulation 18 Comment Summaries and Responses

Development Policies

July 2024

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Table 1 Development Policy 1: New Dwellings in the Countryside

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1622 NDLP576 NDLP513 NDLP3147 NDLP3830 NDLP3943 NDLP4097	Chelsteen Developments Limited Mr John Burnham Nigel Tedder Smith Bros Hill rise Homes Limited Michael and Sarah Tee S Payne	Managing Director New Homes Project Managements Limited	Nigel Tedder		Additional criterion - Infilling / Multiple Dwellings	Suggests additional criterion which permits the development of small scale development (i.e. one to three dwellings) that complement or infill the existing developed footprint	Development Policy 1 provides guidance for new dwellings in the open countryside, outside developed footprints. The Open Countryside is classified as the lowest settlement tier in Core Policy 3 Settlement Hierarchy, supported by no or a low level of services and facilities. As detailed in Core Policy 3, development in the open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy. The Council considers that limited infill development may only be appropriate at 'Smaller Villages' or above settlements in the settlement hierarchy.
NDLP2357	Richard Haynes				Criterion i - Heritage Asset	This comment queries the meaning of 'the optimal use of a heritage asset' in Development Policy 1.	The definition of optimal use of a heritage asset in the draft Local Plan aligns with national policy. Paragraph 15 of the Planning Practice Guidance on Historic Environment provides a detailed explanation of how the optimal viable use for a heritage asset should be considered and taken into account in planning decisions. The optimum viable use is the one likely to cause the least harm to the significance of the asset, and may not necessarily be the most economically viable use nor need it be the original use.
NDLP858 NDLP344 NDLP1984 NDLP2357	Allison Ward Mr W R Bargman Rebecca Foley Richard Haynes	Parish Clerk High Easter Parish Council	Allison Ward		Criterion ii - Re-use of redundant or disused buildings	"There are various suggested amendments on the policy wording of criterion ii regarding the re-use of redundant or disused buildings submitted, suggesting: •The requirement on 'without substantial reconstruction to the development' should be strengthened and expanded to prevent alterations or extensions. It should also be demonstrated that all structural elements and a substantial proportion of the existing fabric of the buildings will be retained through the conversions. •The requirement on 'without substantial reconstruction to the development' should be deleted to be consistent with national policy •An additional requirement which requires development proposals to enhance in its immediate setting should be added, consistent with national policy •The requirement on 'without substantial construction to redevelopment' should be deleted as it will prevent development opportunities where a reconstruction retaining the scale and footprint of the original building may be necessary"	Noted. The current policy text provides sufficient direction regarding the re-use of redundant or disused buildings in accordance with national policy and legal framework, including permitted development rights.
NDLP905	Allison Ward	Parish Clerk Great Canfield			Criterion iv - Subdivision of an existing residential	Requests Development Policy 1 to support development proposals for annexed accommodation provided that the proposal is (i) physically attached to, and comprises an extension to, an existing dwelling or (ii) is for sympathetic conversion and restoration of an existing building and iii in	The Council considers that the draft Local Plan as a whole and the legal framework provide sufficient guidance on the types of annexed accommodation

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Parish Council			dwelling (Annexed Accommodation)	both cases, provides a scale of accommodation which is subordinate to the existing dwelling and clearly designed for the intended purposes.	stated, including housebuilder extension and subdivision of an existing residential dwelling.
NDLP925	Allison Ward	Parish Clerk Great Canfield Parish Council			Criterion iv - Subdivision of an existing residential dwelling (Residential Curtilage)	This comment seeks to clarify whether the residential dwelling referenced in criterion iv includes the curtilage.	The Council considers the choice of word 'residential building' appropriate which seeks to focus on the subdivision of residential dwellings rather than land.
NDLP1583 NDLP2737	David Perry Paula Griffiths				Criterion v - Individual dwelling of exceptional quality	Concerns are raised that criteria v would only serve those with sufficient fund and lead to individuals all seeking preferential treatment. One comment suggests that consideration should be given to local residents to realise the opportunity of building their own home within Uttlesford.	The policy approach taken with regards to the development of an individual dwelling where the design is of exceptional quality in the countryside is consistent with the National Planning Policy Framework. Core Policy 20 Affordable Housing on Rural Exception Sites provide guidance on the provision of affordable housing within rural areas to meet identified local needs.
NDLP1622 NDLP952 NDLP694 NDLP3147 NDLP3830 NDLP3943 NDLP4097	Chelsteen Developments Limited Great Easton and Tilty Parish Council Nigel Wood Smith Bros Hillrise Homes Limited Michael and Sarah Tee S Payne				Policy Definition - Developed Footprint	Concerns are raised that the policy text 'developed footprint' is unclear in the absence of any village envelopes or settlement boundaries clearly defined in the draft Plan	Noted. The Council will review the relevant policy wording in the next iteration with reference to Core Policy 3 to provide greater clarity. Development Policy 1 provides guidance for new dwellings in the open countryside, which is classified as the lowest settlement tier in the Settlement Hierarchy. The Council considers that defined settlement boundaries are not required for the Open Countryside as, by definition, it contains no or limited built-up areas.
NDLP3243	Weston Homes Plc				Policy Definition - Developed Footprint (Flexibility)	This comment suggests that a flexible policy approach which allows for flexibility and changes within the plan period in the nature of settlement boundaries should be included to support the release of land for housing requirement adjacent to settlement boundaries, including in response to any arising five year housing land supply shortfalls	The Council considers the current policy approach provides adequate flexibility in addressing changes to the developed footprint of settlements within the plan period.
NDLP1951	Mr Loftus Buhagiar				Policy Scope - Great Dunmow	This comment suggests that strategic allocations at Great Dunmow is contrary to Development Policy 1.	Development Policy 1 provides guidance for new dwellings in the open countryside, as defined in Core Policy 3 Settlement Hierarchy. Great Dunmow is identified as a Key Settlement in the Settlement Hierarchy. Core Policy 10 and the relevant Site Development Template provide further detail on how we have considered the key issues, including landscape sensitivity, at East of Church End, Great Dunmow.
NDLP977	Mary Power	Director Richstone Procurement Limited	Mary Power		Policy Scope - Larger Villages	This comment suggests that the policy requirements in Development Policy 1 to Development Policy 5 would prevent Stebbing village from meeting its housing requirement.	Development Policy 1 provides guidance for new dwellings in the open countryside, as defined in Core Policy 3 Settlement Hierarchy. The settlement of Stebbing is identified as Larger Villages in the Settlement Hierarchy. Core Policy 19 provide further

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							detail on development at non-strategic allocations at Larger Villages.
NDLP2357 NDLP3921 NDLP3925	Richard Haynes Pelham Structures Limited Pelham Structures Limited				Policy Scope - Previously Developed Land	Suggests that 'previously developed land' should be considered in Development Policy 1	The change of use of existing employment space is considered through Core Policy 45 Protection of Existing Employment Space.
NDLP4017	Saffron Walden Town Council				Policy Wording	Suggests that the policy wording of Development Policy 1 should be strengthened by adding 'otherwise, the application will be refused'	Noted. The Council considers the existing policy text, 'will only be permitted when one or more of the following apply' provides sufficient clarity.
NDLP780	Mr Neil Reeve				Saved Local Plan 2005 - Policy S7	Concern is raised as to whether Development Policy 1 offers adequate protection of the Countryside when compared to Policy S7 of the saved Local Plan 2005	The Council considers the draft Local Plan as a whole provides appropriate guidance for development proposals in the open countryside. Core Policy 3 sets out the settlement classifications for Uttlesford and states that development in the open countryside will not be appropriate unless supported by other relevant policies as set out in the Development Plan or national policy.
NDLP1793 NDLP576 NDLP2737 NDLP2601 NDLP3071	Littlebury Parish Council Mr John Burnham Paula Griffiths Stebbing Parish Council Mrs Christina Cant				Support - General	Supports the inclusion of Development Policy 1: New Dwellings in the Countryside in the draft Local Plan	Support noted and welcomed.
NDLP2684	National Trust				Support - National Trust	Supports the inclusion of Development Policy 1: New Dwellings in the Countryside in the draft Local Plan	The Council welcomes the National Trust's support on Development Policy 1.

Table 2 Development Policy 2: Replacement of a Dwelling in the Countryside

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1794	Littlebury Parish Council	Littlebury Parish Council			Support - General	Supports the inclusion of Development Policy 2: Replacement of a Dwelling in the Countryside the draft Local Plan	Support acknowledged and welcomed.
NDLP2602 NDLP3072	Stebbing Parish Council Mrs Christina Cant	Stebbing Parish Council			Policy Effectiveness	This comment notes that while a similar policy is present in the saved Local Plan, it does not appear to be enforced fully based on observations of large properties replacing modest structures.	The Council is confident that Development Policy 2 provides sufficient detail to be implemented through development management and enforcement when adopted. Criterion iv, in particular, provides guidance on the size and scale of the replacement dwelling in relation to the original dwelling.

Table 3 Development Policy 3: Agricultural / Rural Workers Dwellings in the Countryside

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1952	Mr Loftus Buhagiar				Policy Context - New Agricultural Dwellings	It is predicted that there will be limited new agricultural dwellings within the District owing to changes in size /operation of current agricultural practices and new developments in the Uttlesford. Some respondents suggests that the policy should be removed from the Local Plan as it is no longer required.	Noted. To support rural businesses across Uttlesford, the Council considers a Development Policy specifically on agricultural and rural workers dwellings in the Countryside necessary. This approach is consistent with national policy.
NDLP2603	Stebbing Parish Council						
NDLP3073	Mrs Christina Cant						
NDLP3892	Saffron Walden Town Council						

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Table 4 Development Policy 4: Extensions to Dwellings in the Countryside

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1225	Mr Richard Walford				Presumption in Development	This response suggests that the current policy text, 'Extensions to dwellings in the open countryside will be permitted unless', provides a pro-development assumption and should be re-worded.	The enlargement, improvement or other alteration of a dwellinghouse is permitted development under the Town and Country Planning (General Permitted Development) Order 2015, SI 2015/596 (The GPDO) subject to exceptions, limitations and conditions. Some areas in Uttlesford (as detailed in https://www.uttlesford.gov.uk/article/4901/Article-4-directions), including areas in the open countryside, are subject to Article 4 Directions where the relevant permitted development rights are withdrawn and therefore the relevant Development Policy would apply.
NDLP1795	Littlebury Parish Council				Extensions in the Countryside - General Support	Support the inclusion of Development Policy 04 Extensions to Dwellings in the Countryside in the draft Local Plan.	Support noted.
NDLP2604	Stebbing Parish Council						
NDLP3074	Mrs Christina Cant						

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Table 5 Development Policy 5: Change of Use Agricultural Land to Domestic Gardens

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2605	Stebbing Parish Council				Scale of Domestic Gardens	This comment generally supports Development Policy 5: Change of Use of Agricultural Land to Domestic Gardens. It is suggested that the size of the garden should be in keeping with house size and not excused for use as a building plot.	Support noted. The Council is satisfied that Development Policy 5, in conjunction with other policies of the Local Plan and the Uttlesford Design Code, provides sufficient design guidance regarding the scale, means of enclosure and character for the change of use of agricultural land to domestic garden.
NDLP923	Allison Ward	Parish Clerk Great Canfield Parish Council	Allison Ward		Update to policy heading	This comment suggests the policy title to include domestic outbuildings. It considers the policy to relate to domestic outbuildings instead of existing gardens.	Development Policy 5 seeks to cover the change to use of agricultural land to domestic gardens, including associated structures.

Table 6 Development Policy 6: Hot Food Takeaways

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1075	Lisa Fuller				Hot Food Takeaways	Policy supported on planning and public health grounds.	Support noted.

Table 7 Development Policy 7: New Shops or Cafes in Smaller Settlements

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1077	Lisa Fuller				Village shops	Some comments received that provide support for the policy as it maintains character of small villages and the encouragement of community run schemes commended. One comment suggests strengthening Development Policy 7 by including criteria on provision of small retail units based on distance from other shops.	Noted. Consideration will be given to updating the policy to inform the Reg 19 plan.
NDLP2751	Paula Griffiths						
NDLP4187	Saffron Walden Town Council						

Table 8 Development Policy 8: Tourist Accommodation

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP521	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		DP8	Camping and Glamping sites close to or on edge of settlements offers opportunities to boost vitality and viability of towns and villages.	Potential contribution of camping and glamping site to tourist accommodation is appreciated. Council will look into revisions of either Core Policy 51- Tourism and the Visitor Economy or Development Policy 8: Tourist Accommodation to include camping and glamping.

Table 9 Development Policy 9: Public Art

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3257	Weston Homes Plc				Coordination of public art	Coordination of public art	The Council agrees that it is best placed to oversee a districtwide public art strategy allocating funds where it deems most appropriate and of best community value.
NDLP4197	Saffron Walden Town Council				Funding of public art	Funding of public art	Contributions would be financial and agreed through the s.106 mechanism with guidance provided through the Developer Contribution SPD. The Council agrees that Parish Councils should be consulted about any Public Art proposals as they are essential to the creation of meaningful public art that represents its location.
NDLP1012 NDLP2010 NDLP2453 NDLP4085	Daniel Jones Home Builders Federation Anchor Salacia Ltd	Director Silverley Properties Ltd	Sophie Pain		Justification of public art contribution	Respondents cite a lack of evidence or justification for development to contribute to public art. Some also stated that this does not meet the three tests of NPPF Para 57.	The Council believes that public art in development is important as it encourages people to be attracted to and form an attachment with their home and community, contributing to a sense of community and identity, particularly important in new developments where there has been no prior development. The Council will provide further justification for its inclusion within the Reg 19 submission.

Appendix 4: Regulation 18 Comment Summaries and Responses

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July 2024

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Table 1 Sustainability Appraisal

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4000	MAG London Stansted Airport				Aircraft Noise	Paragraph 6.231 makes reference to aircraft noise, but MAG would expect this to be a thread running through the report with noise contours informing the assessment. This omission should be corrected in the Reg 19 version of the plan and SA.	Noted. This matter will be amended for the Reg 19 stage.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						Proposed development at Thaxted falls within noise contours for Stansted Airport.	
NDLP495	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Approach to testing non-strategic housing sites	It is suggested that the SA fails to consider the potential for small and medium sized sites and should include an assessment of any potential small sites to be planned for at the larger villages. It is suggested that planning for only 6% of planned housing supply at Larger Villages is insufficient and does not meet the NPPF requirement for 10 % of sites to be provided on small sites. It is suggested that considering higher growth in larger villages would have enabled more options to be considered for reducing the scale of the strategic proposals.	The Local Plan makes clear that development at Larger Villages will be considered in more detail between the Reg 18 and Reg 19 stages of plan making and that non-strategic sites will either be included in neighbourhood plans or within the Reg 19 version of the Local Plan. This is not an oversight, but an approach that enables communities to have more say in how their local communities are planned for and to take responsibility for it through neighbourhood planning if they wish to do so. The NPPF requirement is for 10 % of sites to be provided on sites of 1 hectare or less. How the Uttlesford Local Plan meets this requirement will be clarified in the Reg 19 plan, but it is considered that a combination of completions, commitments, windfall and the proposed non-strategic allocations will meet this requirement. It is also noted that of the ten strategic sites proposed within the Local Plan, seven are under 500 homes and so still fall into either a small or medium sized site. Where non-strategic housing sites are proposed to be included in the Reg 19 plan, these will be subject to a proportionate SA process.
NDLP1094	James Balaam	G W Balaam & Son	Matthew Thomas				
NDLP1126	James Balaam	G W Balaam & Son	Matthew Thomas				
NDLP3544	Ashdon Neighbourhood Plan Steering				Ashdon NP	It is suggested that reference should be made to Ashdon Neighbourhood Plan within the SA.	Noted. This will be reviewed to inform the Reg 19 plan to see if reference to the NP would be appropriate.
NDLP3182	Phoenix Life Limited and Mulberry S				Hatfield Forest	The respondent refers to the SA recommendation that further engagement with natural England is required in relation to considering potential impacts on Hatfield Forest.	Noted.
NDLP2811	Stephen and Heather Ayles				Historic Growth in Newport	A number of comments disagree with the SA comment that historic growth in Newport has been limited, stating that since 2011 the settlement has grown by 58% with details of various applications provided.	Noted. This matter will be reviewed and corrected where appropriate in the Reg 19 Plan.
NDLP3680	Newport Parish Council	Newport Parish Council					
NDLP3681	Newport Parish Council	Newport Parish Council					
NDLP1996	Home Builders Federation				Housing Growth - Unmet Housing Needs	The need to consider any unmet housing needs from neighbouring areas is stressed. This could include from Greater Cambridge and/ or from London. It is stated that the London Mayor considers London to be a single Housing Market Area that adjoins the area that has significant influence on West Essex and East Herts.	Noted. Uttlesford hasn't been formally asked to contribute to any unmet housing. It is also noted that at the present time, Greater Cambridge is unable to confirm its own housing need, or how much housing it can plan for - and in the absence of those details, it is currently impossible for Greater Cambridge to

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							identify any unmet housing needs. However, we fully expect this may change in the context of the next plan to be progressed for adoption c. 2030.
NDLP206	Mr Richard Gilyead				Para 3.4	3.4 Integrating equalities and health The Equality Act 2010 specifies "sex" as a protected characteristic not "gender". This is important because it relates to the provision of "single-sex" spaces in public buildings such as sports, leisure, and community, facilities. The law should be quoted accurately in the plan evidence.	Noted. This matter will be reviewed and corrected where appropriate.
NDLP207	Mr Richard Gilyead				Para 5.2.11	5.2.11 Are there no constraints on the conversion of high quality agricultural land into housing development sites? Should priority be give to brownfield sites where available?	As a matter of national policy, substantial weight is granted to the use of brownfield land in planning decisions (National Planning Policy Framework Paragraph 124). However, given the rural nature of Uttlesford, there are a lack of brownfield sites which could deliver the strategic scale of growth required to meet the District's housing need.
NDLP208	Mr Richard Gilyead				Para 5.4.13	5.4.13 Rather than reporting a "general perception" of an infrastructure shortfall, the SA should detail what infrastructure has actually been delivered and what the expectations were. The shortfall in roads, health facilities, education places and open space are major influences on the policies in the new Local Plan.	The Reg 19 Plan will be informed by an updated Infrastructure Delivery Plan that will include a detailed assessment of existing Section 106 agreements. These documents will help to inform the plan and SA, but it is not necessary for the SA, in itself, to seek to duplicate, or cover off in detail, every aspect of the wider plan evidence.
NDLP209	Mr Richard Gilyead				Para 5.4.17	5.4.17 Would the proposed development sites to the north of Thaxted Road be viable without the proposed "link road"?	The link road as proposed and tested is shown to have positive impacts and it is the intention of the plan to ensure this can be delivered. If the road could not be delivered in the form currently envisaged, then alternative options for delivering a link road would be considered. It is anticipated that the evidence informing the Reg 19 plan will consider and test x2 options for how the road could be delivered, including the viability assessment informing the plan.
NDLP210	Mr Richard Gilyead				Para 5.4.20	5.4.20 There is no mention here of the major transport constraints on development in Saffron Walden. Previous highways assessments have shown most road junctions exceeding capacity even with lower growth to the south-east of the town. The "link road" will not divert traffic from most of these junctions. How will these transport constraints be mitigated?	The transport evidence informing the Reg 18 Local Plan shows that the proposed link road has positive impacts on traffic flows in Saffron Walden and overall performs satisfactorily - traffic flows in the town are shown to improve with the proposed development and link road.
NDLP922	Mike Hannant				Para 5.4.85	I note that the proposed plan punches through the centre of the Harcamlow Way, which would destroy the amenity of this well used and very attractive mature tree lined pathway. The proximity of the proposed homes and the topography of the land in relation to the motorway does not appear to have been considered. The motorway is elevated at this location and the land slopes up from the base of the motorway up the hill to the village core. Defra's noise contour map (which is omitted from the Evidence Base) clearly shows the	Noted, this will be considered in the updated draft

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						rationale for the limits of the current built form in the village.	
NDLP922	Mike Hannant				Para 3.2.57	The landscape sensitivity assessment of low-moderate is not consistent with the findings of the appeal inspector for this site who considered that the landscape significance of the site is major/moderate.	Noted, the sites in Newport are not being considered to be allocated by Uttlesford, rather it is to be allocated under the neighbourhood plan for Newport
NDLP922	Mike Hannant				Para 6.2.31	The SA incorrectly states that the sites at Newport do not fall into the defined noise contours. This is incorrect.	Noted, this will be considered in the updated draft
NDLP922	Mike Hannant				Para 5.4.78	the Sustainability Appraisal is incorrect in its assertion that there has been "limited housing growth over the preceding c.20 years" in Newport. In fact, since 2011 to date there have been 568 additional dwellings permitted in Newport. When you factor in demolitions the increase has been 533 over the 974 dwellings recorded in the 2011 census which represents a 55% increase to the settlement with minimal improvements to infrastructure to show for it – two bus shelters and one pavement between 2011 and 2021	Noted, this will be considered in the updated draft
NDLP3795	Belinda Challenger				RA's - General Comments	A few comments reference the SA being described as an 'interim' report, rather than the formally required 'SA Report' without explanation. A number of comments also state that the SA has not considered all reasonable alternatives. It is suggested that a full SA Report should be prepared for a further Reg 18 consultation. Various comments are made about the merits or demerits of some of the options considered and whether other options should also have been considered. Examples include: • Considering a Garden Community option north of Stansted Mountfitchett, but not testing higher growth options at Stansted Mountfitchett itself. • Under the economy and employment heading, there has been no identification of the benefits of the Chelmer View scheme given its close proximity to the Station Road, Chelmsford Road, and Flitch and Oak Industrial Areas. It is suggested that the SA fails to fully assess all potential constraints and, in some cases, misinterprets its own evidence – it is suggested that this leads to mis-weightings. For example: • Skewed landscape assessments • Failing to consider heritage constraints (for example for the Church End site) • Failing to consider flood risk • Failing to consider infrastructure requirements to ensure deliverability/ viability, and • Failure to consider transport impacts of development	Noted. The formal SA Report is required to form part of the submission documents published for consultation at Reg 19 stage, which is the stage a full SA Report is required. It is considered good practice to produce an Interim SA Report at Regulation 18 stage in order to frontload consultation and engagement on an early draft of the plan, and the reasonable alternatives. Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations states "The report shall identify, describe and evaluate the likely significant effects on the environment of— (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme". On that basis, it is for the Council to develop what it considered to be 'reasonable' alternatives in the context of the plan objectives – there is no expectation that all conceivable options, or combinations of options, are considered, that would not be 'reasonable'. It is also important to consider the NPPF requirement for plan evidence to be 'proportionate'. Specific points of detail will be reviewed and updated to inform the Reg 19 SA and Plan where appropriate.
NDLP3859	Lands Improvement Holdings						
NDLP3886	Lands Improvement Holdings						
NDLP3902	Pelham Structures Limited						
NDLP3607	Knight Frank						
NDLP402							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	Louise Johnson	Parish Clerk Elsenham Parish Council				(for example for the Church End site). It is suggested that there are a number of alternative scenarios, or combinations of scenarios, that could have been considered.	
NDLP3930 NDLP3390 NDLP3400	Pelham Structures Limited Strategic Land V Limited & Ms Hawke Strategic Land V Limited & Ms Hawke	Pelham Structures Ltd			RA's - Larger Villages	The SA is criticized for not assessing individual sites at Larger Villages and on that basis, it is suggested that the 1,000 housing requirement cannot be considered to be too high or too few.	The Plan is clear that non-strategic sites will be either added to the Reg 19 plan, or picked up through Neighbourhood Plans. Any sites added to the Reg 19 plan will be subject to SA to inform the Reg 19 plan, whereas as sites allocated through Neighbourhood Plans, will be subject to separate SA processes. However, the Reg 18 plan and the village housing requirement figures were based on the HELAA and so it is known that there is more than sufficient capacity available.
NDLP3902 NDLP2256 NDLP2547 NDLP3210 NDLP3749 NDLP3875 NDLP2257	Pelham Structures Limited Landsec Geoff Bagnall Ceres Property Denise Gemmill Grosvenor Property UK Landsec				RA's - New Settlements	A number of comments provide technical detail demonstrating why various Garden Community proposals could overcome identified constraints, deliver sustainable development and should have been considered in more detail in the SA. In particular, the scoping out of Garden Communities as an 'unreasonable' alternative, is questioned.	It is anticipated that the Reg 19 plan will need to make provision for c. 5,000 additional homes across strategic and non-strategic sites and that these need to consist of sites of different size, type and geography. It will have been 20 years since Uttlesford adopted a new Plan and there is an imperative to progress a plan quickly. Overall, it is considered that the longer-term potential for a Garden Community would be best considered in more detail in the next plan that will need to be adopted c. 2030. This allows time to consider the implications, especially for infrastructure provision, to be considered in sufficient detail for sites of 5,000 homes (or more) and to relate more effectively to planning for Greater Cambridge that at the present moment in time is unable to confirm what their own housing need is, how much of that need can be met in Cambridge, and what if any unmet need, will arise. It is not considered appropriate to consider small scale development within what could become part of a large scheme in the longer term, before all of the infrastructure (and other requirements) have been adequately considered. The current Local Plan must be submitted before June 2025 and Adopted by December 2026 in order to be progressed under the current planning System. Not meeting these deadlines would delay the plan by at least two (more likely

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							three years). Thus, considering longer term strategic planning now would prevent Uttlesford from benefiting from an updated plan quickly, whilst bringing forward a plan quickly now, does not undermine the opportunity to consider Garden Communities for inclusion in the plan to be adopted in 2020. For these reasons, planning for a Garden Community at the present time in the currently emerging plan are considered to be 'unreasonable'.
NDLP3228	Weston Homes Plc				SA	The SA is not consistent in its assessment of the growth scenarios and the plan should consider the positive appraisals of high growth scenarios to influence the spatial strategy within the local plan. Further assessment is required of windfall sites.	Noted. This is considered in more detail in the Table of comments relating to the SA. Overall, the Council is satisfied the SA considers options for growth appropriately.
NDLP3274	Weston Homes Plc						
NDLP3354	Gladman				SA - General Comments	2.2 Sustainability Appraisal 2.2.1 In accordance with Section 19 of the 2004 Planning and Compulsory Purchase Act, policies set out in Local Plans must be subject to Sustainability Appraisal (SA) Incorporating the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, SA is a systematic process that should be undertaken at each stage of the Plan's preparation, assessing the effects of the Local Plan's proposals on sustainable development when judged against reasonable alternatives. 2.2.2 The Council should ensure that the results of the SA process clearly justify its policy choices. In meeting the development needs of the area, it should be clear from the results of the assessment why some policy options have been progressed, and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative, the Local Plan's decision-making and scoring should be robust, justified and transparent.	Noted.
NDLP909	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		SA Approach to Great Chesterford	The respondent states that a case for development at Great Chesterford is made due to its sustainability credentials and links to employment. It is stated that the lack of testing of any increase in housing through the stated growth scenarios is fatally flawed. It is also stated that the conclusion of nil strategic growth for Great Chesterford as a constant across all the tested growth scenarios based on 'perceived' landscape constraints is not justified. Furthermore, that additional detail supporting a planning application for the respondents client to the north of Great Chesterford was available to inform the SA and plan process. It is suggested there is no transparency in the site selection process and it is stated that there is a lack of any full and proper	The Council acknowledges the sustainability credentials of Great Chesterford within the Plan. However, some of the potential development sites at this settlement are either not available; land to the south east was previously promoted but is no longer available and land south of the railway station relies on access from neighbouring Cambridge, who are currently unable to progress their Local Plan – thus neither of these sites can be deemed deliverable at the current time. The site identified by the respondent was at an advanced stage of consideration through a planning application process and it was considered inappropriate to consider this site through the Local Plan process
NDLP966	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd Director Roebuck	Stacey Rawlings				

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP913 NDLP973	Catesby Estates Ltd (Stacey Rawlings) Catesby Estates Ltd (Stacey Rawlings)	Land and Planning Ltd Director Roebuck Land and Planning Ltd	Stacey Rawlings stacey Rawlings			assessment of strategic development options at the tier 2 settlements.	whilst it was being considered through the Development management process. If approved, the application would form an additional commitment and thus inform the Reg 19 plan. The potential for a much larger Garden Community to the north of Great Chesterford is discussed elsewhere, but if the plan needs to make provision for c. 5,000 homes across the whole district in total, then planning for a standalone community of this scale is not currently required. However, consideration for longer term and more strategic growth could be considered through the next plan that will need to be brought forward quickly (adoption expected c. 2030/31). This timing is more likely to enable greater consideration for planning for Cambridge and allows time for the more significant highway/ infrastructure requirements to be considered.
NDLP3931	Pelham Structures Limited	Pelham Structures Ltd			SA approach to Great Dunmow	The response makes reference to HELAA sites 003 and 019 that could deliver 400 homes on sustainable locations within easy walking distance of the town centre along with criticism of the assessment of site 009 for not giving adequate consideration of the landscape and heritage sensitivity. There is also reference to a previous appeal decision and 2005 LP policies that seek to have strict controls over development in the countryside, along with impact of recent appeal decisions, for example, to approve 1,200 homes west of Great Dunmow.	Noted. The HELAA will be updated to inform the Reg 19 plan and reflect any consultation responses and this update will in turn inform the SA update. The new plan will replace any previous policies and will provide a comprehensive and coherent strategy and suite of policies – for example, any strategic allocations will provide a baseline, with settlement boundaries updated appropriately – these sites would no longer constitute countryside. The Reg 18 plan and supporting documents makes clear that completions and commitments up to April 2024 will be used to inform the Reg 19 plan – it is anticipated that c. 5,000 additional homes will need to be planned for rather than 6,000 as per the Reg 18 plan.
NDLP2927	Paul Cronk				SA approach to growth at Elsenham	The Plan and SA conclusions not to consider further growth at Elsenham is questioned with details provided for why development sites at Elsenham are suitable.	Noted. The HELAA will be updated to inform the Reg 19 plan and reflect any consultation responses and this update will in turn inform the SA update.
NDLP3682 NDLP3684 NDLP3686	Newport Parish Council Newport Parish Council Newport Parish Council				SA approach to growth at Newport	Parish Council comments questioning the assumptions and approach of the SA at Newport	Noted. The SA, site selection process and wider evidence base will be updated at Regulation 19 stage which will address any concerns raised.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3687	Newport Parish Council						
NDLP3688	Newport Parish Council						
NDLP3689	Newport Parish Council						
NDLP3692	Newport Parish Council						
NDLP3694	Newport Parish Council						
NDLP3695	Newport Parish Council						
NDLP3690	Newport Parish Council	Newport Parish Council			SA approach to growth at Newport - water infrastructure	Reference is made to a response from the EA submitted to the emerging Newport, Quendon and Rickling Neighbourhood Plan that identifies inadequate sewerage capacities in the area. A quote from the EA is included in the submission: 'We have identified that the Plan area boundary includes the Sewage Treatment Works Newport STW, which is currently operating close to or exceeding its permitted capacity. There is potential for there to be a barrier to growth across the Plan Period and delivery of any potential site allocations including windfall sites. Consideration for phasing of development in line infrastructure improvements may be required'.	The Council consult with a range of infrastructure providers, including water companies and the EA. The Council is not aware of any show stoppers, but fully appreciate that new and/ or improved infrastructure and capacity upgrades will be required to support development. This is in actual fact what the EA have said 'consideration for phasing of development in line infrastructure improvements may be required'.
NDLP3691	Newport Parish Council	Newport Parish Council					

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP705	Mr Neil Hargreaves				SA approach to growth at Newport - incorrect information	It is suggested that the SA comments about Newport are 'totally incorrect'. The SA is described as a key document that purports to establish where sustainable locations are within the district – the respondent is disappointed that inaccurate work has been completed.	The Council is content the work undertaken is robust and fit-for-purpose. However, plan making is an iterative process and if any errors are identified, they will be corrected to inform the Reg 19 stage. The Council is content that Newport is a highly sustainable and suitable location for development, being the only Local Rural Centre in the district to benefit from a secondary school, benefiting from a good range of services and facilities, including a range of retail choices and all within easy cycling and walking distance, a railway station and comparatively good bus connectivity.
NDLP707	Mr Neil Hargreaves				SA approach to growth at Newport - water infrastructure	Reference is made to a response from the EA submitted to the emerging Newport, Quendon and Rickling Neighbourhood Plan that identifies inadequate sewerage capacities in the area. A quote from the EA is included in the submission: 'We have identified that the Plan area boundary includes the Sewage Treatment Works Newport STW, which is currently operating close to or exceeding its permitted capacity. There is potential for there to be a barrier to growth across the Plan Period and delivery of any potential site allocations including windfall sites. Consideration for phasing of development in line infrastructure improvements may be required'.	The Council consult with a range of infrastructure providers, including water companies and the EA. The Council is not aware of any show stoppers, but fully appreciate that new and/ or improved infrastructure and capacity upgrades will be required to support development. This is in actual fact what the EA have said 'consideration for phasing of development in line infrastructure improvements may be required'.
NDLP3178 NDLP1509	Phoenix Life Limited and Mulberry S Natural England				SA approach to growth at Takeley	The five growth scenarios are based upon the site at Takeley coming forward for employment purposes. No alternative sites have been considered as part of the SA. Impacts on biodiversity are not adequately considered.	Section 5.4 of the Interim SA Report explains the outline reasons for only progressing one growth scenario at Takeley to Section 5.5, and why it is 'unreasonable' for other alternatives to be taken forwards. The environmental effects of all reasonable alternatives against biodiversity and Hatfield Forest are considered in section 6.2.
NDLP4006	Pelham Structures Limited	Pelham Structures Ltd			SA Approach to Ugley Garden Community	Various comments disagreeing with the SA scoring of Scenario 5 (which contains the site) and where the Scenario outperforms others. Criticism that the smaller-scale Village Hall site is not considered in isolation in the SA.	The Ugley Garden Community site north of Stansted Mountfitchet is part of Scenario 5. The assessment of the reasonable alternative growth scenarios is set out in Section 6 of the Interim SA, with the Council's reasons for the preferred approach (Scenario 3) set out in Section 7, noting that all scenarios have their benefits and disbenefits, but on balance Scenario 3 is judged to represent sustainable development. This will be reviewed and, if necessary, updated in the SA Report accompanying the Regulation 19 plan. With regard to the smaller non-strategic site at Ugley being considered in the SA, Ugley falls within "Open Countryside" within the

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							Settlement Hierarchy and is therefore outside of the Larger Villages where development is being considered.
NDLP880	Mr Rupert Kirby				SA assessment of sites at Great Dunmow	It is suggested that the assessment of Great Dunmow is flawed as sites 019 is overlooked and that site 003 is also dismissed. The merits of these sites are outlined including that site 019 is well located for accessing the town centre.	Noted. Site 019 has planning permission and is therefore ruled out of the site selection process. Site 003 also has planning permission, and any remaining/ undeveloped land, is being deliberately being left undeveloped as part of the overall proposal for the site and is therefore deemed to be unavailable. This site was also ruled out of further consideration. These details are set out in the Council's Site Selection Topic Paper.
NDLP1674	English Rural Housing Association				Supporting Evidence	Additional evidence and research provided to support the plan and SA	Noted.
NDLP1675	English Rural Housing Association						

Table 2: Local Housing Needs Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3232	Weston Homes Plc				Evidence	A number of comments relate to the evidence supporting the Plan, particularly in this context, the LHNA. These include:	Noted. The Council is satisfied the LHNA has been prepared correctly, although it will be updated to inform the Reg 19 LP as informed by any changes in national policy, or Reg 18 consultation responses where appropriate. Overall, the Plan seeks to meet the identified housing need, using the Govt's preferred 'Standard Methodology' in full and to provide for c. 10 % headroom, to provide for additional flexibility. In terms of relying on existing completions and commitments – it is the case the proportion of these contributing to the identified need is relatively high, but this is a product of there being no up to date plan in place for some years and the degree speculative development has been able to come forward.
NDLP3358	Gladman				<ul style="list-style-type: none"> The LHNA refers to the 2021 NPPF instead of the most recent version (2023). There are formatting issues with the document. The plan period should be amended to 2021-2041. 		
NDLP3854	Grosvenor Property UK				<ul style="list-style-type: none"> There is support for the identification of the requirement for 13,680 dwellings over the plan period. There are issues around the provision of affordable housing and the implementation of the 'cap' within the methodology and that the plan does not adequately address issues around affordable housing and the worsening housing market. 		
NDLP3862	Lands Improvement Holdings				<ul style="list-style-type: none"> The LHNA does not appropriately consider the impact of employment growth, particularly around Cambridge. The LHNA does not appropriately account for the levels of growth Uttlesford is likely to see, given its proximity to London and the Cambridge arc. 		
NDLP4057	Salacia Ltd						

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NDLP4156	G W Balaam & Son	Newport Parish Council				<ul style="list-style-type: none"> The plan should not rely so heavily on development that has already come forward to meet the housing requirement for the plan period. It is suggested that officers undertaking work on the Local Plan did not visit either Newport or Takeley. 	
NDLP3696	Newport Parish Council						
NDLP3502	Kier						
NDLP277	Alastair Farr				Housing Figures General	It is suggested that the plan for housing is excessive, doesn't take account of the recent approval for 1,200 homes west of Dunmow and should be revised downwards.	Noted. The plan and supporting evidence is clear that the Reg 19 plan will be informed by the April 2024 commitment figures are on that basis, it is anticipated that the 'additional' level of housing to plan for can be reduced.

Table 3: Housing and Economic Availability Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3598	Knight Frank				Additional site referenced but not formally submitted.	Reference to a potential development site at Stansted Mountfitchet. No further details submitted to support the proposed site.	We note the reference to a potential site for residential development which has not previously been considered through the HELAA, but in the absence of any supporting information including a location map we are unable to consider the site in the HELAA update to support the Regulation 19 Local Plan. We recommend that it is submitted to a future Call for Sites for potential inclusion in a future iteration of the Local Plan.
NDLP3606	Knight Frank						
NDLP498	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Check HELAA Site promoter - Felsted 020 RES	HELAA capacity for Felsted 020 RES does not reflect extant permission for 2 dwellings	The HELAA is intended to illustrate the potential future capacity of available land in the District. Sites with permission are captured within the data on completions and commitments which will be revisited for the Regulation 19 Local Plan. Their capacity has been set at zero in the HELAA to avoid double counting of capacity.
NDLP498	Nigel Tedder	Managing Director New Homes Project	Nigel Tedder		Check HELAA site promoter Thaxted 027 RES.	HELAA capacity for Thaxted 027 RES does not reflect extant permission for 9 dwellings	The HELAA is intended to illustrate the potential future capacity of available land in the District. Sites with permission are captured within the data on completions and commitments which will be revisited for the Regulation 19 Local Plan. Their capacity has

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Managements Limited					been set at zero in the HELAA to avoid double counting of capacity.
NDLP3697	Newport Parish Council	Newport Parish Council			Comment on Newport 001 RES (non-landowner)	Third party comment on Newport 001 RES noting proximity to heritage assets and flooding/drainage issues near site entrance.	Noted. The HELAA assessments will be revisited as part of the update to support the Regulation 19 Local Plan, and suitability conclusions will be revisited where appropriate to reflect the identified constraints.
NDLP667	Robert Fairhead		Vaughan Bryan		Comment on other HELAA sites in Great Chesterford	Concerns over flood risk, landscape and heritage impact of development on GtChesterford 002 RES and GtChesterford 010 RES, and sustainability of GtChesterford 008 RES	The concerns over the potential impact of development of the three sites are noted. The Regulation 19 HELAA update will provide more commentary on site suitability, and the information submitted will be reviewed as part of this process.
NDLP2818	Stephen and Heather Ayles				Comment supporting development (non-promoter) - Newport 013 RES	HELAA conclusions in relation to biodiversity and access for site Newport 013 RES are inaccurate and should be revisited.	Noted. The information provided will be considered as part of the HELAA update to support the regulation 19 Local Plan, and consequential updates made to the conclusions where necessary.
NDLP590	G Martyn Porter				Comment supporting non-allocation of a HELAA site	Support for the non-allocation of three HELAA sites in Littlebury on the grounds that they would not constitute sustainable development.	Noted. All sites will be reassessed against the emerging spatial strategy as part of the Regulation 19 HELAA update. This is unlikely to change significantly from the Regulation 18 Local Plan (Core Policy 3) and it is not envisaged that as a Smaller Village Littlebury will be expected to accommodate growth beyond limited infill to meet local needs for housing and employment.
NDLP2095	Jane Dukes						
NDLP1772	Janice Heales						
NDLP2103	Lindsey and Tim Coyne						
NDLP1916	Louise Johnson						
NDLP2109	Amanda Barclay & Iain Black						
NDLP1923	Sally Kennedy						
NDLP1926	Carmel Carline						
NDLP2131	Malcolm Domb						
NDLP2157							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2049	Lucinda Whife						
NDLP2162	Mr Robert Osborne						
NDLP2109	Thomas and Isabelle Page						
NDLP2131	Amanda Barclay & Iain Black						
NDLP2157	Malcolm Domb						
NDLP2162	Lucinda Whife						
NDLP2192	Thomas and Isabelle Page						
NDLP2199	Robin Grayson						
NDLP2208	Mrs Isobel Grayson						
NDLP2404	Claudia Haisman- Green and Mike Green						
NDLP2410	Michael Hancock						
NDLP2472	Jennifer Parkinson						
	Rosemary Wild						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2479	Andrew Figge						
NDLP2507	Michael Cox						
NDLP2521							
NDLP2525	Tom Hallmark						
	Linda Kelsey						
NDLP2670							
	Mr and Mrs John and Gillian Broomfield						
NDLP2763							
	Mrs Isobel Grayson						
NDLP2800							
	Nick Dukes						
NDLP2833							
	Mr and Mrs Roberts						
NDLP2942							
	Mr and Mrs John and Gillian Broomfield						
NDLP3034							
	Mr Brian Johnson						
NDLP4126							
	Tim and Alexandra Bradshaw						
NDLP1504							
	Katie Ransom						
NDLP3301	24/7 Investments Limited				Comment that commitments and completions should be allocated in the	The Local Plan allocations should include committed and completed employment sites which contribute to land supply.	We will consider whether to include non-strategic allocations and allocations of sites with extant permission in the Regulation 19 version of the Local Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
					Local Plan (employment)		
NDLP3179	Phoenix Life Limited and Mulberry S				Comment that sites submitted since the 2021 Call for Sites have not been included in the HELAA	The non-inclusion of sites submitted following the 2021 Call for Sites means that potentially suitable alternative sites have not been considered for allocation.	The Regulation 19 HELAA update will include sites submitted following the closure of the 2021 Call for Sites, including any sites submitted to the Regulation 18 consultation. Any supporting information provided will be considered as part of this process.
NDLP3771	Harlow Agricultural Merchants Ltd				Dispute site assessment (Local Wildlife Site designation)	The amber rating for Local Wildlife Site designation assigned to Newport 013 RES is inaccurate since the site is a potential rather than designated Local Wildlife Site.	Noted. The HELAA update will revisit conclusions on Local Wildlife Sites and, where sites fall within potential LWS rather than designated sites this will be identified as a potential ecological constraint but will not lead to an amber rating.
NDLP3494	Allison Evans				Error in HELAA interactive map	Takeley 005 EMP does not appear in interactive map of HELAA sites.	A new interactive map of HELAA sites will be produced to support the Regulation 19 consultation, including sites from all sources. Takeley 005 EMP was assessed through the HELAA and the conclusions are presented in the proformas which were published for the Regulation 18 consultation.
NDLP1057	Jackie Deane	Parish Clerk Takeley			HELAA assessments have been designed to fit spatial strategy	Suggestion that the HELAA capacity has been amended to suit the emerging spatial strategy and village housing requirements.	The HELAA is the starting point for consideration of the housing requirements for the Larger Villages, and the Local Plan requirements are based on the HELAA capacity rather than the other way round. The assumptions which have led to the indicative capacity are set out in the HELAA methodology. These will be revised as part of the Regulation 19 HELAA update to take into account the presence of constraints to development, and the village housing requirements will be adjusted accordingly.
NDLP3929	Pelham Structures Limited	Pelham Structures Limited			HELAA category B sites is too broad a category and needs further refinement	There is significant variation in site suitability within category B of the HELAA, and the number of categories should be expanded to reflect this.	It is recognised that the majority of sites are grouped into suitability Category B. This reflects the relatively low incidence of high-level constraints to development across the district. However, additional commentary on site suitability will be included in the Regulation 19 HELAA update which will allow for a more nuanced comparison of sites, and further refinement will be undertaken to take into account the emerging spatial strategy.
NDLP2233	Jean Johnson				HELAA does not adequately reflect development management decisions	The HELAA conclusions for site Takeley 005 EMP do not reflect a recent decision on a proposed logistics centre.	The planning history for the site will be revisited as part of the HELAA update and, where appropriate, the Inspector's conclusions will be reflected in the suitability conclusions.
NDLP498	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		HELAA methodology - density inappropriate	The average density of 35dph applied to sites outside the key settlements and strategic sites is not appropriate for all edge of settlement sites in larger villages.	As set out in the HELAA methodology, the development potential of each site is calculated using a standardised density assumption. This is in line with the emerging Design Code that recommends a density of 30-40dph for sites in non-strategic settlements, including the larger villages. Whilst it is recognised that individual proposals are likely to vary

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							from the standardised capacity, it is important to provide a consistent means of assessment for all sites to inform the site selection process. We do not propose to change this approach for the Regulation 19 HELAA.
NDLP3697	Newport Parish Council	Newport Parish Council			HELAA methodology does not account for Defra's noise contours for the strategic road and rail network	The HELAA methodology does not include consideration of Defra's noise contours for the strategic road and rail network. Sites in Newport are predominantly in close proximity to either the railway or the M11.	Noted. Whilst the HELAA methodology does not include a specific category for the road and rail noise contours, the proximity of sites to the railway and motorway will be reflected in the suitability conclusions in the Regulation 19 HELAA. This is not considered to be an absolute constraint to development since it is possible to address noise impact through landscaping, layout and building design.
NDLP2906	Debden Parish Council				Larger Village Housing Requirement	The HELAA capacity and the housing requirement at Larger Villages is does not take account of issues raised within past development management decisions.	The planning history for sites will be revisited as part of the HELAA update and, where appropriate, the conclusions will be reflected in the larger villages housing requirements.
NDLP974	Mary Power	Director Richstone Procurement Limited	Mary Power		HELAA should consider sites submitted to Stebbing Neighbourhood Plan	Proposes a new site in Stebbing which was not submitted to the Call for Sites and seeks a strategic allocation to accommodate the entire housing requirement for Stebbing. Submission refers to a site location plan which is missing from the documentation provided/	The HELAA will be updated to support the Regulation 19 Local Plan, and this will include consideration of new sites proposed through the Regulation 18 consultation. However, it is not possible from the submitted information to determine the extent of the proposed new site as no site location plan has been provided. Where necessary, the Council will consider making allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.
NDLP2273	Mulberry House Farms LLP				HELAA site promotion (new site)	Promotion of a new site in Arkesden for residential development	The site was assessed for employment use in the Regulation 18 HELAA. Its resubmission for residential use is noted, and the site will be assessed through the HELAA update to support the Regulation 19 Local Plan.
NDLP2276	Mulberry House Farms LLP				HELAA site promotion Arkesden 002 EMP promoted for residential (part permissioned)	Promotion of a new site in Arkesden for residential development	The site was assessed for employment use in the Regulation 18 HELAA. Its resubmission for residential use is noted, and the site will be assessed through the HELAA update to support the Regulation 19 Local Plan.
NDLP796 NDLP668	Sheena Dale Ian, Sheena, and Tracy Dale, Dale, and Hunter				HELAA site promotion Ashdon 001 RES. HELAA site promoter aware of adjacent rural exception site proposals by Uttlesford District Council	Promotion of HELAA site Ashdon 001 RES emphasising that the site could make a positive contribution to supporting the local school and services and highlighting proximity to adjacent rural exception site.	The new information provided will be considered as part of the process of updating the HELAA for the Regulation 19 consultation and revisiting the site selection process.

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NDLP3480	Richstone Procurement Ltd				HELAA assessment Clavering 005 RES - support	Support for HELAA conclusions for site Clavering 005 RES	Noted, the council will consider making Non-Strategic Allocations in Larger villages if the housing requirement is not being met through a neighbourhood plan as per the Local Plan Spatial Strategy.
NDLP3997	Pelham Structures Limited	Pelham Structures Limited			HELAA Site promotion Clavering 006 RES.	Promotion of a site with planning permission for one home in Clavering which is proposed as a non-strategic site allocation.	The promotion of the site is noted. Where necessary, the Council will consider making non-strategic allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.
NDLP4005	Pelham Structures Limited	Pelham Structures Limited			HELAA Site Promotion Clavering 007 RES	Promotion of a site in Clavering which is proposed as a non-strategic site allocation.	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan. Where necessary, the Council will consider making non-strategic allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.
NDLP3998	Pelham Structures Limited	Pelham Structures Limited			HELAA Site Promotion Clavering 008 RES	Promotion of a site in Clavering which is proposed as a non-strategic site allocation.	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan. Where necessary, the Council will consider making non-strategic allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.
NDLP4155	G W Balaam & Son				HELAA site promotion Clavering 011 RES, Clavering 012 RES and Clavering 013 RES (revised boundary)	Promotion of three existing HELAA sites in Clavering, including one with a revised boundary. Submission of a new site for consideration.	The additional information provided on the previously assessed sites is noted and will be reflected in the updated HELAA to support the Regulation 19 Local Plan. This includes amendments to the boundary of Clavering 013 RES. The new site will be included in the HELAA update, taking into account the supporting information provided.
NDLP1110	James Balaam						
NDLP1115	James Balaam				New HELAA site Clavering (west of Eldridge Close)		
NDLP1119	James Balaam						
NDLP4159	G W Balaam & Son						
NDLP3474	Richstone Procurement Ltd				HELAA site promotion Clavering 014 RES	The Local Plan allocations should include committed residential sites and non-strategic sites, including Clavering 014 RES	We will consider whether to include non-strategic allocations and allocations of sites with extant permission in the Regulation 19 version of the Local Plan.
NDLP4010	Pelham Structures Limited	Pelham Structures Ltd			HELAA site promotion Debden 003 RES	Promotion of a previously assessed HELAA site in Debden. Proposal to allocate as a non-strategic site in the Local Plan rather than in a neighbourhood plan.	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan. Where necessary, the Council will consider making non-strategic allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3146	Smith Bros				HELAA site promotion Felstead 001 RES; Felsted 002 RES and Felsted 003 RES and Felsted 004 MIX	Promotion of four HELAA sites in Felsted with supporting information to demonstrate how identified constraints in relation to settlement character, landscape sensitivity, heritage, flooding, amenity and biodiversity impact can be addressed. Seeks allocation of the sites through the Local Plan if the Parish Council is not progressing a neighbourhood plan with site allocations.	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan. Where necessary, the Council will consider making non-strategic allocations in the Larger Villages if the housing requirement is not being met through a neighbourhood plan.
NDLP623	David Brien				HELAA site promotion Felsted 005 RES	Submission of further information to associate the HELAA assessment of Felsted 005 RES	The promotion of the site is noted and the additional information provided will be reviewed as part of the Regulation 19 HELAA update.
NDLP3829	Hillrise Homes Limited				HELAA site promotion Felsted 007 MIX	Submission of further information to address the amber categories in the 2023 HELAA	The promotion of the site is noted and the additional information provided will be reviewed as part of the Regulation 19 HELAA update.
NDLP3638	C J Trembath				HELAA site promotion for GtEaston 002 RES	Promotion of a site in Great Easton at Brocks Mead	The promotion of this site is noted
NDLP2241	Ian Butcher				HELAA site promotion for GtDunmow 011 EMP	Support for HELAA conclusions for site GtDunmow 011 EMP.	The support for the findings of the HELAA in relation to this site is noted.
NDLP973	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		HELAA site promotion Great Chesterford 002 RES	The capacity identified in the HELAA for GtChesterford 002 RES does not account for the presence of a scheduled monument. Outline planning application demonstrates how amber constraints identified in HELAA in relation to highways, flood risk, TPOs, Public Rights of Way and archaeological sites can be addressed.	The Regulation 19 HELAA will include an updated capacity which reflects the presence of significant constraints in accordance with NPPF Footnote 7. The updated information submitted in the representation and the outline planning application will be reviewed as part of the HELAA update.
NDLP1127	Guy Kaddish	Agent Grosvenor Property UK	Claire Galilee		HELAA site promotion Gt Chesterford 006 MIX and 007 MIX	Submission of supporting information for sites GtChesterford 006 MIX and GtChesterford 007 MIX which addresses constraints identified as amber in the Regulation 18 HELAA	The new information provided will be considered as part of the process of updating the HELAA for the Regulation 19 consultation and revisiting the site selection process.
NDLP3995	Pelham Structures Limited	Pelham Structures Limited			HELAA site promotion Gt Dunmow 042RES, Gt Dunmow 003 RES and Gt Dunmow 019 MIX	Promotion of HELAA sites GtDunmow 042 RES, GtDunmow 003 RES and GtDunmow 019 MIX.	The promotion of the three sites is noted.
NDLP2062	Clare College Cambridge				HELAA site promotion GtChesterford 009 RES	Promotion of land which forms part of a larger site assessed in the HELAA.	The promotion of the previously assessed site is noted.
NDLP3301	24/7 Investments Limited				HELAA site promotion GtDunmow 011 EMP	Support for HELAA conclusions for site GtDunmow 011 EMP.	The support for the findings of the HELAA in relation to this site is noted.

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NDLP1145	Rob Snowling	Director Pigeon Investment Management Ltd	Sophie Pain		HELAA site promotion GtDunmow 017 RES	Provision of detailed supporting information for GtDunmow 017 RES promoting the site for specialist housing allocation in the Local Plan	The new information provided will be considered as part of the process of updating the HELAA for the Regulation 19 consultation and revisiting the site selection process.
NDLP3349	The Mackenzie Trust				HELAA site promotion GtDunmow 040 RES	Promotion of part of HELAA site GtDunmow 040 RES which has extant hybrid permission. Comment indicates that a developer is being brought on board to implement the permission.	The promotion of the HELAA site is noted, and the additional commitment to implementing the planning permission for this site is welcomed.
NDLP3638	C J Trembath				HELAA site promotion GtEaston 002 RES and LtCanfield 002 EMP	Promotion of two sites at Great Easton and Little Canfield that were assessed in the HELAA for residential and employment use.	The promotion of the two sites is noted.
NDLP3630	C J Trembath						
NDLP3994	Pelham Structures Limited	Pelham Structures Limited			HELAA site promotion Hatfield H 005 RES and Hatfield H 006 RES.	Promotion of HELAA sites HatfieldH 005 RES and HatfieldH 006 RES.	The promotion of the two sites is noted.
NDLP3162	BNP Paribas				HELAA site promotion HatfieldBO 005 MIX	Submission of new information for site HatfieldBO 005 MIX demonstrating how identified access/highways constraints can be addressed and noting the contribution to housing and employment, biodiversity and sustainability.	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan.
NDLP2929	Paul Cronk				HELAA Site promotion Henham 006 RES (part permissioned) promoted for allocation of remainder	The submitted site boundary for Henham 006 RES is larger than the boundary of the site which has been granted permission for development of 200 homes. Seeks the allocation of the remainder of the site to deliver additional dwellings.	The planning history of the site has been noted and the Council will consider whether it is appropriate to allocate the remainder of the site for additional development in the Regulation 19 Local Plan.
NDLP3996	Pelham Structures Limited	Pelham Structures Limited			HELAA Site Promotion Langley 002 EMP	The site will deliver additional local employment and should be considered for allocation in the Local Plan.	The promotion of the site is noted. The Local Plan's strategy for addressing the District's employment needs will be revisited through an update to the employment site selection topic paper to support the Regulation 19 plan.
NDLP3732	Enterprise Residential Development				HELAA site promotion LtChesterford 002 RES	Supportive of HELAA findings for LtChesterford 002 RES and seeking allocation of the plan for residential use in the Local Plan.	The support for the HELAA findings is noted.
NDLP2316	Paul Cronk				HELAA site promotion LtEaston 006 RES	Promotion of HELAA site LtEaston 006 RES	The resubmission of the site for consideration is noted. Any new information provided will be considered as part of the process of updating the HELAA for the Regulation 19 consultation and revisiting the site selection process.
NDLP2317	Paul Cronk				HELAA site promotion LtEaston 006 RES	Planning history information in HELAA is inaccurate and relates to an adjacent site	The planning history for the site will be revisited as part of the HELAA update and updated as required.

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						Updated planning history - decision post 1st April 2023	
NDLP3991	Hawridge Strategic Land				HELAA site promotion LtHallingbury 003 Res	Promotion of HELAA site and provision of supporting information to demonstrate how constraints identified in the HELAA can be addressed	The promotion of the previously assessed site is noted and the additional information provided will be reviewed as part of the Regulation 19 HELAA update.
NDLP3771	Harlow Agricultural Merchants Ltd				HELAA site promotion Newport 013 RES	Promotion of HELAA site Newport 013 RES and support for general findings on suitability, availability and achievability.	The promotion of the site and support for the suitability, availability and achievability conclusions is noted.
NDLP1078	Luxus Homes Stoney Common Limited		Peter Biggs		HELAA site promotion Stansted 003 RES updated boundary	Stansted 003 RES is resubmitted with a revised site boundary that increases the site size from 0.99ha to 1.71ha.	The amended boundary is noted and the site assessment will be revisited as part of the Regulation 19 HELAA update to reflect the enlarged site and the information submitted to the Regulation 18 consultation.
NDLP3213	Ceres Property				HELAA site promotion Stansted 009 RES	Seeks allocation of HELAA site Stansted 009 RES on the basis that Stansted Mountfitchet is a sustainable location for development and could accommodate a larger proportion of the District's planned growth.	The commentary on the site and the spatial strategy is noted. The Council will consider whether changes are required to the spatial strategy for the Regulation 19 Local Plan, and whether additional site allocations are necessary to meet the housing requirement.
NDLP4236	City and Country Residential Ltd				HELAA site promotion Stansted 010 RES	Promotion of HELAA site and provision of supporting information to demonstrate how constraints identified in the HELAA can be addressed, including assessment of site's contribution to the purposes of the Green Belt	The additional information provided on the previously assessed site is noted and will be reflected in the updated HELAA to support the Regulation 19 Local Plan.
NDLP998	Daniel Jones	Director Silverley Properties Ltd	Sophie Pain		HELAA site promotion Thaxted 014 RES (smaller boundary)	Thaxted 014 RES is resubmitted with a revised site boundary that reduces the site area from 6.03ha to 0.8ha. Supporting information provided to demonstrate how constraints identified in the HELAA can be addressed.	The amended boundary is noted and the site assessment will be revisited as part of the Regulation 19 HELAA update to reflect the reduced site area and the information submitted to the Regulation 18 consultation.
NDLP4006	Pelham Structures Limited	Pelham Structures Ltd			HELAA site promotion Ugley 003 MIX	Promotion of a site in Ugley with additional supporting information	The additional supporting evidence is noted and will be considered through the HELAA update to support the Regulation 19 Local Plan.
NDLP3942	Michael and Sarah Tee				HELAA site promotion Widdington 002 RES and Widdington 003 RES	Promotion of two HELAA sites and provision of supporting information to demonstrate how access and heritage issues can be addressed.	The promotion of the two sites is noted and the additional information provided will be reviewed as part of the Regulation 19 HELAA update.
NDLP667	Robert Fairhead		Vaughan Bryan		HELAA Site Promotion: Land South of Ickleton Road, Great Chesterford (HELAA Ref GtChesterford 009 RES)	Support for the HELAA conclusions on GtChesterford 009 RES and submission of additional supporting information to demonstrate site sustainability	The support for the findings of the HELAA is noted. The new information submitted to support this site will be reviewed as part of the HELAA update for the Regulation 19 local Plan consultation.

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NDLP3824	Taylor Wimpey UK Limited				HELAA site submission Newport 012 RES	Promotion of HELAA site Newport 012 RES. Note that the amber constraints identified in the HELAA are not overriding constraints.	The promotion of the site is noted. As set out in the published HELAA methodology, amber ratings are not considered to be insurmountable constraints to development, but do affect considerations on overall site suitability,. If evidence exists that they can be overcome this will be taken into account in the site selection process.
NDLP3609	Mr Charles Nash	Robert Crawford Associates			HELAA site submission Stebbing 010 RES	Resubmission of site map for Stebbing 010 RES	The resubmitted site map has been noted. We will compare this with existing mapping for the site to ensure that the site boundary remains consistent with the map provided.
NDLP2925	Paul Cronk				Henham 006 RES does not adequately reflect planning history and site capacity	The submitted site boundary for Henham 006 RES is larger than the boundary of the site which has been granted permission for development of 200 homes. Seeks the allocation of the remainder of the site to deliver additional dwellings.	The planning history of the site has been noted and the Council will consider whether it is appropriate to allocate the remainder of the site for additional development in the Regulation 19 Local Plan.
NDLP3771	Harlow Agricultural Merchants Ltd				Heritage Assessment 2022 not publicly available	HELAA site Newport 013 RES is identified as being in a medium-high heritage sensitivity area but the evidence supporting this has not been published.	The heritage sensitivity areas are defined in the Uttlesford District Heritage Sensitivity Assessment Stage 1: Towns and Key Villages report produced by Oxford Archaeology in 2022. This report shows the site in question as being within a medium-high sensitivity areas. The report will be published to support the Regulation 19 plan and the HELAA methodology updated to include clearer signposting to the relevant evidence base.
NDLP3824	Taylor Wimpey UK Limited				Inaccurate HELAA site capacity	The indicative capacity in the HELAA for Newport 012 RES does not reflect the site promoter's assessment of capacity.	As set out in the HELAA methodology, the development potential of each site is calculated using a standardised density assumption. Whilst it is recognised that individual proposals are likely to vary from the standardised capacity, it is important to provide a consistent means of assessment for all sites to inform the site selection process. We do not propose to change this approach for the Regulation 19 HELAA.
NDLP3929	Pelham Structures Limited				Inconsistency between HELAA and SA site assessments	There is a conflict between the criteria-based scoring in the HELAA and the assessment in the Sustainability Appraisal.	The HELAA is a high-level assessment of potential suitability based on a range of constraints, not all of which are related to sustainability. Therefore the scope and purpose of the two assessments are different.
NDLP498	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Lack of clarity of capacity of sites with permission	The HELAA capacity does not reflect planning permissions granted for sites.	The HELAA is intended to illustrate the potential future capacity of available land in the District. Sites with permission are captured within the data on completions and commitments which will be revisited for the Regulation 19 Local Plan. Their capacity has been set at zero in the HELAA to avoid double counting of capacity. This will be clarified in the updated HELAA methodology.
NDLP2906	Debden Parish Council				Larger Village Housing Requirement	The HELAA capacity and the housing requirement at Larger Villages does not take account of issues raised within past development management decisions.	The planning history for sites will be revisited as part of the HELAA update and, where appropriate, the

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							conclusions will be reflected in the larger villages housing requirements.
NDLP3732	Enterprise Residential Development				LtChesterford 002 RES is a Great and Little Chesterford Neighbourhood Plan allocation	The promoted site is already allocated in the Great and Little Chesterford Neighbourhood Plan, which was made in February 2023.	It is also noted that the site benefits from an allocation in the recently made Neighbourhood Plan, and at present we do not propose to duplicate neighbourhood plan allocations as non-strategic allocations within the Local Plan,
NDLP2273	Mulberry House Farms LLP				New site submission (Arkesden)	Promotion of a site in Arkesden for residential development which was previously assessed for employment use.	The site was assessed for employment use in the Regulation 18 HELAA. Its resubmission for residential use is noted, and the site will be assessed through the HELAA update to support the Regulation 19 Local Plan.
NDLP4167	Mulberry House Farms LLP						
NDLP4231	City and Country Residential Ltd				New site submission (Birchanger)	Promotion of 7 parcels of land which form part of a larger site assessed in the HELAA (Birchanger 004 MIX).	It is noted that the new parcels of land form part of a larger previously assessed site (Birchanger 004 MIX). The site boundaries and the supporting information provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP3165	Adam Davies				New site submission (Clavering)	Promotion of a new site in Clavering for residential development	Noted. The new site and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP3499	Lois Partridge				New site submission (Felsted)	Promotion of a new site at Bannister Green, Felsted for residential development	Noted. The new site and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP4166	Threadneedle Curtis Limited				New site submission (Great Hallingbury)	Promotion of a new site in Great Hallingbury for residential and employment development	Noted. The new site and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP3726	CH Gosling 1965 Settlement				New site submission (Hatfield Broad Oak)	Promotion of a new site in Hatfield Broad Oak for residential development	Noted. The new site and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP3718	CH Gosling 1965 Settlement						
NDLP4009	Pelham Structures Limited				New site submission (Henham)	Promotion of a new site in Henham Parish for residential development	Noted. The new site and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.

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NDLP1419	Mr James Goodchild						
NDLP3410	Montare LLP						
NDLP4011	Pelham Structures Limited	Pelham Structures Limited			New site submission (Manuden)	Promotion of two new sites in Manuden for residential development	Noted. The new sites and the supporting evidence provided will be considered as part of the HELAA update which will inform the Regulation 19 Local Plan.
NDLP3596	Pegasi Limited				New site submission and promotion of existing HELAA site QuendonR 004 RES	Submission of masterplan for two linked sites in Rickling Green	We note the promotion of the existing HELAA site and will consider the supporting information as part of the HELAA update which will inform the Regulation 19 Local Plan. We also note the submission of the new site for employment, retail and community uses and the connecting public realm. We will assess the new site as a separate site in the HELAA update (QuendonR 005 EMP).
NDLP1167	Charlotte McNeilly				Objection to HELAA site Clavering 007 RES	Concerns over: heritage and landscape impact, increased loss of flooding, lack of access, location within pollution control zone 500m radius and loss of agricultural land	Noted. The information provided will be considered as part of the HELAA update to support the regulation 19 Local Plan, and suitability conclusions will reflect the identified constraints where appropriate.
NDLP2144	Luke King				Objects to HELAA site assessment conclusion (non-promoter)	Third party objection to conclusions on HELAA site Clavering 007 RES on the grounds of surface water flood risk and drainage, potential biodiversity, impact on settlement character and amenity (Public Right of Way), access and heritage.	Noted. The information provided will be considered as part of the HELAA update to support the regulation 19 Local Plan, and suitability conclusions will reflect the identified constraints where appropriate.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Omissions from HELAA appendix site maps and proformas	Identification of two sites in Elsenham with planning permission that are not shown in the HELAA map and proformas. Identification of an omitted parcel of Elsenham 008 RES. Identification of inconsistency in parish boundary to the east of Elsenham.	Whilst the HELAA does include sites with planning permission, it does not act as a record of all sites with planning permission in the District. The identified sites west of Hall Road and south of Bedwell Road were not submitted for consideration through the call for sites, although Land south of Bedwell Road was subsequently submitted outside the call for sites process and will be incorporated into the HELAA update to support the Regulation 19 Local Plan. Similarly, the Land west of Isabel Drive (Elsenham 008 RES) was assessed as submitted - no second parcel was submitted for consideration. The inconsistency in the parish boundary is noted and this will be updated for Regulation 19.
NDLP3995	Pelham Structures Limited	Pelham Structures Limited			Planning history not sufficiently taken into account	The extant permission for 32 dwellings and resolution to grant a further 30, as well as the sites' combined capacity of up to 400 homes has not been appropriately considered.	The assessment of the three sites does take into account the extant permission and this is reflected in the site classification. Planning history will be revisited as part of the Regulation 19 HELAA update and amended where necessary.
NDLP973	Catesby Estates Ltd	Director Roebuck	Stacey Rawlings		Site capacity does not take account of constraints	The capacity identified in the HELAA for GtChesterford 002 RES does not account for the presence of a scheduled monument.	The Regulation 19 HELAA will include an updated capacity which reflects the presence of significant constraints in accordance with NPPF Footnote 7. The updated information submitted in the representation

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
	(Stacey Rawlings)	Land and Planning Ltd				Outline planning application demonstrates how amber constraints identified in HELAA in relation to highways, flood risk, TPOs, Public Rights of Way and archaeological sites can be addressed.	and the outline planning application will be reviewed as part of the HELAA update.
NDLP2270	J Noble				Submission of two new sites and one updated HELAA site at Clavering	Two new sites promoted for consideration in Clavering, along with an adjustment to the boundary of Clavering 003 RES.	Noted. The updated site boundary for Clavering 003 RES will be reflected in the HELAA which will inform the Regulation 19 consultation. The two new sites will be considered as part of the HELAA update.
NDLP2241	Ian Butcher				The Local Plan should allocate commitments and completions (employment)	The Local Plan allocations should include committed and completed employment sites which contribute to land supply.	We will consider whether to include non-strategic allocations and allocations of sites with extant permission in the Regulation 19 version of the Local Plan.
NDLP2249	Ian Butcher						
NDLP2318	Paul Cronk				The Local Plan should allocate LtEaston 006 RES due to the allowed appeal on land adjacent to the site.	Notes the outcome of recent planning applications and appeals which have led to permission being granted for development on adjacent sites. Proposes the site should be allocated due to its proximity to other committed sites.	Noted. The site selection process will be revisited to inform the Regulation 19 Local Plan.
NDLP2319	Paul Cronk						
NDLP973	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Updated planning history	Updated planning history is provided for GtChesterford 002 RES which proposes a lower quantum of development than the indicative capacity shown in the HELAA.	The planning history for the site will be revisited as part of the HELAA update. The approach to indicative capacity will remain the same in order to provide a consistent means of comparing site capacity, although it is recognised that individual proposals will vary from the standardised assumption applied in the HELAA.
NDLP3929	Pelham Structures Limited	Pelham Structures Limited			Windfall allowance not justified	The windfall allowance is unjustified because there is a finite supply of windfall sites and the availability of such sites is expected to reduce over the plan period.	The windfall allowance has been calculated on the basis of historic delivery rates which demonstrates average completions since 2012/13 exceed the allowance in the emerging Local Plan. This analysis does not indicate a decline in the availability of small sites over this period. The windfall allowance recognises the contribution of small sites to the District's housing supply and encourages the recycling of land in sustainable locations, but it is not considered necessary to allocate small sites which can be progressed through the development management process in accordance with the emerging spatial strategy.

Table 4: Housing Site Selection Topic Paper

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2052	Mrs Jacqueline Cooper				Site Selection - Clavering	This comment notes that there are no preferred options in the draft Plan for the sites put forward by landowners in Clavering. The respondent assumes that this means none of the sites in Clavering are suitable for larger villages	The Housing Site Selection Topic Paper summarises our approach to selecting strategic sites proposed for housing allocation with the Regulation 18 Consultation version of the Uttlesford Local Plan. As

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						allocation, noting potential landscape impacts and cumulative impacts on the villages' character.	explained in Paragraph 1.9-1.11 of the Site Selection Topic Paper, the draft Reg 18 Local Plan does not identify any non-strategic sites below 100 dwellings for allocation, but does identify housing requirement figures for our Larger Villages. The Consultation invites Parish Councils and neighbourhood planning groups to consider if they wish to take responsibility for planning for any non-strategic development in their villages through a future Neighbourhood Plan or Neighbourhood Plan update. Consideration of potential non-strategic sites will be undertaken following the consultation to inform the Reg 19 plan in consultation with relevant parishes.
NDLP1250 NDLP2926 NDLP2928	Elsenham Paul Cronk Paul Cronk				Site Selection - Elsenham	A number of respondents seek greater clarity on why there are no proposed strategic allocations at Elsenham (Local Rural Centre). It is suggested that further sites at Elsenham should be considered, including an alternative site proposed immediately to the north and east of the residential development recently granted permission on appeal for up to 200 dwellings. It is noted that both Elsenham and Henham does not have a Neighbourhood Area designation at present.	Noted. This matter is set out in the Sites Selection Topic Paper. There are a number of sites at Elsenham that are suitable for development, but these all already have planning permission and account for c 1,000 dwellings coming forward at this settlement. However, this position will be reviewed again to inform Regulation 19 as part of the Housing and Economic Land Availability Assessment considering revised site information and new sites submitted.
NDLP2926 NDLP3734 NDLP1123	Paul Cronk Enterprise Residential Development Guy Kaddish	Agent Grosvenor Property UK	Claire Galilee		Site Selection - Great Chesterford	A number of respondents seek greater clarity on why there are no proposed strategic allocations at Great Chesterford, which is a Local Rural Centre in the settlement hierarchy. It is noted that the Great and Little Chesterford Neighbourhood Plan was adopted in February 2023.	As noted in the Housing Site Selection Topic Paper, there were a number of sites considered at Great Chesterford, but these were all ruled out for various reasons as explained in Appendix A Stage 1 to Stage 5 Site Selection Assessment. Some sites were identified as having potential, but some of these are either not available, have issues (such as access being required through a neighbouring district and thus not being deliverable at the current time) and/ or being at an advanced stage of a planning application process where significant objections were raised by statutory consultees. The potential for large standalone Garden Communities are addressed separately. It should be added however that the Council need to prepare an update their plan every five years and given the gap since Uttlesford last updated their plan, it is proposed that the next plan should be adopted in 2030/31 - thus there will be early opportunity to review potential development opportunities at Great Chesterford, at which time planning for neighbouring Greater Cambridge may be clearer. The HELAA and Site Selection Process will be reviewed and updated to inform the Reg 19 Plan.
NDLP3211 NDLP3750	Ceres Property Denise Gemmill				Site Selection - Green Belt	A number of comments suggests that the Council should further consider whether some or all of the sites located within the Green Belt could represent a more sustainable pattern of development for the District. It is suggested that strategic policy-making authorities are required to consider releasing Green Belt land, amongst other things where it is in a location that is well served by public transport.	No sites in the Green Belt are allocated for development since sufficient areas of suitable land for housing have been proposed and appraised as suitable elsewhere. The Council undertook a review of the Green belt boundaries in 2023. There is no justification for conflict with this policy position.

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NDLP2926	Paul Cronk				Site Selection - Hatfield Heath	A number of respondents seek greater clarity on why there are no proposed strategic allocations at Hatfield Heath, which is a Local Rural Centre in the settlement hierarchy.	Hatfield Heath falls entirely with the Green Belt and as such has not been considered for strategic development. It is demonstrated by this paper that there are more than sufficient sites available to meet the housing need elsewhere in the district and for that reason, it is considered that 'exceptional circumstances' would not exist to justify development in the Green Belt.
NDLP497	Nigel Tedder	Managing Director New Homes Project Management s Limited	Nigel Tedder		Site Selection - Larger Villages	it is suggested that the Housing Site Selection Topic Paper should be expanded to review sites at Larger Villages.	Noted. Consideration of potential non-strategic sites will be undertaken following the consultation to inform the Reg 19 plan in consultation with relevant parishes.
NDLP3476	Richstone Procurement Ltd						
NDLP2052	Mrs Jacqueline Cooper				Site Selection - Mapping	It is suggested that the maps in Appendix A is out of date as some of the sites already have planning permission or are under construction.	The published maps, as per the Housing and Economic Land Availability Assessment, reflect a snapshot in time. The respective planning status of individual sites will be reviewed to the inform the Reg 19 plan.
NDLP970	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Site Selection - Methodology	It is noted that Appendix A only provides a basic summary of why sites have been or have not been selected for allocation.	Appendix A seeks to provide a summary of the assessment undertaken. The Site Selection process is informed a proportionate range of available technical evidence, engagement with selected stakeholders and the review of relevant planning history, as summarised Paragraph 3.18 and 3.34 of the Topic Paper. The assessment undertaken for Stage 1 and Stage 4 were also documented in detail through the Housing and Economic Land Availability Assessment and the Sustainability Appraisal.
NDLP3874	Grosvenor Property UK				Site Selection - New Settlements	This comment seeks greater clarity on how new settlements have been considered and assessed through the site selection process, particularly in relation to the wider evidence base on landscape, heritage and viability. It is further suggested that proposals for a future garden community at North Uttlesford should be considered to support economic growth at Uttlesford and the greater Cambridge area, and that an alternative Garden Communities proposals should be tested through the Sustainability Appraisal. Viability and deliverability evidence for the promoted site has been submitted.	Large Garden Communities capable of delivering 5,000 homes or above have been considered through the SA and the Site Selection process, and are considered inappropriate for further consideration in this Local Plan to avoid over relying on the delivery of single sites above the identified need to be accommodated on strategic sites without adequate evidence to demonstrate their viability. This reflects the Inspector's comments on previously rejected plans, which stresses the need to allocate more small and medium sized sites that could deliver homes in the short to medium term and help to bolster the five year housing land supply. This does not mean larger scale development would not be appropriate for consideration in the longer term through the next Plan. The Plan does plan for at least a 15 year
NDLP3877	Grosvenor Property UK						

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							period, being expected to be adopted c. April 2026 and the Plan period running to 2041.
NDLP3698 NDLP3772	Newport Parish Council Harlow Agricultural Merchants Ltd	Newport Parish Council			Site Selection - Omission Site (Newport 012,013)	Highlights existing good access from Widdington turn to access the site at Newport 012/013, this is supported by a transport appraisal provided. Also disagreement with the potential designation of Newport Pond Chalk Pit. Overall promotion of the omitted sites citing road links and local wildlife site designation.	The Housing and Economic Land Availability Assessment and Site Selection Topic Paper outline the methodology undertaken and will be reviewed taking into account new information or sites submitted through the Regulation 18 Consultation.
NDLP973	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Site Selection - Omission Site (GtChesterford002 RES)	This comment notes that GtChesterford 002 RES should not have been rejected through the Site Selection process. It is noted that the site capacity has been tested through an outline planning application proposing up to 350 units, with the majority of the HELAA constraints identified as being suitable or capable of mitigation.	The Housing and Economic Land Availability Assessment and Site Selection Topic Paper outline the methodology undertaken and will be reviewed taking into account new information or sites submitted through the Regulation 18 Consultation. GtChesterford 002 RES is identified as a Clear Omission Site at Stage 3 of the Regulation 18 site selection process. Consultation with Historic England identifies the potential development impacts on the Scheduled Ancient Monument as significant and could not be appropriately mitigated.
NDLP2064	Clare College Cambridge				Site Selection - Omission Site (GtChesterford009 RES)	The site promoter for GtChesterford009RES notes that they are prepared to work with Uttlesford and South Cambridgeshire District Councils to deliver growth in this location should it be considered appropriate in the future.	Willingness to work with the District Councils noted.
NDLP3995	Pelham Structures Limited	Pelham Structures Ltd			Site Selection - Omission Site (GtDunmow042RES, GtDunmow003RES and GtDunmow019RES)	This comment seeks further consideration of Land at St Edmunds Lane and provides further site-specific information. It is noted that the site has a proposed capacity of 400 dwellings, and part of the site already has planning permission. The promoter noted that the site is highly sustainable, within 10 minutes' walk of the town centre, with easy access onto the A120 and is relatively well screened from wider views.	The Housing and Economic Land Availability Assessment and Site Selection Topic Paper outline the methodology undertaken and will be reviewed taking into account new information or sites submitted through the Regulation 18 Consultation.
NDLP1079	Luxus Homes Stoney Common Limited	Director Luxus Homes Stoney Common Limited	Peter Biggs		Site Selection - Omission Site (Stansted003RES)	This comment notes that Stansted003RES was discounted at Stage 2 Site Sifting as it was unable to deliver 100 homes or above individually or cumulatively.	The approach undertaken is consistent with our site selection methodology for selecting strategic sites, defined as sites that could potentially accommodate 100 dwellings or more individually or cumulatively.
NDLP3213	Ceres Property				Site Selection - Omission Site in the Green Belt (Stansted009RES)	This comment notes that Stansted 009 RES performed well in the HELAA but has been excluded as a proposed allocation since all sites located within the Green Belt were automatically discounted without further assessment. The representation suggests that the site is in a sustainable location from a transport and access to employment perspective, and that a larger proportion of the District's growth should be directed to the site near Stansted Mountfitchet, rather than in the proposed allocation.	No sites in the Green Belt are allocated for development since sufficient areas of suitable land for housing have been proposed and appraised as suitable elsewhere. The Council undertook a review of the Green Belt boundaries in 2023. There is no justification for conflict with this policy position.
NDLP985	Mary Power	Director Richstone	Mary Power		Site Selection - Stebbing	This comment highlights that the sites considered through the Housing and Economic Land Availability Assessment stem from the 2021 Call for Sites. Richstone sought	The Housing and Economic Land Availability Assessment considers a wide range of site sources in line with the Planning Practice Guidance. While

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Procurement Limited				planning permission for a site in Stebbing for 60 dwellings, which is assessed as Parcel 1D in the LUC Landscape Sensitivity Assessment as having low to moderate landscape sensitivity. Richstone argues that the site, along with three other land parcels, could potentially meet Stebbing's housing requirement, which has not progressed onto Stage 4 of the site selection process. Richstone criticizes this decision as illogical as it has not considered the possibility of multiple sites collectively meeting the housing requirement. It is also noted that the assessment has not referenced Stebbing Neighbourhood Plan's landscape evidence.	<p>sites identified through the Call for Sites 2021 make up a majority of sites submitted, new sites submitted through the Regulation 18 Consultation are now also being considered as part of our ongoing update of the evidence base.</p> <p>The Housing Site Selection Topic Paper focuses on the selection of strategic sites which could individually or cumulatively with adjacent sites deliver 100 homes or more. Stebbing is identified as a Larger Village, where non-strategic allocations are to be identified either through the relevant Neighbourhood Plan or through the Regulation 19 Plan where Town or Parish Councils choose not to prepare one.</p>
NDLP2565	Geoff Bagnall				Site Selection - Takeley	Highlights concerns over approach taken in site selection topic paper to heritage assets for Takeley 007 MIX, Takeley 016 RES and LtCanfield 003 RES.	The council is content that sufficient consideration is given to Heritage Assets in the site selection assessments and HELAA but this needs to be balanced with the sustainability of Takeley as a settlement, being identified as a Local Rural Centre in the Settlement Hierarchy..

Table 5: Green Belt Study Update

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1082	Luxus Homes Stony Common Limited	Director Luxus Homes Stony Common Limited	Peter Biggs		GB Designation at Stansted Mountfitchet	It is suggested that whilst the majority of sites considered by the GB review were deemed to make a strong contribution to GB purposes, there is one site, at Stansted Mountfitchet, that makes a more moderate contribution to the purposes. And, for that reason, it is suggested that the site should be allocated for non-strategic housing.	Noted. This matter will be reviewed to inform the Reg 19 Plan. ECC has requested that land at Stansted Mountfitchet is safeguarded for future expansion of the Secondary School and the Neighbourhood Plan group are looking at potential opportunities for limited development. These matters will be considered in the round.
NDLP1512	Natural England				GB Enhancements	Natural England welcomes the opportunities listed in Chapter 5 of the Green Belt Study to enhance the Green Belt to address issues of flood risk, limited and fragmented woodland cover, limited habitat connectivity, recreational pressures within the District and limited access to semi-natural green space, as well as poor	Noted. This matter will be reviewed to inform the Reg 19 Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						water quality in some watercourses. The Green Belt Study cross references enhancement opportunities with the Uttlesford Green and Blue Infrastructure (GBI) Strategy (2023), which is welcome; we have commented below on the GBI Strategy. Natural England would emphasise the need to provide costed actions and consider where funding for enhancements will come from, in order to achieve the stated aims.	

Table 6: Rural Area and Large Village Housing Requirement Topic Paper

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1042	Jackie Deane	Parish Clerk Takeley			Disagree with numerical approach and reliance on HELAA capacity to deliver the numbers	The methodology for distribution scenarios are numerical and are not sensitive to local settlement patterns and the HELAA assessments have clearly been reworked to provide potential housing numbers to fit the outcome required by the for each large village	The scenarios are numerical as they have been designed to weight the relative sustainability of the Larger Villages to arrive at a fair and proportionate split of the larger villages allowance. The HELAA capacity has been used as an input to ensure the numbers are deliverable, but they have not been 'reworked' to provide predetermined numbers. The HELAA process has treated all sites equally.
NDLP1057	Jackie Deane	Parish Clerk Takeley					
NDLP1126	James Balaam	G W Balaam & Son	Matthew Thomas		Disagree with scenarios 1 and 2 as it does not taken into account sustainability credentials	We have specific concerns around the weight afforded to scenarios 1 and 2. The Local Planning Authority should be seeking to allocate appropriate levels of development to the most sustainable locations. Simply apportioning the housing requirement evenly across the Larger Villages is not appropriate as it fails to recognise the unique sustainability credentials of each village in turn.	Scenario 1b is designed to split the larger villages allowance evenly incorporating the commitments and completions data. As one scenario that has been averaged out it does not unduly skew the figures.
NDLP988	Mary Power	Director Richstone Procurement Limited	Mary Power		General comment	General comment summarising the approach taken in the plan and topic paper.	Comment noted.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Henham vs Elsenham data	Completions and commitments data has not been taken into account properly at Elsenham and Henham. Sites at Elsenham in Henham Parish should be used to rule out more new houses in Henham.	The data for Henham settlement excludes figures at Elsenham settlement, however this will be made clearer in an update for Regulation 19. The mismatch between Parish level and Settlement level data will be fully addressed.
NDLP848	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward		High Easter HELAA sites are not located adjacent to the village	High Easter HELAA sites are not located adjacent to the village	The HELAA data used in the Topic Paper for Regulation 18 was based on Parish level data rather than settlement data. This is an oversight that will be addressed at Regulation 19 stage.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			No regard to availability of sites.	No regard has been had to the availability of sites in the topic paper.	HELAA data has been used to inform the numbers, ensuring that the housing requirement numbers can be delivered based on suitable, available and achievable sites. However, the Topic Paper for Regulation 18 was based on Parish level data rather

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							than settlement data. This is an oversight that will be addressed at Regulation 19 stage.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			No regard to infrastructure capacity.	Insufficient regard has been had to infrastructure capacity in determining these numbers	The housing requirement figures are based on completions, commitments, population data and settlement hierarchy scoring to disaggregate the allowance set in Core Policy 2. The decision over specific site allocations and infrastructure requirements is something to be dealt with through Neighbourhood Plans or at Regulation 19 stage if Neighbourhood Plans are not being prepared.
NDLP2223 NDLP935	N/A Great Easton and Tilty Parish Council	Clerk Hatfield Broad Oak Parish Council Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council			Parish vs settlement data	The data in the topic paper is presented for the Parish whereas the settlement hierarchy should refer to the specific settlement. This can artificially inflate the scores where multiple settlements exist within a Parish	The HELAA data used in the Topic Paper for Regulation 18 was based on Parish level data rather than settlement data. This is an oversight that will be addressed at Regulation 19 stage.
NDLP3828	Hillrise Homes Limited				Scenario 1a should be discounted	Scenario Option 1a is an average split across settlements. This is a crude methodology, taking no account of village population sizes or facilities and so should be discounted as any basis for housing distribution.	Scenario 1a is included for balance to show what the impact would be if all Larger Villages were to be treated equally. As one scenario that has been averaged out it does not unduly skew the figures.
NDLP1126	James Balaam	G W Balaam & Son	Matthew Thomas		Scenario 3 should carry the greatest weight as it reflects relative sustainability	Scenario 3 should carry the greatest weight as it reflects relative sustainability	A weighting approach between the scenarios has not been applied, the scenarios have been simply averaged out. Relative sustainability is one consideration in setting a housing requirement figure, which the NPPF states at paragraph 67 should reflect the overall strategy for the pattern and scale of development and any relevant allocations.
NDLP499	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Sites that can improve or provide new village facilities should be given more support	Sites that can improve or provide new village facilities should be given more support	The decision over which sites to allocate will be made by Neighbourhood Plans or at Regulation 19 stage, where site-specifics such as the provision of facilities and impact on infrastructure can be taken into account.

Table 7: Housing Delivery

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
No comments submitted							

Table 8: Housing Trajectory 2021-2041

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3608 NDLP3908	Knight Frank Pelham Structures Limited	Pelham Structures Ltd			5-Year Housing Land Supply Requirement	Some comments suggest that the Local Plan does not prioritise short term housing delivery sufficiently and that the Council may not be able to demonstrate a 5-year land supply upon the point of adoption of the Local Plan.	The Council are confident that they will be able to demonstrate in excess of a 5-year land supply at the point of adoption of the Local Plan. This can be demonstrated using the figures within the Housing Trajectory (assuming a point of adoption of April 2026) and is achievable due to the substantive number of 'Outline' permissions which have been granted in recent years which are projected to be delivered in the short-medium term, alongside the delivery of non-strategic allocations and any windfall sites.
NDLP3870 NDLP4232	Grosvenor Property UK City and Country Residential Ltd				General Comment	<p>This comment reviews the Housing Trajectory 2021-2041 and makes the following points:</p> <ol style="list-style-type: none"> 1. There is significant disparity between the housing completions figures published by the Council and DLUHC relating to the first two years of the Local Plan. 2. Within the trajectory there is an element of double counting. This relates to overlap between the figures calculated for the northern Saffron Walden allocation and an existing permission. 3. The lead-in times stated by the trajectory are overly optimistic in relation to the three largest allocations, Takeley, Great Dunmow, and Saffron Walden. 4. The Council's buffer shown above the Local Housing Need is too small and should be increased to 20%. 5. The Housing Trajectory should be bolstered in the later years of the Local Plan period, potentially through the allocation of a new settlement within the district. 	<p>The comments made are noted.</p> <ol style="list-style-type: none"> 1. The housing completions have been accurately recorded through the Council's annual monitoring exercise and the disparity with the data DLUHC have available will be investigated and rectified. 2. The Council acknowledge an element of double counting relating to the northern Saffron Walden allocation and will rectify this for the Regulation 19 version of the Housing Trajectory. 3. The Council deem that the lead in times and build out rates for the committed and allocated developments are appropriate, but will review this element for the next draft of the Housing Trajectory and will seek to provide more evidence of delivery where necessary. 4. The Council consider that a 20% buffer would be excessive, however, the headroom allowed above the Local Housing Need is set to be significantly increased from the Regulation 18 plan, which demonstrated a 5% surplus. 5. For the reasons set out within the Sustainability Appraisal, the allocation of a new settlement within Uttlesford is not deemed to be a 'reasonable alternative' and thus is not being pursued through the Regulation 19 plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Updates to the Housing Trajectory	The comment notes a number of changes that have occurred, either by way of new permissions or the commencement of development, at a number of sites listed within the Housing Trajectory.	Noted. The Housing Trajectory provides a description of the status of housing commitments/completions as they were at 1st April 2023, so as to align with the Council's annual monitoring exercise. The Housing Trajectory will be refreshed for the Regulation 19 Local Plan and will include any new permissions or development updates up to the 1st April 2024.

Table 9: Employment Needs Update

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1706	Rosper Estates Ltd				Agree with the market analysis	The market analysis in the Employment Needs update is agreed with and supported; however there is disagreement with the recommended policy solution.	The agreement with the market analysis is noted.
NDLP3482	Allison Evans				Comment about the use of historic data informing the employment need.	Comment about the use of historic data informing the employment need.	Historic data is one part of the methodology to estimate employment needs within the Employment Needs Update which also takes into account economic projections, feedback from the local agents and CoStar trends. Paragraph 5.56 and 5.57 state "5.56 The trend based VOA, AMR completions and CoStar trends are considered the most useful models for future industrial needs and all point to a need of around 50 ha. The CoStar forecast outlook in their model does not accord with the property market feedback or historic position, which suggests it underestimates needs. 5.57 It is recommended that the needs derived from the CoStar model is used of 52.1 ha or 234,500 sq. m because this enables differentiation between Stansted / non Stansted specific trend. The Stansted element would therefore be 80,700 sq. m and the remainder of the district 153,800."
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Disagree about overall margins	The use of a margin to allow flexibility should be applied to the whole employment needs assessment through the various models considered rather than in different ways	The consultants "consider that it would be prudent to include a 'margin' to provide for some flexibility, recognising: The potential error margin associated with the forecasting process; To provide a choice of sites to facilitate competition in the property market; and To provide flexibility to allow for any delays in individual sites coming forward." Paragraph 5.41 states "There are different approaches to identifying a margin, using either a number of years of past take up (i.e. completions, typically 2-5 years) or 10-20% of future need with 20% used here." The margin is therefore the upper end (20%) of the figures suggested. The 20% figure is based on the need, which varies across the different models.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Disagree about plot ratio assumptions	Market evidence confirms that plot ratios for industrial and distribution sites will be closer to 30% than the 40-50% envisaged as developers are providing greater amenity space and land to meet BNG requirements.	The Employment Needs Update uses the following Plot Ratios: 0.3 for office and R&D uses; 0.4 for industrial uses; and 0.5 for warehouse / distribution floorspace. This is based on the experience of the consultants who have undertaken comparable studies in other locations and has been tested through local market engagement. It is possible that BNG requirements may impact plot ratios however this is site-specific dependent on the baseline value of the site and in any case there is the potential for off-site BNG provision to deliver a policy compliant level of BNG. It is noted that many of these identified by CBRE are large scale logistics parks / very large units which may not be applicable to mid and smaller developments in Uttlesford. Plot sampling for Uttlesford is table from existing developments in the district.
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Disagree about the spatial distribution of employment land needs between Stansted and the rest of the district	CBRE have undertaken our own analysis of the property market and reviewed the evidence in the Employment Land Needs Assessment Update and concluded that 65% of needs should be focused around Stansted Airport and the M11/A120, with the remaining 35% apportioned to the remainder of the District. CBRE have set out alternative employment land forecasts, which conclude that for the area around Stansted Airport and the M11/A120 adjacent 57.5 ha of land should be allocated for industrial and logistics uses. This is significantly more than the 17.9 ha currently proposed. Taking into account existing commitments at Northside this would require further allocations of 29.1ha.	The recommendations for employment land shows that out of the 30.4ha residual need for industrial land (paragraph 6.13) beyond Stansted airport 15ha of the need is at Stansted; 5-10ha is at Great Dunmow (along the A120) and 5ha is needed at Saffron Walden. The majority of need is at Stansted and the A120 corridor. The Reg 18 draft makes provision for 30ha of industrial land at Great Dunmow and Takeley.
NDLP1706	Rosper Estates Ltd				Disagree with recommendation for a single site in the Stansted area to improve deliverability	The conclusion in the Employment Needs Update the solution, of a single large employment site of 15 ha, means that the entirety of new provision is focused in a single location and its delivery is controlled by a single party. The benefit of multiple locations is that it provides choice for the market, is likely to provide a greater range of premises, and ensures that new supply is not dependent upon the decisions of a single landowner.	The point around dispersal of more and smaller employment sites is noted however the proposal in the plan is to over-allocate relative to the residual employment need in order to ensure that need is met in full. The employment site selection topic paper sets out the rationale for this approach and the selection of the sites allocated within the plan.
NDLP1827	Essex County Council				Economic and Employment Strategy should be updated.	Essex County Council recommends that Uttlesford District Council updates its Economic and Employment Strategy, and that the Local Plan is in accordance with this.	The Council has no plans to produce an Economic and Employment Strategy before Regulation 19 consultation in time to inform the Local Plan. The Local Plan is informed by the latest available evidence containing a review of qualitative and quantitative needs, which in turn is informed by engagement with local agents and the business community
NDLP634	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		Employment allocations not shown correctly on diagrams within the plan	The employment allocations in Core Policy 4 do not match the key diagram	This is a mistake in the Reg 18 plan. The text is correct whilst the diagram at Figure 4.2 needs to be updated for Reg 19.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4153 NDLP902	Endurance Estates Land Promotion Ltd Jessica Allsopp	 Assistant Planner CBRE	 Jess Allsopp		Evidence base may not adequately assess employment need	The evidence base may not have adequately accounted for suppressed demand and future drivers, particularly relating to the industrial and logistics sectors. An alternative calculation by CBRE has been provided which states 29.1ha should be provided for in the Stansted area instead of the 17.9ha proposed.	The Employment Needs Update utilises a number of information sources to identify qualitative and quantitative employment need in the district for R&D, office and industrial and logistics uses. Low vacancy rates and consequential suppressed demand has been factored in to the assessment, and a 'flexible margin' has been utilised in order to recognise the potential error margin associated with the forecasting process; to provide a choice of sites to facilitate competition in the property market; and to provide flexibility to allow for any delays in individual sites coming forward.
NDLP3090	Segro				Evidence supports more flexible employment allocation	The conclusions of the Employment Needs Update suggest that the employment allocations within the plan should be flexible in order to meet demand over the plan period.	The greenfield allocations along the A120 corridor within the Reg 18 Local Plan are flexible in order to meet the quantitative and qualitative need within the Employment Needs Update however the allocations at The Elsenham Estate and Chesterford Research Park are more specific given they are expansions of established locations. The proposed policy approach with Core Policy 45, 46 and 47 provide flexibility for alternative development over the plan period subject to criteria being met.
NDLP3090	Segro				Expansion of existing industrial buildings should be supported.	The expansion of existing industrial buildings should be encouraged given the lack of industrial supply within the District	The expansion of existing industrial sites is something that is supported via Core Policy 45 which will be strengthened for Regulation 19 stage with the completion of an updated Employment Land Review.
NDLP3177 NDLP4154	Phoenix Life Limited and Mulberry S Endurance Estates Land Promotion Ltd				General comment	General comment summarising the content of the evidence base and the proposed plan approach.	Comment noted
NDLP3090	Segro				General support	The conclusions of the Employment Needs Update are supported, including regarding industrial land in the Stansted area.	The support for the conclusions of the Employment Needs Update are noted.
NDLP902	Jessica Allsopp	Assistant Planner CBRE	Jess Allsopp		Role of Stansted Airport not fully recognised.	The role of Stansted Airport on the local economy is not fully recognised, the airport is one of the largest passenger airports in the UK with connections across Europe, which remains the largest trading partner of the UK. Stansted Airport is also the 3rd largest freight airport in the UK handling close to 250,000 tonnes per annum with the opportunity to grow further from the 14% of additional tonnage over the past 10 years. The airport provides nearly 25% of employment in Uttlesford and contributes 15% of the Districts Gross Added Value from a tiny proportion of its land area. Its role is wider than that of Uttlesford alone being a key asset contributing to the wider economic area from north London through to Cambridge along the M11.	The Employment Needs Update recognises the importance of Stansted Airport to the local and regional economy and notes the dual role that the Northside permission will play providing both strategic scale units and units more likely to meet locally derived employment requirements. As a result it is recommended in the ENU that around half of the Northside supply is discounted from that which can support local needs. The strategic role that Stansted Airport plays in the region has been recognised in the decision to have a bespoke policy for the sustainable growth of Stansted Airport (Core Policy 11) rather than treating it as a typical "Existing Employment Site" under Core Policy 45.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2240	Ian Butcher				Site promotion can meet the demand identified in the Employment Needs Update.	A comment is made promoting a site that it is believed is capable of meeting the need identified in the Employment Needs Update.	All sites submitted to the Council are assessed through the HELAA process and then further assessed through the Site Selection Topic Paper. The reasoning behind the choice of selected employment sites is provided in the Employment Site Selection Topic Paper.
NDLP3300	24/7 Investments Limited						
NDLP799	David Adams				Workers at the proposed employment sites would not be able to afford to live in the district	The plan is unsound as existing house prices in Takeley and Dunmow are too expensive for workers in industrial jobs at the proposed allocation sites	The plan seeks to meet employment and housing needs in the most sustainable locations to increase the opportunities for sustainable transport. Existing housing is expensive however new housing would be required to be in accordance with the housing mix set out in the plan, informed by the local housing need assessment, and would deliver affordable housing. This is intended to improve housing affordability over the plan period.

Table 10: Employment Site Selection Topic Paper

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4163	Threadneedle Curtis Limited				Additional capacity at Northside	Additional capacity from the HELAA at Northside is not reflected in the site selection topic paper or allocations	The Employment Land Review will inform the boundaries of "existing employment sites" in the Regulation 19 draft. The Council also intends to update Core Policy 11 (Stansted Airport) to identify those parts of the airport which are airport related. The Council will consider whether to identify the Northside site as a 'general' employment site or whether given the relationship to the airport whether the site (or part of it) should be part of the Stansted Airport policy area under Core Policy 11. Core Policy 45 allows in principle for the intensification of employment use on existing employment sites whilst Core Policy 46 covers development at allocated employment sites.
NDLP1707	Rosper Estates Ltd				Assumption that industrial and logistics sites would be large units	The site selection process for industrial and logistics allocations is flawed as it assumes that large units would be delivered. The evidence base identifies a need for different sized units.	Employment Needs Assessment Update states "It is recommended that more land is allocated in the Stansted vicinity around Takeley / Bishop's Stortford borders / Stansted Mountfitchet / Birchanger of 15 ha. A larger allocation(s) may be preferable to piecemeal to improve deliverability." By their nature Industrial and Logistics sheds are typically larger units however it is acknowledged that this is not necessarily the case. The evidence base identifies the need for a range of small, medium and large industrial and logistics units. However, given the recommendation for a larger site allocation in the Stansted area in the ENAU, the cumulative impact of multiple smaller shed-type units on a larger site

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							would still likely have a harmful impact on the rural setting of the airport in the CPZ.
NDLP2242 NDLP3302	Ian Butcher 24/7 Investments Limited				Commitments should be allocated	Committed employment sites (sites with planning permission that have not yet been implemented) that are being relied on to meet the identified employment need should be allocated as employment sites in order to ensure their delivery over the plan period, should permissions not be implemented for any reason.	Committed sites fall between being an "existing employment site" under CP45 and an "allocated employment site" under CP4. It is acknowledged that in the Regulation 18 draft, without the benefit of an allocation if a planning permission lapses there is no policy support to ensure a revised employment scheme can come forward in its place. It is proposed at Regulation 19 stage that employment sites with an extant or recently lapsed permission for employment land are treated favourably for future employment planning applications in the policy. This approach will ensure that for any sites with planning permission during the plan-making process that are not implemented, the presumption of employment uses will have been established.
NDLP3959	The Streeter Family				Employment Site Selection Topic Paper not clear	The Employment Site Selection Topic Paper is not clear as it does not contain a full list of the 43 sites considered, and there is no clear audit trail explaining at which stage, and why, particular sites (including Gt Hallingbury 004 EMP) were rejected.	The long list of sites is included in Table 9 of the Draft Housing and Economic Land Availability Assessment which was the starting point for the Employment Site Selection Topic Paper. The Topic Paper explains at paragraph 3.4 that the qualitative and quantitative need set out in the Employment Needs Assessment Update means that only the sites promoting research and development, office, industrial and logistics in Saffron Walden, Great Dunmow and the wider Stansted Area are taken forward for assessment, as only those sites are capable of meeting the identified need. Section 4 contains the assessment of the sites and the reasons for selecting the preferred allocations in the Regulation 18 draft. Sites in the rural area such as Great Hallingbury 004 EMP were rejected as they do not fit the spatial strategy and are not capable of meeting the qualitative and quantitative need identified.
NDLP335	Martin Dunn				Lack of detail regarding North of Takeley Street allocation	Query where the employment allocations are made and a request for further clarity.	The allocations are made in Core Policy 4 however it is acknowledged that the allocation mapping is not clear in the Regulation 18 draft. The Regulation 19 draft will provide a detailed Policies Map showing the allocation boundaries and will contain Site Development Templates providing further detail.
NDLP1707	Rosper Estates Ltd				Rejection of employment sites north of the A120 on landscape grounds is unjustified	There is no site-specific evidence to justify the rejection of sites north of the A120, which is effectively a blanket ban. An appropriate (smaller) scale of development may be possible north of the A120 without harm to landscape character.	The recommendation in the Employment Needs Assessment Update is for a larger 15ha allocation to improve deliverability, and Policy CP4 consequently allocates strategic scale employment sites to meet the need. It is considered that such a large allocation north of the A120 would likely have a harmful impact on the rural setting to the airport and the CPZ. The Employment Land Review will look at existing employment sites and the potential for small-scale expansions as non-strategic allocations.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3183	Phoenix Life Limited and Mulberry S				Site selection should pick sites that avoid impacts on Hatfield Forest	Employment sites should not be allocated if they may adversely impact Hatfield Forest, including from recreational users and on the watercourse that drains southwards into the Forest.	Hatfield Forest is negatively impacted by recreational users of the site whereas a proposed employment allocation is less likely to result in recreational visits compared to residential development. Any negative impacts on Hatfield Forest will need to be mitigated.
NDLP218	Mr Richard Gilyead				Transport connectivity to Saffron Walden	The transport connectivity to the strategic road network and rail services at Saffron Walden is limited which will limit attractiveness to industrial employers.	The Employment Needs Assessment Update identifies a need of up to 5ha for industrial development at Saffron Walden. A significant number of existing industrial estates are located within Saffron Walden and the Employment Land Review will identify those that warrant protection as Existing Employment Sites under Core Policy 45. It is noted that some sites have been redeveloped for alternative uses since the 2005 plan was adopted however it is considered that in line with the evidence base there is demand for industrial development in Saffron Walden and allocations should be made to meet future need.
NDLP1707	Rosper Estates Ltd				Treated office development differently to Industrial and logistics	The site selection process for office development is different to that of industrial and logistics. The industrial and logistics sites north of the A120 in the CPZ plus an extension to Stansted Courtyard were rejected whereas the Gaunts End/Elsenham Business Park site has been allocated.	The Employment Needs Assessment Update identifies a smaller-scale office need in the wider Stansted area of 3-5ha, noting that current market signals are weak. The Stansted Courtyard site (Takeley 012 EMP) was promoted for an unspecified employment use of 1ha whereas the Gaunts End allocation (Elsenham 003 MIX) is a larger office promotion capable of meeting the need in full. The Employment Land Review will look at existing employment sites and the potential for small-scale expansions as non-strategic allocations.

Table 11: Retail Capacity Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Comment on retail provision at Elsenham.	At the entry to Elsenham, very limited parking makes accessibility by car challenging, and results in unwanted parking on local streets. The Tesco Express store is not large enough to accommodate additional demand. Elsenham compares badly by way of retail provision with other settlements of similar size. Elsenham is more than one kilometre from Stansted Mountfitchet.	Comment noted. Consideration will be given to providing improved access and parking for the existing retail offer at Elsenham, although it should also be considered that the retail provision is within walking and cycling of many parts of Elsenham which helps to make it more sustainable. Anyone completing a weekly shop is more likely to travel to a larger supermarket outside of Elsenham.

Table 12: Climate Change Evidence

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
No Comments Submitted							

Table 13: Habitat Regulation Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1510	Natural England				Natural England HRA Comments	Natural England agrees with the conclusion of the HRA that there will be no adverse effects on integrity with respect to recreation impacts on the Essex Estuaries Special Area of Conservation (SAC) and the Blackwater Estuary (Mid Essex Coast Phase 4) Special Protection Area (SPA)/Ramsar at this stage in the plan-making process. Prior to the next iteration of the Local Plan HRA (at Regulation 19), further checks will be necessary with Anglian Water and further evidence gathering will be required in order to clarify the relevant water treatment works for the growth proposed, the available headroom / capacity at those works and any water quality risks to the Essex Coast sites. Natural England agrees with the HRA conclusion and we look forward to being consulted again on this matter at Regulation 19. We advise on the following minor changes to the first few paragraphs of Core Policy 38.	Noted and support welcome. The Council looks forward to continuing to work closely with Natural England to inform the Reg 19 Plan.
NDLP2076	Ms Debbie Bryce				Uk Priority Habitat	The evidence misses UK priority Habitat and should be included in the evidence base	The HRA addresses specific requirements as set out in legislation and associated guidance, however, the Plan is also supported by a Green Infrastructure Strategy and contains policies that seek to support a 20% net gain in biodiversity.

Table 14: Air Quality Management Area Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP728	Lewis Elmes				Air Quality - AQMA	The Air Quality values below appropriate guidance levels based on 2021 are skewed by the effects of Covid 19 lockdowns. With the exclusion of earlier years in the assessment, a reassessment of the AQMA needs to be reconsidered.	The Uttlesford District Council 2023 Air Quality Annual Status Report (ASR) (May 2023) concurs with the Air Quality Report that no air quality exceedances were identified in 2022 and no exceedances were identified in the past 6 years. The conclusions of the Air Quality Report are still valid

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							and it is unnecessary to undertake a reassessment of the AQMA based on the 2023 Air Quality Annual Report.

Table 15: Water Cycle Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2900	Martyn Everett				Buffer Zone	Comment requesting a higher buffer zone of 25 metres either sides of streams in built up areas, woodlands and dew ponds	We are revisiting the evidence on chalk streams to take into account updated requirements for biodiversity net gain and the extent of the natural flood plain. If this work identifies that the 15m buffer zone is no longer appropriate, we will consider whether changes are required to the Water Cycle Study and Core Policy 35 of the draft Local Plan.
NDLP1475	Environment Agency				Environment Agency Recommendations	Environment agency highlight the outcomes from the stage 1 addendums but note that Uttlesford should be completing stage 2 of the WCS to ensure a sound plan. The council should also ensure that development isn't delayed and that there is sufficient wastewater capacity is available by collaborating with Affinity water to address water supply limitations based on the updated WRMP (2024). They also state that stricter water efficiency measures are in place in chalk stream catchment areas. They highlight that the plan should also address agricultural practices contributing to water pollution and ensure that the plan mitigates stormwater drainage impacts and they should consider upgrading the network where necessary. as per The National Planning Practice Guidance and Building Regulations Approved Document H.	The response is noted. The Stage 1 Water Cycle Study is being updated and will be published alongside the pre-submission Local Plan. A Stage 2 study is also underway. Both studies will be informed by renewed engagement with statutory consultees including the Environment Agency, natural England and the water companies, and will take into account the most recent Water Resource Management Plans. Cumulative growth, including cross-border issues, will be considered as part of the evidence base work. We note the support for the higher efficiency targets and further evidence to support this ambition will be published at Regulation 19. Alongside the efficiency standards, we are reviewing the evidence supporting Core Policy 35 which relates to chalk streams and the provision of buffers to reduce run-off into watercourses.
NDLP4049	Saffron Walden Town Council				Localised Overcapacity Evidence	A number of comments referring to neighbourhood plan, planning application and previous local plan evidence stating that there isn't capacity for further growth in Clavering, Thaxted, Newport and Saffron Walden. They point to a water cycle study completed in 2010 by Hyder Consulting that stated the existing waste water works could not accommodate growth in Thaxted and Newport. They question the data presented in the stage 1 addendum WCS published alongside the regulation 18 plan, highlighting inconsistencies.	The Water Cycle Study was informed by recent engagement with the water companies, Natural England and the Environment Agency. This included testing the proposed level of growth to determine whether there were likely to be supply or wastewater treatment capacity issues. Further testing of the proposed growth will be carried out as part of a Stage 2 Water Cycle Study, to be published alongside the pre-submission (Regulation 19) Local Plan. If supply/capacity issues or potential for increases in pollutants are identified as part of this ongoing work, this will be taken into account in the Local Plan, but it should be noted that there is a statutory duty for wastewater undertakers to ensure there is sufficient capacity to accommodate planned development. . The information gathered for the Water Cycle Study supersedes that provided during

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							the preparation of the 2012 Water Cycle study, which is now considerably out of date.
NDLP3699	Newport Parish Council	Newport Parish Council			Localised Overcapacity Evidence	A number of comments referring to neighbourhood plan, planning application and previous local plan evidence stating that there isn't capacity for further growth in Clavering, Thaxted, Newport and Saffron Walden. They point to a water cycle study completed in 2010 by Hyder Consulting that stated the existing waste water works could not accommodate growth in Thaxted and Newport. They question the data presented in the stage 1 addendum WCS published alongside the regulation 18 plan, highlighting inconsistencies.	The Water Cycle Study was informed by recent engagement with the water companies, Natural England and the Environment Agency. This included testing the proposed level of growth to determine whether there were likely to be supply or wastewater treatment capacity issues. Further testing of the proposed growth will be carried out as part of a Stage 2 Water Cycle Study, to be published alongside the pre-submission (Regulation 19) Local Plan. If supply/capacity issues or potential for increases in pollutants are identified as part of this ongoing work, this will be taken into account in the Local Plan, but it should be noted that there is a statutory duty for wastewater undertakers to ensure there is sufficient capacity to accommodate planned development. . The information gathered for the Water Cycle Study supersedes that provided during the preparation of the 2012 Water Cycle study, which is now considerably out of date.
NDLP3700	Newport Parish Council	Newport Parish Council					
NDLP3641	Newport Parish Council	Newport Parish Council					
NDLP679	Mr Neil Hargreaves						
NDLP784	Richard Pavitt						
NDLP2819	Stephen and Heather Ayles						
NDLP716	Mr Neil Hargreaves						
NDLP2059	Mrs Jacqueline Cooper						
NDLP2882	D MacPherson						
NDLP2883	D MacPherson						
NDLP1515	Natural England				Natural England Recommendations	Broad support for the plan from Natural England, noting that they are willing to help provide evidence for the higher water efficiency standard of 90 litres per person. They also note Affinity Waters water savings market scheme, BREEAM outstanding and the review for water neutrality in stage 2 study. They also recommend that the issue of small diameter pipes raised by Thames Water be investigated.	We welcome the broad support for the findings of the Water Cycle Study and the recommendations for higher efficiency targets. We will engage further with Natural England as part of the ongoing work to update the Stage 1 study and prepare the Stage 2 Water Cycle Study and would welcome contributions and advice as we develop further evidence to support the policies in the Local Plan.

Table 16: Strategic Flood Risk Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3184	Phoenix Life Limited and Mulberry S				Employment sites flood risk	Comment highlighting that the flood risk associated with the employment growth in the plan particularly citing the are north and south of Takeley Street resulting in a 3% chance of flooding in a 30 year period .	The Level 1 SFRA is being updated and will be published alongside the pre-submission (Regulation 19) Local Plan to take into account the most recent modelling and flood risk data. The site allocations will also be assessed in further detail in a Level 2 SFRA that considers flooding from a range of sources and which will be published alongside the pre-submission Local Plan.
NDLP1477	Environment Agency				Environment Agency - Technical Evidence	Detailed evidence from the environment agency to inform the Level 2 SFRA, they highlight updating flood risk models and incorporating recent changes in developments, they request prioritising development in areas of lower flood risk and they request that detailed flood risk assessments take place for all potential development sites in the stage 2 SFRA by consulting with the Environment Agency early in the process.	An updated Level 1 SFRA will be prepared an published alongside the pre-submission (Regulation 19) Local Plan which takes into account updated modelling and flood risk data as well as the updated NPPF and Planning Practice Guidance. In conjunction with the Level 1 SFRA updates, a Level 2 SFRA will be produced to assess those sites identified as being at fluvial flood risk or significant risk of surface water flooding. This will include consideration of other sources of flooding. The Environment Agency will be consulted as part of this ongoing work.
NDLP1172	Louise Howles				Lack of assessment for cumulative impact	Water cycle study doesn't take into account of the cumulative flood risk to other areas	Cumulative flood risk is assessed in the Level 1 SFRA (November 2021) rather than in the October 2023 addendum which was published alongside the draft local Plan. An updated Level 1 SFRA which takes into account the most recent flood risk data will be published alongside the pre-submission (Regulation 19) Local Plan.
NDLP3701	Newport Parish Council	Newport Parish Council					

Table 17: Transport Evidence Topic Paper

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2539	D J Bagnall				A120 Corridor	A number of respondents have stated that the evidence for A120, B1256 and settlements along the routes is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.	The Council is content that transport evidence base is appropriate and robust for the wider A120 corridor. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. The revised transport
NDLP2542	D J Bagnall						
NDLP3024	Jean Johnson						
NDLP3526	Takeley Neighbourhood Plan Steering Group						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
NDLP3888	Lands Improvement Holdings					The comment suggests that the Transport Evidence needs to consider and assess a number of spatial options in order to determine the most appropriate spatial option approach.	"The Transport Evidence Topic Paper is a summary of the evidence that has informed the spatial option that is included within the Reg.18 Draft Local Plan. Alternative spatial options have been assessed and the results of these assessments will be detailed in other documents. The Council is content that transport evidence considers many of the transport issues affecting Uttlesford including the capacity of the highway network. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.
NDLP3547	Ashdon Neighbourhood Plan Steering					The comment suggests that Ashdon's categorisation as a larger village means that there is a contradiction with the Local Transport Plan themes.	Comment has been noted. Ashdon is now identified as a Smaller Village and there are no allocations identified for this village.
NDLP3884	Grosvenor Property UK				Capacity of the Network	The comment relates to making sure the spatial strategy reflects the capacity of the highway network.	The Council is content that transport evidence considers many of the transport issues affecting Uttlesford including the capacity of the highway network. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production. The transport evidence has informed the spatial strategy and the evidence has assessed the impact of the growth proposals on the transport network.
NDLP2342	Richard Haynes				Coverage of the evidence	It was stated that the evidence is deficient in certain aspects and the Transport Evidence needs to be more comprehensive.	The Council is content that transport evidence considers many of the transport issues affecting Uttlesford. The transport evidence is

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2553	Geoff Bagnall						under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production.
NDLP223	Mr Richard Gilyead				E-Bike Scheme	The respondent has questioned whether providing an e-bike to each resident may not be workable and suggests a hire type scheme instead.	The Council is reviewing this mitigation and will be proposing a sustainable transport approach that can be applied to the strategic allocation. This approach will be supported in the Transport Evidence.
NDLP1822	Essex County Council				ECC	Essex County Council as Highway Authority have asked for further detail on the transport evidence and asked a number of detailed technical questions regarding transport modelling. ECC want to continue the productive working relationship working towards Reg.19	The Council is content that transport evidence base is appropriate and robust and that it does take into account the latest information. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production.
NDLP1170	Michael Marriage				Fritch Way	The comment states that the Fritch Way evidence does not recognise the condition, on the ground, of the route and that it is unsuitable to be upgraded to an active travel route.	The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
NDLP225	Mr Richard Gilyead				Mode shift targets	A comment was made concerning the mode shift targets that have been used in the transport modelling evidence and that they may be overly ambitious.	The Council is content that transport evidence base is acceptable and that it does take into account the latest information regarding potential mode shift from new developments. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production.
NDLP727 NDLP3702	Mr Neil Hargreaves Newport Parish Council	Newport Parish Council			Newport	One respondent has asked that the evidence for Newport is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.	The Council is content that transport evidence base is appropriate and robust for transport conditions affecting junctions in Newport. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. The revised transport evidence will inform any revised Reg.19 policies which provides the

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
					Rural Network	It was stated that there should be a clear focus on active travel with walking and cycling prioritised in development proposals. Whilst some stated that proposals are not ambitious enough. A number of respondents suggested the need for direct active travel routes with onward improvement to routes to key locations. It was re-iterated that there needs to be active travel connections to the airport. A number of the existing routes are poor quality, J8 is a significant barrier to active travel; active travel routes should have priority over car traffic. A number of respondents support the use of e-bikes, needs to be dedicated cycle parking, all routes should use the highest design specification, unlikely people will cycle long distances -they are likely to drive. Cycle routes need to be available all year and lit. E-bikes are not a realistic option – as the roads are in a poor state. It was stated that delivering LTN 1 /20 routes not possible in many areas. Sustainable connections to rail stations are required.	The Council is content that transport evidence considers the rural nature of Uttlesford. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. Core Policy 26 clearly provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. Core Policy 28 provides more detail on the measures that are required by development proposals to promote walking and cycling within development sites and to deliver improved facilities for walking and cycling to key services and destinations. The Reg. 19 iteration of the policy will be informed by up-to-date transport evidence in relation to walking and cycling. Development proposals will have to consider any location specific circumstances, for example, where development is proposed in rural locations and how active travel solutions will be delivered in such locations.
					Saffron Walden	One respondent has asked that the evidence for Thaxted is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.	The Council is content that transport evidence base is appropriate and robust for transport conditions effecting junctions in Thaxted. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
					Saffron Walden Link Road	A comment was made supporting the link road, however, the respondent suggested that it should connect all around to Newport Road to have maximum benefits.	The Council is content that transport evidence base is appropriate and robust for Saffron Walden. The Council is satisfied that proposed link road through the proposed allocation between Radwinter Road and Thaxted Road will serve as a local distributor road and that the supporting transport evidence provides sufficient justification. The link road will provide a multi-modal route around the east of Saffron Walden that will provide an alternative route for all vehicles and will be designed as the main street serving the development. The transport evidence demonstrates that the link road does distribute traffic away from the Radwinter/Thaxted Rd junction and does outperform the proposed link to the west in distributing traffic and being suitable for all traffic including buses and HGV's. The delivery of a new road to link with the M11 and a new junction onto the M11 is not deliverable as part of the local proposals and would require significant funding which would have to come direct from central government. The future delivery of a link road will be safeguarded from Thaxted Road around the south of the town to Newport Road. This safeguarded route will be reflected in the revised policy.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Stansted Mountfitchet	A number of respondents have stated that the evidence for Stansted Mountfitchet is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.	The Council is content that transport evidence base is appropriate and robust for transport conditions in Stansted Mountfitchet and the wider A120 corridor. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.
NDLP1802	Stansted MF Parish Council						
NDLP3336	Mr Raymond Woodcock						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1713	Thaxted Parish Council	Thaxted Parish Council			Thaxted	One respondent has asked that the evidence for Thaxted is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.	The Council is content that transport evidence base is appropriate and robust for transport conditions effecting junctions in Thaxted. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
NDLP3883	Grosvenor Property UK				Transport Assessment	A comment was made regarding the Council's Transport Assessment.	The Council is content that transport evidence considers many of the transport issues affecting Uttlesford including the sustainable travel. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time or production. The transport evidence has informed the spatial strategy and the evidence has assessed the impact of the growth proposals on the transport network and what sustainable transport measures will be proposed in the plan policies.

Table 18: Transport Baseline Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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NDLP577	Mark Coletta				A120 Corridor	It was suggested that the evidence for transport in the A120 corridor was inaccurate and a misrepresentation of the actual conditions.	<p>The Council is content that transport evidence base is appropriate and robust for transport conditions in the A120 corridor. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.</p> <p>The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.</p>
NDLP211 NDLP214	Mr Richard Gilyead Mr Richard Gilyead				Data Presentation	Comments asked that the presentation of data is consistent across the evidence documents and easy to understand	<p>The evidence will be presented in a consistent and understandable format.</p> <p>The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.</p>
NDLP1825	Essex County Council				Essex CC	Essex County Council as Highway Authority have asked for further detail on the transport evidence and asked a number of detailed technical questions regarding transport modelling. ECC want to continue the productive working relationship working towards Reg.19	<p>The Council is content that transport evidence base is appropriate and robust and that it does take into account the latest information. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production.</p> <p>Many of the issues raised concerning the transport evidence and transport modelling will be resolved in due course. The Council will continue to work with Essex County Council on the emerging evidence base and the next stages of Local Plan policy development.</p>
NDLP984	Louise Howles				General	A number of respondents have raised the issue of the data collection in 2021. Concerns were raised	The Council is content that transport evidence base is appropriate and robust for transport conditions

NDLP1806	Stansted MF Parish Council					regarding the evidence in the A120 corridor and whether the sustainable transport mitigations are reasonable and deliverable.	in the A120 corridor. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination. The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
NDLP3490	Allison Evans						
NDLP2381	National Highways				National Highways	National Highways as highway authority for the Strategic Road Network have asked for further detail on the transport evidence and asked a number of detailed technical questions regarding transport modelling. NH want to continue the productive working relationship working towards Reg.19	The Council is content that transport evidence base is appropriate and robust and that it does take into account the latest information. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production. Many of the issues raised concerning the transport evidence and transport modelling will be resolved in due course. The Council will continue to work with National Highways on the emerging evidence base and the next stages of Local Plan policy development.
NDLP2382	National Highways						
NDLP2383	National Highways						
NDLP2384	National Highways						
NDLP2385	National Highways						
NDLP2386	National Highways						
NDLP2387	National Highways						
NDLP2388	National Highways						
NDLP2389	National Highways						
NDLP2390	National Highways						
NDLP2397							

NDLP2397						
NDLP3703	Newport Parish Council	Newport Parish Council			Newport	<p>One respondent has asked that the evidence for Newport is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.</p> <p>The Council is content that transport evidence base is appropriate and robust for transport conditions in Newport.</p> <p>The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.</p> <p>The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.</p>
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Stansted Mountfitchet	<p>One respondent has asked that the evidence for Stansted Mountfitchet is reviewed to ensure it is accurate and up-to-date. Comments were made concerning the evidence regarding the impact of traffic on the village.</p> <p>The Council is content that transport evidence base is appropriate and robust for transport conditions in Stansted Mountfitchet.</p> <p>The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under review and the Council will ensure that it has the most appropriate evidence available at Reg.19 and examination.</p> <p>The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.</p>
NDLP413	Alan Carter				Traffic Surveys	<p>It was suggested that the use of 2021 survey data in the transport modelling is not appropriate as it is too close to the Covid restrictions period when traffic was still recovering.</p> <p>The Council is content that transport evidence base is appropriate and robust. The DfT have confirmed that the use of the 2021 survey data is acceptable. The transport evidence is under constant review and the Council will ensure that it has the most</p>

							appropriate evidence available at Reg.19 and examination. The revised transport evidence will inform any revised Reg.19 policies which provides the direction in relation to what is required from the strategic allocations in relation to highway interventions, active travel and sustainable transport measures. There are also other policies in the Local Plan which require further consideration of the impact of development on the highway network, the provision of active travel routes and the delivery of other transport measures. Development proposals will deliver proportionate off-site improvements to the highway network.
NDLP213	Mr Richard Gilyead				Use of existing guidance	Comments were made which asked that the council considers all of the available evidence and guidance documents available.	The Council is content that transport evidence base is appropriate and robust and that it does take into account the latest information. However, it will be reviewed to ensure it reflects the most up-to-date guidance available at the time of production.

Table 19: Village Facilities Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2133	Jane Gray				Corrections	It is suggested that the Villages Facilities Study contains a number of factual errors and should not have been used to inform the Local Plan.	The village facilities study has been amended following the Reg 18 to make any factual corrections, but also to make an adjustment to ensure the scoring is by settlement, not by parish. This helps to avoid some areas being skewed into the Larger Village category where facilities are provided across smaller villages.
NDLP2225	Clerk Hatfield Broad Oak Parish Council	Hatfield Broad Oak Parish Council			Methodology	Seeks clarification of the Methodology including scoring and cut-offs for the tiers. Queries the allocated distribution of development as a consequence e.g. Great Chesterford. In addition there was a complaint that the topic paper had confusingly two different names such that the Parish Council overlooked the opportunity to comment: "Settlement Services and Facilities Topic Paper" and "Village Facilities Study". Notes that Googlemaps were used to identify facilities etc but that this is not always the most accurate and suggests that visiting the settlements would be preferable. General comments on methodology and detailed assessment of services and facilities indicating where corrections are required	The Village Hierarchy evidence paper sets out how the facilities were scored in a similar manner to the previous 2019 Local Plan and other local plans, with a higher weighting attributed to a facility normally associated with a higher order and/or more sustainable settlement such as a secondary school or railway station. The quality of the facility itself was not considered except for certain services such as buses and broadband (because of the relatively subjective nature and potential to improve a local facility especially associated with population growth). The settlement scorings were then compared with the population figures for each parish to determine the hierarchy tiers. The allocation of strategic development sites was also dependent on sites coming forward and their being assessed as suitable for development; the sites at Great Chesterford were not in the end considered

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							deliverable for the Local Plan. . The settlement hierarchy and facilities work overall has been checked in the light of more recent information from survey and from parish councils and the settlement hierarchy reviewed as necessary in the next Regulation19 stage of the Local Plan. Naming of evidence papers will be reviewed and made consistent and clear for the next stage of the Plan.
NDLP957	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Methodology	Seeks clarification of the Methodology including scoring and cut-offs for the tiers. Queries the allocated distribution of development as a consequence e.g. Great Chesterford. In addition there was a complaint that the topic paper had confusingly two different names such that the Parish Council overlooked the opportunity to comment: "Settlement Services and Facilities Topic Paper" and "Village Facilities Study". Notes that Googlemaps were used to identify facilities etc but that this is not always the most accurate and suggests that visiting the settlements would be preferable. General comments on methodology and detailed assessment of services and facilities indicating where corrections are required	The Village Hierarchy evidence paper sets out how the facilities were scored in a similar manner to the previous 2019 Local Plan and other local plans, with a higher weighting attributed to a facility normally associated with a higher order and/or more sustainable settlement such as a secondary school or railway station. The quality of the facility itself was not considered except for certain services such as buses and broadband (because of the relatively subjective nature and potential to improve a local facility especially associated with population growth). The settlement scorings were then compared with the population figures for each parish to determine the hierarchy tiersThe allocation of strategic development sites was also dependent on sites coming forward and their being assessed as suitable for development; the sites at Great Chesterford were not in the end considered deliverable for the Local Plan. The settlement hierarchy and facilities work overall has been checked in the light of more recent information and the settlement hierarchy reviewed as necessary in the next Regulation19 stage of the Local Plan. Naming of evidence papers will be reviewed and made consistent and clear for the next stage of the Plan.
NDLP987	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson				
NDLP2292	Stuart Hastie						
NDLP2413							
NDLP1106	Jane Gray						
NDLP1099							
NDLP948	Theresa Trotzer Wilson						
	James Balaam	G W Balaam & Son					
	Sarah Brewin		Matthew Thomas				

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP501	Nigel Tedder	Managing Director New Homes Project Managements Limited	Nigel Tedder		Service provision	Given the level of growth in some settlements there should be a requirement in the plan to improve the level of facilities accordingly	The growth expended over the past few years has been unplanned without the benefit of a reasoned approach to new development that takes into account the supporting infrastructure. The consents granted have not been able to require associated infrastructure in the absence of an up-to-date local plan. The concept master plans proposed for the strategic sites in this plan include the requirement to provide the necessary community, highway, transport and utility infrastructure. It is also the case that directing development to the largest and most sustainable settlements helps to strengthen the viability of services and facilities in those places (as there are more people to use them) and that any new services or facilities provided, benefit the existing community as well as the new ones.
NDLP3778	Manor Oak Homes				Settlement hierarchy - Hatfield Heath	Settlements were assessed in the District in terms of education, health, community facilities, commercial development, open space and transport and connectivity, resulting in an overall service score for each settlement. Hatfield Heath, as a Local Rural Centre, has a higher service score (93) than Newport (86) and Elsenham (83) despite both settlements having a larger population. Queries why there was no allocation for Hatfield Heath, categorised in the second tier as a Local Rural Centre which would assist in its sustainability to support local services	Hatfield Heath is located within the Metropolitan Green Belt and Exceptional Circumstances need to be set out to justify any development within the GB. The Council does not consider there are any Exceptional Circumstances to justify development at Hatfield Heath in the GB as there are numerous locations for development available outside the GB.
NDLP2506	Michael Cox				Settlement hierarchy - Littlebury	Welcomes designation of Littlebury but queries definition of the settlement being suitable for 'limited infill' only. Questions the overall scoring for Littlebury and that some of the facilities identified by the Council are not in fact present in the village. Feels Littlebury should be at the lower end of the 'Small Village' category or even in 'open countryside'. Swards End and Wenden's Ambo need reviewing.	The settlement hierarchy and facilities work will be checked in the light of more recent information and the settlement hierarchy reviewed as necessary in the next stage of the Local Plan. CP3 sets out detailed criteria to define 'limited infill' and it is considered that this is sufficiently clear.
NDLP2506	Michael Cox						
NDLP2094	Jane Dukes						
NDLP1771	Janice Heales						
NDLP2102	Lindsey and Tim Coyne						
NDLP1915	Louise Johnson						
NDLP2108	Amanda Barclay & Iain Black						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1922	Sally Kennedy						
NDLP1927	Carmel Carlinelocal h						
NDLP2130	Malcolm Domb						
NDLP2156	Lucinda Whife						
NDLP2048	Mr Robert Osborne						
NDLP2161	Thomas and Isabelle Page						
NDLP2108	Amanda Barclay & Iain Black						
NDLP2130	Malcolm Domb						
NDLP2156	Lucinda Whife						
NDLP2161	Thomas and Isabelle Page						
NDLP2191	Robin Grayson						
NDLP2198	Mrs Isobel Grayson						
NDLP2198	Claudia Haisman-Green and Mike Green						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2207	Michael Hancock						
	Jennifer Parkinson						
NDLP2403	Rosemary Wild						
	Andrew Figge						
NDLP2409	Tom Hallmark						
NDLP2471	Linda Kelsey						
NDLP2478	Mr and Mrs John and Gillian Broomfield						
NDLP2520	Mrs Isobel Grayson						
NDLP2524	Nick Dukes						
NDLP2669	Mr and Mrs John and Gillian Broomfield						
NDLP2762	Mr Brian Johnson						
NDLP2799	Tim and Alexandra Bradshaw						
NDLP2941	Nikhil Saraswat						
NDLP3033							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP4125	Katie Ransom						
	Katie Ransom						
NDLP1632	Mr and Mrs Roberts						
NDLP1504							
NDLP1504							
NDLP2832							
NDLP2291	Stuart Hastie				Settlement hierarchy - Ashdon	Considered that the work associated with assessing the hierarchy of settlements was not as accurate as it should have been for Ashdon and would benefit from input from more competent local knowledge and recognition of the village and smaller settlement boundaries.	Noted. The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level which needs updating to inform the Reg 19 Plan. This has led to some changes being proposed, including for Ashdon to be re-classified as a smaller village.
NDLP3534	Ashdon Neighbourhood Plan Steering						
NDLP2400	Jane Gray						
NDLP4162	G W Balaam & Son				Settlement hierarchy - Clavering	Supports the overall process of assessing the level of suitability and service provision across settlements. However there are a number of services and facilities in Clavering that have not been recognised as part of the assessment such as the provision of three types of indoor sports facility; with regard to public transport there is access to the Essex Demand Responsive Transport (DaRT) service and the 306 and 446 registered bus services. Correction of the range of facilities would underline the sustainability of Clavering and the potential to allocate further development here.	The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level. The Council is satisfied that Clavering falls within the Larger Village category. The methodology for identifying housing figures is set out separately and considered in relation to Core Policy 19.
NDLP1130	James Balaam						
NDLP695	Nigel Wood						
NDLP877	Juergen Kissinger						
NDLP1291	Mr Jeremy Veitch						
	Mr and Mrs Hockley						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2112							
NDLP2857 NDLP2905	Jeanette O'Brien Debden Parish Council				Settlement hierarchy - Debden	Debden including Debden Green has already seen a large number of "windfall" planning permissions granted in the recent past, and hence the allocated expansion of Debden should be limited to the 25 houses for which outline planning permission has been granted. Assertion that another 92 dwellings over the next 18 years will be sustainable, bearing in mind the loss of agricultural land in the vicinity to 60 hectares for solar panels; water levels are limited; the Debden Primary School is currently full with temporary classrooms and secondary school children have to travel to Newport or Saffron Walden. There is no doctor's surgery in the village and only small post office, poor walking environments and infrequent bus routes and only two 'main' roads.	The scoring for the settlement hierarchy afforded Debden a large village status considered against the scoring of other parishes. However it should be noted that Debden is not allocated a figure of 92 dwellings to plan for, that is the total including all the development that has already come forward. the Residual to plan for figure is for 25 additional dwellings.
NDLP3396	Strategic Land V Limited & Ms Hawke				Settlement Hierarchy - Flitch Green	The two settlements of Flitch Green and Felsted are directly related to one another and are on the same bus route so the options of sustainable travel between the two settlements are numerous. It is therefore reasonable to share services and facilities due to the accessibility between the two. The well-connected relationship between the two settlements and the shared services and facilities provides a strong justification to support further growth for Flitch Green. Flitch Green has the highest population: Little Canfield (1,341); Barnston (926); and Little Bury (868) . Queries the thinking behind Ashdon as a Large Village which has a smaller population than Flitch Green (2,643) . More consistency needs to be applied to present a more accurate outcome.	The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level which needs updating to inform the Reg 19 Plan. However, the Council are content these are separate settlements - there is clear countryside between the two villages that have clear and separate identities, etc Evidence for Ashdon has been reassessed and it is no longer in the large village category. .
NDLP1044 NDLP958 NDLP442	Great Easton and Tilty Parish Council Great Easton and Tilty Parish Council Sally Irving	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson Kate Rixson		Settlement hierarchy - Great Easton	Comments that the classification of settlements does not reflect the generality on the ground with two settlements in the parish and the larger designated as open countryside which is inaccurate. Only one of the two settlements in Great Easton parish is considered in the hierarchy and even then the village is not considered to be sustainable being without many daily facilities available some distance away in Thaxted or Great Dunmow and with a subsidised bus service available only until 2025.	Comments from the Parish councils and other responders are noted. The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level but has been updated and may lead to some adjustments to the hierarchy to be included in the Reg 19 Plan.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP770	John Stevens						
NDLP928	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson				
NDLP959	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson				
NDLP1116	Maggie Stevens						
NDLP1637	michael howarth						
NDLP1109	Theresa Trotzer Wilson				Settlement hierarchy - Hatfield Broad Oak	Contests the housing allocation figures for Hatfield Broad Oak and its scoring in the settlement hierarchy which places it just in the Large Village category but it has a e relatively low range of facilities locally with a dispersed population and hence the need to travel by car with a poor bus service that finishes at 9pm. The allocation does not reflect the rural nature of the parish with scattered homes and the main village of Hatfield Broad Oak having 71% population, and 60% homes, hence the dependence on the car. Parish Council requests that in any housing development one half is allocated for affordable housing and request that it identifies its own development sites.	The settlement scores have been reviewed and checked in the light of more recent evidence. Hatfield Broad Oak remains a large village status because of the relative range of facilities it has. Its housing allocation to accommodate small development sites over the Plan period is under review. Parish Councils are invited to come forward to identify sites for new housing as part of their Neighbourhood Plan and this would be welcomed for Hatfield Broad Oak. With regard to affordable housing the local plan policy generally seeks 35% allocation.
NDLP2914	Christine Chester						
NDLP1591	Maureen Geddes						
NDLP2566	Little Hallingbury Parish Council				Settlement Hierarchy - Little Hallingbury	Requests correction to Little Hallingbury's score because of the absence of a secondary school	Noted. The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level which needs updating

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							to inform the Reg 19 Plan. However, Little Hallingbury is not identified as a Larger Village and so is not identified any proposed allocations.
NDLP2812	Stephen and Heather Ayles				Settlement Hierarchy - Newport	The scoring of facilities at Newport has been overstated and does not reflect the quality of service e.g. trains.	Noted, although Newport is classified as a Local Rural Centre and scores much mor highly than villages falling into lower categories.
NDLP2575	Stebbing Parish Council				Settlement hierarchy - Stebbing	Parish Council queries the allocation to Stebbing in the context of the spatial strategy that seeks development in the more sustainable locations which are less car dependent and have facilities, unlike Stebbing. A high number of primary schoolchildren travel for a distance by car which contributes to local congestion. The Parish Council urges that specific projects which will promote cycle lanes, footpaths, car free and pedestrian zones and specific school bus runs, are developed to tackle climate change in a more meaningful way.	Although the range of facilities is not of the scale of the larger settlements such as Great Dunmow, the village does have facilities that can meet some daily needs and has a primary school. Hence its categorisation as a large Village. The NPPF requires Local Plans to identify housing requirement figures for Neighbourhood Plans that have passed the area designation stage, that 10 % of sites should be on sites of less than one hectare, and that development should be supported in rural settlements where development can support the viability and vitality of those communities. The large majority of growth is directed to the Key Settlements and Local Rural Centres, but some (a comparatively modest amount) is directed to the larger and most sustainable of the Larger Villages. This is an appropriate approach in accordance with national policy. It is also interesting to note that the level of growth proposed in the Larger Villages for the remainder of the Plan period (c. 18 years) is a substantial reduction in the level that has already come forward in just the last two years, in the absence of an up to date plan, or land supply.
NDLP2512	Widdington Parish Council				Settlement hierarchy - Widdington	Requests correction to Widdington's score because of the absence of a mobile library service. Notes traffic in the village arising from pit activity	Noted. The Settlement Facilities Work informing the Reg 18 Plan considered facilities at a Parish level rather than a Settlement level which needs updating to inform the Reg 19 Plan. Widdington is not classified as a Larger Village and so is not identified any allocations.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Settlement Hierarchy- Elsenham	Parish council wishes to correct the description of the village as linear when it has an east-west axis as well as the railway line and recent peripheral developments. The railway line does not connect to Stansted Airport. There are three hamlets: Tye Green, Gaunts End and Fullers End.	The description of the village form and related connections and hamlets will be amended in the settlement hierarchy paper but it will not impact on the categorisation of Elsenham.
NDLP1869	Mike Parnell				Settlement hierarchy -High Easter	Disputes the allocation of scores against the village facilities and requests a review because several of the facilities are not available either to the public or for only a limited time of the day or week. The settlement hierarchy score therefore exaggerates the range of services actually available and means that the village has been placed in a higher category than it should have been. Objects to designation of High Easter as a Large Village because it does not have a range of facilities nor a primary school, has an infrequent bus service and poor quality roads	The assessment of services and facilities across the parishes was undertaken using real information directly from the parishes themselves and published information from elsewhere. The access to primary school is an essential criterion for a settlement to be designated 'large village'. The settlement hierarchy and applied criteria are being reviewed for the Regulation 19 Plan and High Easter does not have Large Village status.
NDLP1982	Rebecca Foley						
NDLP2184	Amanda Deans						
NDLP846			Allison Ward				

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP762	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward				
NDLP869	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward				
NDLP823	Allison Ward	Parish Clerk High Easter Parish Council	Allison Ward				
NDLP1241	Mr Bill Critchley				Settlement hierarchy- Takeley	Notes and corrects oversights regarding facilities recorded for Takeley.	The assessment of services and facilities across the parishes was undertaken using real information directly from the parishes themselves where parishes responded to the Council's request for information, and from published information from elsewhere such as Google maps. Site visits across the District were also made to help gain a better understanding of the character and range of facilities available in each parish. However it is recognised that there are corrections and updates needed to complete this work on the settlement hierarchy. It will be reviewed for the Regulation 19 Plan
NDLP2774	Wimbish Parish Council				Settlement Hierarchy- Wimbish	The facilities and services identified for Wimbish (post office, public house convenience store, community transport, are not all accurate and hence the scoring should be adjusted accordingly.	The updated work following the Reg 18 consultation considering scoring by settlement rather than by parish has led Wimbish to drop out of the Larger Village category.
NDLP568	Mr Michael Young						
NDLP2176	Anne Bulling				Stansted Mountfitchet	Corrects factual errors about location of facilities in the town and the lack of connectivity within it.	Factual description of Stansted Mountfitchet will be amended in the Reg 19 draft of the Plan

Table 20: Leisure and Built Facilities Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Parks and gardens	The respondent highlights that Station Road Memorial Garden, Elsenham is very small and should probably be noted as such. They consider it inappropriate to refer to the small site in the same report as The Common and Bridge End Gardens, both in Saffron Walden, which are much larger spaces.	The study does refer to the size of the site and reflects that the Station Road Memorial Garden is very small, stating 'Three of the sites; Bridge Street, Dorset House and Station Road Memorial Garden are particularly small at 0.08, 0,06 and 0.03 hectares respectively.' The purpose of the study is to record all assets in the district regardless of size. Each will perform a different function depending on location.
NDLP402	Louise Johnson	Parish Clerk Elsenham Parish Council			Open space	Elsenham Parish Council highlights that Franklin Drive play area, Elsenham is unknown to them; that Barley Way play area, Elsenham is usually known as Isabel Drive play area; and that the main children's play area in Elsenham, off Leigh Drive, is not mentioned.	Comments are noted and will be reviewed as part of the final documents for Reg 19.

Table 21: Open Space Report

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1523	Natural England				Hatfield Forest	Natural England have suggested that given Hatfield Forest SSSI/NNR is suffering from recreational pressure and the National Trust charge for entry and parking at the site, it is recommended that the Open Space evidence base runs a scenario that excludes Hatfield Forest from the baseline assessment of accessible greenspace provision. Thus not skewing the data. Similarly, the Flitch Way is no wider than other Public Rights of Way (PRoW) in the district, therefore they consider the 15 minute walking 'buffer' that has been applied should be removed and redrawn only around pocket areas of extended space 1 hectare along the Flitch Way. Natural England's Accessible Greenspace Standards can be used to inform this. The outcomes should be used to update the GI Strategy and Figure 6 in particular. Clarity is needed on where the open space standards have derived from. Enhancement of provision is also key. The National Trust similarly highlight that the Council must not rely on Hatfield Forest as open space provision for new housing and that the Local Plan must address these deficits and ensure that adequate open space is delivered in a timely manner as new homes are built and occupied. The delivery strategy set out in the Local Plan, GI Strategy and the IDP.	The Council is finalising its suite of open space and leisure evidence to inform Reg 19 and these comments will be reflected on in that process. A further study on SANG was commissioned and has informed the strategic site design guidance in order broadly to accommodate sufficient green open space to meet NE standards to relieve visitor pressure on Hatfield Forest.
NDLP2676	National Trust						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2429	Saffron Walden Town Council				Population figures	Page 5 - 2.21 – states population of Saffron Walden as 17,018 – this information conflicts with other reports. The population in this document is contrary to that shown in the Open Space Update report by Knight, Kavanagh and Page which shows SW population as 14,970. It is likely the Open Space report is incorrect. Respondent queries the impact of any error on calculations for open space, community facilities etc and seek an amendment to the population figures in the Open Space report which may require projections to be re-run.	Population figures will be checked and updated as necessary and any implications for provision considered and factored into the preparation of the Reg 19 Plan.

Table 22: Viability Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP614	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles		BNG	A detailed submission is made setting out evidence relating to the viability of delivering more than 10 % BNG.	The Council is satisfied the approach is robust and fit-for-purpose, however, the Council will ensure the consultants preparing the Viability work for them have reviewed the Reg 18 comments and made any adjustments where considered appropriate.
NDLP3895	Grosvenor Property UK				North Uttlesford	States that the North Uttlesford site was not included in the site development proposals and therefore not in the viability assessment. Detailed analysis of the attributes and soundness of the north Uttlesford site as a development proposal are submitted. Developer appraised two options for 1500 and 4500 homes and was able to afford associated infrastructure; hence questions the Local Plan statement that the viability assessment was such that a garden community could not be sustained. States that the viability assessment, accepting it is high level, did not test the north Uttlesford site in the same way as the other three man strategic sites. The viability assessment used samples that were very similar to the north Uttlesford housing types/values and it is considered that there is suitable evidence that a viable development can be achieved at North Uttlesford. This should not form a barrier to the further consideration of a suitable allocation for the site through future iterations of the plan; supported with commensurate viability evidence.	The viability of the North Uttlesford site was not tested because it was not a preferred site in the approach of the Spatial Strategy. The Council has not indicated that a Garden Community would not be viable; there are a series of reasons why a large garden community is not supported in this local plan, but the Council has also been clear that such proposals should be revisited in the next Local Plan that will need to be adopted by c. 2030/31.
NDLP614	Natasha Styles	Group Planning Associate The Planning Bureau on behalf of McCarthy Stone	Natasha Styles		Older people's specialist housing	A detailed submission is made setting out evidence relating to the viability of Extra Care Schemes.	The Council is satisfied the approach is robust and fit-for-purpose, however, the Council will ensure the consultants preparing the Viability work for them have reviewed the Reg 18 comments and made any adjustments where considered appropriate.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3197	Dianthus Land Limited				Saffron Walden infrastructure	The respondent considers that the viability assessment does not properly consider the Saffron Walden infrastructure especially the link road. There will need to be an equalisation process and development of a sufficient scale to afford the infrastructure. The respondent notes that two sites have a sec 106 so it will be difficult to raise additional funds.	The more detailed viability assessment will take place once the policies and site proposals are progressed and will be presented for consultation as part of the Regulation 19 . The assessment will utilise the costed Infrastructure Delivery Plan which will include the link road as necessary.
NDLP3097	Segro				Viability - employment space	The viability of non-residential/commercial schemes needs to be considered so that the viability of development and the delivery of much needed employment floorspace within the District is sustained..	Noted the point about non-residential floorspace. The next detailed Stage 2 viability assessment will be an essential part of the Regulation 19 plan to ensure that policies and infrastructure associated with all land uses are deliverable.
NDLP615	Natasha Styles	Consultee Organisation	Natasha Styles		Viability - specialist housing	Respondent queries the viability of providing the affordable housing element in accordance with the housing policy on specialist housing and extra care sites because of the variables that impact on values between specialist and non-specialist units of similar size and the extra costs in provision. This varies across the district too. Requests that the viability assessment is fine-tuned and reviewed . Request that the policy and supporting paragraphs be amended to make it clear that older person's housing is exempt from all types of affordable housing (in line with the viability study) to ensure the plan is sound, deliverable, justified and consistent with national policy.	The viability assessment was an initial overview of the Market at that time and took theoretical thresholds for affordable housing and market values. Now the proposed uses, policies and sites are becoming more clear the viability consultants will test the schemes and the Plan as a whole in much greater detail so that the full range of factors, including those identified by the respondent can be taken into consideration and applied to the particular requirements for the sites and the relevant policies.

Table 23: Infrastructure Delivery Plan

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1845	East of England Ambulance				Ambulance Infrastructure & Facilities	The East of England Ambulance Service welcomes and supports the IDP endorsing the approach working with partners and commented that it needed to include Ambulance Infrastructure & Facilities including: Upgrading/ refurbishment of existing premises, or redevelopment/ relocation of existing ambulance stations; provision of additional medical, pharmacy & IT equipment & digital software; An increase in the number & type of ambulances; and the recruitment, training, equipping & tasking of Community First Responders. To assist in the preparation of the IDP (and the review of any S106 developer contributions SPD) they provided an Annex 3 in the rep submission offering facts and figures for inclusion in the next update of the IDP and site-specific viability work.	Comments and support are noted and will be considered to inform the Reg 19 Plan and IDP.
NDLP1847	East of England Ambulance						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2084	Councillor Fiddy				Culture	This comment highlights the benefits the arts provide for mental health and wellbeing and tourism revenue and that the baseline assessment report should feed into the IDP.	A baseline assessment of culture, creativity and the arts was undertaken earlier in the LP process and has informed the IDP and LP. The LP does include a policy supporting Public Art.
NDLP3704	Newport Parish Council	Newport Parish Council			Education	A representation highlights that the provision of a new car park adjacent to the primary school and land as part of the S106 for UTT/20/2632/FUL provides potential to expand the school into the area currently occupied by the existing car park and neighbouring land for early years provision. A new nursery building would be needed to replace this and would bring two sites into one facility. 3.96 - Continued mis-spelling of Joyce Frankland Academy, Newport. Appendix A figures are out of date, census 2021 Newport, Essex population is 2,941 which is substantially higher than the figures recorded.	Comments noted. Spelling errors will be corrected for Reg 19 and Census 2021 data should have been used for Reg 18 and will be checked and updated as necessary for Reg 19.
NDLP1681		Planning Advisor Essex Police			Emergency services	Essex Police welcomes the inclusion of the emergency services within the draft IDP and the recognition that growth and development within the district will impact on emergency services provision which should be considered within development and infrastructure planning and design. On-going consultation with Essex Police during the planning and design stages to ensure a policing perspective is encouraged to consider impacts on operational policing, road traffic management, designing out crime and infrastructure strategies.	Comments and support are noted. These comments will help to inform the Reg 19 plan and IDP.
NDLP2081 NDLP2678	Councillor Fiddy National Trust				Environment	Comment highlights that the evidence prepared included facilities that do not have accessible for the community including the Friends School as it closed in 2017 and the MOD site and that the evidence base report needs to be amended to reflect any gaps as these are likely to be larger than identified. The IDP needs to ensure the required provision for open space, recreation and sport is fit for purpose and meets the needs of future developments and is not underestimated or under-costed. The National Trust are pleased that the existing and future recreational pressure on Hatfield Forest is acknowledged but it does not set out the strategy for how these will be delivered. They state it is important that the evidence bases work as a suite of documents to ensure the delivery of adequate green and blue infrastructure across the district, reducing reliance and pressure on Hatfield Forest.	Noted. The Friends School is being reviewed and will be amended as necessary. The MOD site does have community access to a degree for some clubs and societies. The report does reflect the limited access and risk of tenancy for the community. These factors will be taken into account within the future leisure strategies that are being prepared to support Reg 19. Similarly with the Hatfield Forest evidence, the documents are being finalised and will be updated and form a collated evidence base in support of the GI Strategy, Leisure evidence and Local Plan policies and set out the infrastructure requirements in the IDP.
NDLP1835	Essex County Council				General comments	Three reps offer general comments. ECC highlight that: the IDP will need to reflect up to date costings that align with development phasing and requirements are appropriately reflected in the Local Plan and site allocation policies; that it's important to note the IDP is a 'living document' and a snapshot in time; and that information within the IDP will be	The Council will update the IDP for Reg 19 and this will be based on the latest available evidence from a wide range of resources, including working with site promoters of proposed allocations. Shortfalls in infrastructure from previous developments since the last adopted plan will be considered where possible. Whilst the Plan can

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2821 NDLP2859	Stephen and Heather Ayles	NHS Property Services Ltd				subject to further review as part of the detailed planning application process, where costings (including indexation) will become known for the land use mix, housing mix, site and wider infrastructure requirements. Another rep refers to Newport stating that the shortfall in infrastructure associated with recent significant growth in the village should be included in the IDP. They list their needs as follows: a new purpose-built GP surgery; early years primary education; improvement in cycling and footpath provision to nearby settlements, particularly Saffron Walden; improvements to the bus services and connectivity to the airport; new sports pavilion for the recreation ground, to incorporate a facility to house the history group's artefacts and records. NHS Property Services Ltd request that when developing any future guidance on developer contributions or updating the SPD, the Council engage the NHS, as early as possible.	only require developers to contribute to the infrastructure needs of this Local Plan by planning for this infrastructure to come forward in places where the new infrastructure has widest possible benefit (accessible to the wider community etc), this approach does help to maximise the value of combining new development in sustainable locations. Engagement with all stakeholders will continue to Reg 19 and beyond.
NDLP466	Mr James Taylor	Future Infrastructure Risk Essex County Fire and Rescue Service			Essex County Fire and Rescue Service Response	The Essex County Fire and Rescue Service seeks the opportunity to input into the Local Plan, to support risk reduction and promote emergency service provision.	Comments are noted and the Council will work to ensure the Local Plan supports the provision of new development which accommodates emergency service functionality, in collaboration with Essex County.
NDLP4172	Saffron Walden Town Council				Sustainable Urban Drainage Systems	Sustainable Urban Drainage Systems should not be treated as public open space and should not offset a developers requirement to provide such space.	Noted. Flooding/Drainage and open space provision are addressed separately under the Infrastructure Delivery Schedule and do not preclude one another.
NDLP2321	Exolum Pipeline				Submission of Excom Gas Works	A map providing details of Excoms Pipelines in Uttlesford	Noted, Uttlesford will consider this in relation to allocated sites

Table 24: Green and Blue Infrastructure Strategy

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1081	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flitch Way Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit			Active travel connections	Supports the GBIS and the proposed creation of a country park at Great Easton. Requests amendment to permit equestrian use and connections to bridleways as well as the Flitch Way. Requests that where pedestrians and cyclists are mentioned this should be amended to read: "all non motorised users: walkers, equestrians, wheelchair users and cyclists"	Note the support for the GBIS and acknowledge the recognition of the need for a new country park for a growing population. Consideration will be given to the wording as indicated.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		comments both on behalf of an organisation and as an individual					
NDLP723	Kim Crow				Car parking	Requests that a large car park be included with the country park (Strategic Opportunity 8) to avoid congestion on the local roads at popular times and events, and that could in itself be used further activities such as model car clubs. Would include separate areas for mobility parking.	Note the underlying support for the country park. Ongoing work will include an assessment of the intended range of supporting facilities including car parking and access arrangements in general., as well as the most appropriate location for a new country park.
NDLP3141, repeats NDLP3134	Stop Easton Park				Easton Park	Overall support for the GBIS Opportunity 8 and for the proposed creation of a Country Park at Easton Park which helps to meet the Plan's meet Strategic Objective SO1 , SO2, SO3, SO5, and SO6 . Several respondents provide descriptions of the salient points in the history of Easton Park and a plea to restore it to its public use and in line with the Countess of Warwick's wishes. Supports the the opportunity to recreate a historic landscape and integrate historic features and buildings, and protect heritage assets including The Gardens of Easton Lodge (Grade II Registered Gardens), Brook End Stables (Non-Designated Heritage Assets), and Little Easton Conservation Area (Little Easton Manor and Grade I listed church) providing opportunity for the re-establishment of the historic landscape character of the parkland. It will also give opportunity to enhance biodiversity, to address public open space deficiencies and to provide an alternative to Hatfield Forest. As well as the potential strategic function within the County's Nature Recovery Strategy Great Easton Country Park provides opportunity to extend woodland, linking to existing and ancient woodland and connecting habitats with accessible links to Great Dunmow, the Saffron and Harcamlow long distance footpaths and the Flitch Way. Mention should be made in the supporting statement in para 9.150 of the heritage and landscape features of the Easton parklands between Stansted airport and Little Easton that reflect the relative altitude of this plateau, the 'Essex Heights', its previous role as part of the Essex Forest that extended from Epping Forest to Thaxted and the former use as a WWII airfield. It would relieve visitor pressure on Hatfield Forest and address pressure on public open space from the expansion of Great Dunmow, Takeley and the 1200 homes consent at Great Easton . It will also meet the vision of SEP (Save Easton Park).	Note and welcome the considerable underlying support for the GBIS in general. Work is ongoing to assess the feasibility of the proposals which will be reported at the Regulation 19 stage and will include an assessment of the landscape heritage, biodiversity and nature value of the site as well as how measures can be put in place for it to function as a designated country park to comply with Natural England standards and criteria around access, visitor facilities, catchment population, environmental qualities etc. However, it is envisaged that the Country Park provision in this Local Plan will be focused in Saffron Walden with a commitment to secure a site at a later stage in the southernmost part of the district whilst securing generous amounts of open space as part of the strategic developments. At Takeley and Great Dunmow these spaces will be more than sufficient for the level of growth proposed. A longer term ambition for an even larger park will be retained for consideration in the next plan and beyond.
NDLP1072	Ms Sarah Hodgson	secretary: FWAG, area representative and member: EBA, Flitch Way			Flitch Way	Challenges whether the Flitch Way proposals will be taken forward seriously including the need to link into the wider network particularly into Dunmow town centre for which the respondent makes suggestions. There is a need for an agreed and	The Flitch Way is recognised in the GBIS as a strategic route but which would benefit from a review of its condition, linkages, usage , nature value etc. The council worked with consultants to undertake initial proposals and will explore

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
		Action Group, Essex Bridleways Association, Uttlesford Resident (the form doesn't allow me to submit comments both on behalf of an organisation and as an individual				considered plan to take forward proposals to improve the overall functionality of this route	how to take these forward to develop a programme of works to be agreed and consulted with interested parties and local organisations and which would be funded in part through development proposals.
NDLP1519 NDLP420 NDLP1608 NDLP1609	Natural England Mr Andy Dodsley Anglian Water Anglian Water				GBIS standards and multifunctionality	Different types of designated open space have different criteria and standards. Support for the GBIS 'Opportunities' that will strengthen the nature network and act as part of the county-wide nature recovery strategy particularly in the areas associated with the Rivers Roding and Chelmer, and Flitch Way and its inclusion in the South Area Strategy. Support for the GBIS 'Opportunities' that will strengthen the nature network and act as part of the county-wide nature recovery strategy particularly in the areas associated with the Rivers Roding and Chelmer, and Flitch Way , and welcomes inclusion in the Strategy for South Uttlesford. Encourages a joined-up approach to green and blue infrastructure and links to the Local Nature Recovery Strategy priority areas (to be published from March 2025) and hence can reinforce biodiversity net gain, alongside surface water management. Multifunctional benefits and access to GBI should be considered in line with the Government's Environmental Improvement Plan. Respondents welcome the development of a design checklist for Green and Blue Infrastructure and for major developments to include a GBI plan with stewardship. This should include Natural England's GI Design Guidelines which provide details on good GI design, linked to the ten characteristics of well-designed places set out in the National Model Design Code and the National design guide. The GBI Plan must set out clear, measurable targets for improving the quantity and quality of GI provision in Uttlesford and provide additional detail for specific projects that will be delivered and funded. Relevant standards should be applied locally and directly referenced in policies and design codes. Hatfield Forest is not a country park but does have SSSI and NNI status and could be described as 'semi-natural open space'. The GBI Master Plan's stewardship arrangements should cover 30 years and require an appropriate endowment . Biodiversity offset arrangements should be covered in policy as relevant . More detail is needed on the welcomed country park proposals which should also comply with SANG guidelines. Overall proposals should ensure access to open space within 15-20 minutes of neighbourhoods relating to size, proximity,	Comments are supportive, detailed, highly pertinent and helpful to ensuring an effective GI strategy, stewardship, tree cover and effective multifunctional use of open space. They will be used to refine policy, site guidance and as the GBIS is reviewed and will be taken on board in the Regulation 19 Plan, working in association with Natural England. The role of the GBIS is to try to provide the integration of proposals that benefit public access to local space, biodiversity, water management, health and wellbeing etc. It links with the county nature plan and LNRS recovery proposals where the District Council is working with the County. It will provide a framework for new projects and potential initiatives deriving from development proposals. The South Area Strategy adopts the recommendations in the GBIS and requires compliance through the policies that will progress the implementation of development and key strategic sites which together will help to implement the GBI Strategy, and link into the LNRS. The feasibility study into the creation of a country park and need for SANG assessment has informed amendments to the Master Plans for the strategic sites.

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						capacity and quality of open space, and linking active travel, carbon emissions and green infrastructure. Targets for tree canopy cover should be set from a tree survey baseline using the NE urban tree canopy cover standard which is part of the NE GI Framework. The local plan's policy on tree cover is welcomed but need to require more detail on diversity of habitats, multi-functional design etc. Projects for tree planting and improvements to Flitch Way need to be detailed to ascertain how they are to be funded and delivered, including in relation to Hatfield Forest.	
NDLP1581	David Perry				Great Dunmow	The Town Council has undertaken new woodland planting south of Great Dunmow and encourages biodiversity both planting along grass verge and access to Flitch Way and the PRO network. Management of grass verges should be in accordance with Natural England biodiversity principles	Notes the suggestions for biodiverse planting and to explore the integration of the Town Council planting. The GBIS provides opportunity to develop these themes and to incorporate them in policy. The proposed amendments to strategic development at Great Dunmow will substantially reduce the area proposed for development and greatly increase the areas proposed as open space/ woodland/country park, thus greatly improving the GI aspects of the development and reducing any impact of development on the landscape and heritage setting of the area.
NDLP3705	Newport Parish Council	Newport Parish Council			Harcamlow Way	Existing and attractive Harcamlow Way will be punctured by a road which is contrary to the aspiration to use the route as a green corridor	The route of the Harcamlow Way in relation to the development proposals will be respected to ensure it is protected and enhanced as the master plans and other site proposals are reviewed for Regulation 19 .
NDLP2677	National Trust				National Trust	Notes that the Local Plan does not refer to the NT Open Space Update Report or the two evidence reports commissioned from Footprint Ecology. NT welcomes engagement on the subsequent stage of the GBIS and the strategic opportune but recommends such as the Country Park to help alleviate pressure in Hatfield Forest and which needs to be delivered early in the Plan period. The countryside park east of Saffron Walden should be developed according to SANG criteria as should the provision of other green space designed to complement new housing areas. The National Trust recommends that a monitoring strategy is prepared to monitor quantity and quality of new open space delivered during the local plan period. The Flitch Way Country Park is a linear 15-mile multi-user trail from Braintree to Bishops Stortford which passes along the boundary of Hatfield Forest. Recommendations made to improve and enhance the Flitch Way and facilitate access by non-motorized modes of transport to and from the Forest could assist with increased visits to Hatfield Forest. Any proposals will need to assess the recreational impacts that these could have on Hatfield Forest.	The role of the National Trust as a major stakeholder in the ownership and management of green open space heritage across the District is fully recognised, and that it seeks engagement in the next stages of the implementation of the GBIS. The council has commissioned a feasibility study into the creation of country parks to include SANG assessments. The feasibility study will be completed for the Regulation 19 stage and will include an assessment of the landscape heritage, biodiversity and nature value of the site as well as how measures can be put in place for it to function again as a designated country park to comply with Natural England standards and criteria around access, visitor facilities, catchment population, environmental qualities etc. Discussions on the deliverability of the Country Parks will establish the timescale for implementation. †The Flitch Way is recognised in the GBIS as a strategic route but which would benefit from a review of its condition, linkages, usage, nature value etc. The council worked with consultants to undertake initial proposals

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>The National Trust welcomes the acknowledgement of the recreational pressures at Hatfield Forest and the recommendation for support for the conservation of Hatfield Forest. Greater reference should be made to the findings and recommendations in the Footprint Ecology visitor surveys and impact management report, the Strategic Access Management and Monitoring Strategy (Hatfield Forest Mitigation Strategy) and the agreed Zone of Influence (11.1km). The Trust strongly agrees that the provision of suitable alternative natural greenspaces (SANGs) must form part of the strategy for mitigating the recreational impacts of new residential development on Hatfield Forest. To be effective these should be delivered early in the plan period, prior to the occupation of any significant number of new dwellings. The Trust agrees that the ongoing monitoring and management of visitors to Hatfield Forest is essential and as set out in the Hatfield Forest Mitigation Strategy. Financial contributions from new developments towards this, in accordance with the Strategy and local plan policy will assist. The National Trust would welcome the provision of a new country park at Easton Park, located within the Hatfield Forest Zone of Influence and with the potential to significantly address recreational pressure on the Forest by delivering new public open space of a sizeable scale which could offer a range of facilities and opportunities. However, it is unclear how this would be delivered and is not proposed as an allocated site in the South Uttlesford Area Strategy. The National Trust considers that the current draft Local Plan does not adequately plan for the early provision of new public open space to reduce the recreational pressures on Hatfield Forest. A large, new public open space, such as a country park, must be planned for, as a minimum, close enough to Hatfield Forest, preferably within the Zone of Influence, to divert pressure away from the Forest. It would need to be of sufficient size to provide adequate dog walking space, and other increasingly popular recreational activities such as running and mountain biking, along with basic visitor facilities. Attractive in its own right in landscape terms it would provide for a range of habitats and biodiversity.</p>	<p>and is exploring how to take these forward to develop a programme of works to be agreed with interested parties including the National Trust and local organisations and which would be funded in part through development proposals. The Open Space Update Report and the two evidence reports commissioned from Footprint Ecology will be used to help inform any policy or supporting statement amendments for the Regulation 19 plan.</p>
NDLP1646	Wimbish Parish Council				Rowney Woods-new proposal	<p>Suggested incorporation for consideration Rowney Woods with the Carver Barracks area of c 500 acres that could serve as a country park for the north of the District. It would enable more woodland planting as part of the proposed strategic woodland initiative between Hatfield Forest and Thaxted and incorporate the Harcamlow Way. The parish council would be happy to assist the District council in exploring such a project.</p>	<p>The GBIS sets out a framework for improving the green infrastructure across the district and ideas such as that proposed by the parish council would help to deliver wider objectives. The proposed use of these lands for a country park was not included in the draft Regulation 18 Plan but parkland can be considered as an opportunity to support large scale development proposals where a significant amount of green space is required, subject to land owners'</p>

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
							willingness to participate. There are potential links to the LNRS network and wider woodland planting initiatives. The Regulation 19 plan GBIS policy can be reviewed to see if it can be made flexible to allow for such new suggestions where they meet the overall objectives of the GBIS. The assistance of the parish council is noted and welcomed.
NDLP883	Theresa Egan				Support	Overall support for the GBIS Opportunity 8 and for the proposed creation of a Country Park at Easton Park which helps to meet the Plan's meet Strategic Objective SO1 , SO2, SO3, SO5, and SO6 . Several respondents provide descriptions of the salient points in the history of Easton Park and a plea to restore it to its public use and in line with the Countess of Warwick's wishes. Supports the the opportunity to recreate a historic landscape and integrate historic features and buildings, and protect heritage assets including The Gardens of Easton Lodge (Grade II Registered Gardens), Brook End Stables (Non-Designated Heritage Assets), and Little Easton Conservation Area (Little Easton Manor and Grade I listed church) providing opportunity for the re-establishment of the historic landscape character of the parkland. It will also give opportunity to enhance biodiversity, to address public open space deficiencies and to provide an alternative to Hatfield Forest. As well as the potential strategic function within the County's Nature Recovery Strategy Great Easton Country Park provides opportunity to extend woodland, linking to existing and ancient woodland and connecting habitats with accessible links to Great Dunmow, the Saffron and Harcamlow long distance	Note and welcome the considerable underlying support for the GBIS in general. Work is ongoing to assess the outline feasibility of the proposals and will include an assessment of the landscape heritage, biodiversity and nature value of sites as well as how measures can be put in place for it to function as a designated country park to comply with Natural England standards and criteria around access, visitor facilities, catchment population, environmental qualities etc. However, it is envisaged that the Country Park provision in this Local Plan will be focused at Saffron Walden with Takeley and Great Dunmow accommodating generous amounts of open space to help relieve the pressure on Hatfield Forest. Whilst these will be more than sufficient for the level of growth proposed, a longer term ambition for a more formal country park will still be retained for consideration in the next plan period.
NDLP2090	Lauren Burgess					footpaths and the Flitch	
NDLP3134, repeats NDLP3141	Stop Easton Park					Way. Mention should be made in the supporting	
NDLP954	Sarah Brewin					statement in para 9.150 of the heritage and landscape features of the Easton parklands between Stansted airport and Little Easton that reflect the relative altitude of this plateau, the 'Essex Heights', its previous role as part of the Essex Forest that extended from Epping Forest to Thaxted and the former use as a WWII airfield. It would relieve visitor pressure on Hatfield Forest and address pressure on public open space from the expansion of Great Dunmow, Takeley and the 1200 homes consent at Great Easton. It will also meet the vision of SEP (Save Easton Park).	
NDLP1760	Mr Bob Brooker						
NDLP183	Jonathan Fox						
NDLP212	Mars Lisa Smith						
NDLP245	Oriel Gordon						
NDLP276	Alastair Farr						
NDLP415	Mark Lewis						
NDLP418	Mr Andy Dodsley						
NDLP419	Mr Andy Dodsley						
NDLP421	Mr Andy Dodsley						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP422	Mr Andy Dodsley						
NDLP423	Mr Andy Dodsley						
NDLP424	Mr Andy Dodsley						
NDLP425	Mr Andy Dodsley						
NDLP426	Mr Andy Dodsley						
NDLP475	Simon Gardner						
NDLP720	Kim Crow						
NDLP1113	Maggie Stevens						
NDLP510	Chris Brooks						
NDLP646	Andrew Wise						
NDLP1508	Rosemary Drew						
NDLP1554	Stephen Dutton						
NDLP1507	Stephen Dutton						
NDLP438	Mr Bruce Drew						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP477	Jo May						
NDLP792	Stuart Gilbert						
NDLP1778	Stephanie de Howes						
NDLP3135	Jeremy Toynbee						
	Stop Easton Park						
NDLP1478	Environment Agency				Water management	Proposals for the country park should have more focus on water and flood management. This would include biodiversity enhancement such as wetland creation. The response cites various SUDs criteria that should be applied and references the condition of rivers in the area that should be covered in consideration of water quality.	The management and consideration of multiple benefits of water are key concerns in the local plan. The respondent's comments will be considered in the context of the overall water management and water quality impact, acknowledging crossover with the GBIS.

Table 25: Landscape Sensitivity Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2344	Richard Haynes				Methodology	Two representations have expressed concern relating to the methodology used in the landscape sensitivity assessment. This includes the approach to the assessment parcels and how they relate to the proposed site allocations and the apparent lack of views in the assessment process. They explain that some have been considered whilst others disregarded, e.g. on Landscape sensitivities. There view is that the parcels around different settlements were often too broadly drawn to consider landscape harm. The general assessment was often irrelevant when considering specific sites given the variety in sensitivity within different parcel parts. They use Takeley (parcel TPG1) as an example and the areas around Prior's Green and Smith's Green and Prior's Wood being completely different but being assessed as one. They put the failure done to the report lacking an analysis into views. They consider the report should be a visual impact assessment and note it was raised as an issue previously. The	The landscape sensitivity evidence has been undertaken in compliance with the NPPF, guidance and completed by appropriately qualified landscape architects. In the limitations section of the report it states '1.21 It [the landscape sensitivity report] should not be interpreted as a definitive statement on the suitability of certain locations for a particular development. It is not a replacement for detailed studies for specific siting and design and all developments will need to be assessed on their individual merits. 1.22 The study is based on an assessment of landscape character using carefully defined criteria. Landscape sensitivity is the result of a complex interplay of often unequally weighted variables (or 'criteria'). We have sought to address this issue in our summary of overall landscape sensitivity given for each assessment area (or 'parcel') – which considers how the criteria-based assessments
NDLP2555	Geoff Bagnall						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						outcome they say is that the proposed allocations are made without proper assessment of the impact the development would have in the most sensitive rural areas of the district.	combine to give an overall sensitivity result for the different development types under consideration. The assessments are based on professional judgement, taking account of the interplay between criteria, as well as those which might be more important to the landscape character of the parcel.' The study also considers the visual character of the landscape for each parcel. This includes a consideration of visual prominence, extent of openness or enclosure in the landscape (due to landform or land cover), the degree of intervisibility with the surrounding landscape (i.e. the extent to which potential development would be visible). Visually prominent landscapes are likely to be more sensitive to development than those which are more hidden or less widely visible. The study also considers whether the landscape forms a visually distinctive skyline or an important undeveloped skyline. Prominent and distinctive and/or undeveloped skylines, or skylines with important landmark features, are likely to be more sensitive to development because new buildings/structures may detract from these skylines as features in the landscape. As a strategic study, the LSA does not consider the potential effects on the visual amenity of specific groups of people at different locations (e.g. the views of walkers at a promoted viewpoint, or the private views of residents from their homes). These are issues that would be considered when individual proposals are put forward and addressed as part of a more detailed Landscape and Visual Appraisal (LVIA) submitted with a planning application. The Council has used this report in conjunction with all other evidence bases prepared in support of developing the Local Plan to reach a balanced judgement on which are the most sustainable sites for development. Individual site specific aspects are considered further both working towards the Reg 19 stage and later at the planning application stage.

Table 26: Landscape Character Assessment

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1715	Thaxted Parish Council	Thaxted Parish Council			Landscape character assessment	It is suggested that the updated Landscape Work commissioned by UDC is more 'broad brush' than detailed work already undertaken by Thaxted for the Neighbourhood Plan. It is further suggested that the	The Council is satisfied the evidence supporting the emerging LP is fit for purpose, although some of the evidence will be updated to inform the Reg 19 Plan. It is noted that the submission

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1319 NDLP1333	Su Morgan jAMES Redgwell				objection - Thaxted specific	site proposal does not demonstrate how it will comply with the processed policy to protect and enhance views to the historic core of the village and that views of the church should be maximised. Two further comments add that the evidence is out of date and should use the Thaxted NP landscape evidence.	acknowledges that the proposed site allocation policy includes the requirement to protect the important landscape views including the views of the church and the Council is satisfied the proposal will be able to achieve this. It is important to understand that the Local Plan sets the strategic policy framework for the district for which Neighbourhood Plans need to be in conformity with and in some instances, it may be that the Local Plan will supersede any existing Neighbourhood Plans. However, in this case, for reasons set out in relation to the Thaxted proposals, it is recommended that strategic development does not come forward at Thaxted and the proposals included in the Reg 18 plan are removed.
NDLP1524	Natural England				Landscape character assessment support	Natural England are pleased that the draft plan is supported by a recent Landscape Character Assessment (LCA) to reflect an accurate, current landscape baseline. They infer compliance with Paragraph 174 of the NPPF and welcome the cross-referencing with Natural England's Nation Character Areas in the LCA and the detailed assessment of local character areas. These should be referenced in the design of new allocations and they would recommend the Council reviewing their guidance on an approach to landscape sensitivity in considering what the landscape sensitivity evidence needs might be to inform spatial planning and site allocations.	Comments and support are noted. The guidance will be considered and integrated into the next iteration of the Reg 19 Plan.
NDLP994	Great Easton and Tilty Parish Council	Clerk/Responsible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Visual impact of development	No analysis done on the effect of development on views and the visual impact of development generally.	The landscape evidence base, alongside all other evidence base prepared to support the Local Plan, has been used to inform the proposed allocations and policies. This has included the site requirements and masterplanning of proposed allocations, which includes vistas and important views of landscape and heritage assets. Further work is being undertaken for Regulation 19 to help shape this further.

Table 27: Heritage Study

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1716 NDLP2343	Thaxted Parish Council Richard Haynes	Thaxted Parish Council			Heritage Assessments	Some respondents have questioned the weight given in the Oxford Archaeology report commissioned by UDC to the impact on the heritage and countryside setting as a result of development of certain sites, Thaxted and Little Canfield in	UDC believes it has included and referred to the appropriate evidence base for the development of this plan. However, further work has been undertaken to inform the Reg 19 plan and a number of wider changes are being proposed. For example, strategic development at Thaxted is no longer included in the Plan and

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2554	Geoff Bagnall					particular. Other respondents question compliance with NPPF para. 199-202.	development proposed at Takeley has been amended significantly to ensure there is no development close to the historic asset.
NDLP3185	Phoenix Life Limited and Mulberry S						
NDLP1379	Historic England	Historic Environment Planning Adviser, East of England Historic England			Heritage Assessments in relation to Local Plan Allocations	Claim that the supporting evidence understates the harm to the heritage setting of Church End, Great Dunmow, and North East Takeley. Recommendation to undertake HIA's for all sites. Lack of consistent use of site reference numbers and letters.	UDC believes it has included and referred to the appropriate evidence base for the development of this plan. However more detailed HIA's will be undertaken for these sites and the wider evidence will also be updated more generally.
NDLP968	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	stacey Rawlings		Omission of Great Chesterford	It is suggested that by not assessing potential development sites at Great Chesterford from a heritage perspective, the Council have missed an opportunity to plan effectively.	There are no sites available at Great Chesterford at the current time. Several sites were assessed (albeit not for heritage) and found to be either unavailable or undeliverable. The potential for larger (garden community) scale development will be considered more effectively in the context of the next plan that will need to be adopted by 2031/31. This timing will also enable more effective consideration of the implications and relationship with Cambridge that is currently unable to progress its plan.
NDLP440	Jo May				Over-development	The importance of the historic environment in Uttlesford is raised and the suggestion that there should be no more new houses planned for.	UDC is committed to providing new housing in sustainable locations to provide for existing and new residents, in line with government national policy and legal requirements. Not planning for an appropriate level of housing does not restrict housing growth, it simply provides an opportunity for speculative and less well planned, and likely to be more harmful development to come forward, that has been the case in recent years where Uttlesford has not had an up to date plan or land supply. However, we are keenly aware of the historic context and have selected sites for potential development that are in sustainable locations and are expansions of pre-existing settlements.

Table 28: Duty to Cooperate Paper

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1994	Home Builders Federation				DTC and housing needs	Five representations were received on the duty to co-operate (DtC) and housing need topic. One of these was pleased to see DtC discussions have started with some of the relevant organisations as part of the evidence base for the Local Plan. However, it noted that a number of these meetings	The Council is satisfied that it has met the Duty to Cooperate and sets full details out in its DtC Topic Paper. The work is ongoing through preparation of the Reg 19 Local Plan. An update to the DtC report will be published at that time and any forthcoming SOCG will be

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1998	Home Builders Federation					happened in 2020 and that they do not appear to have progressed as identified in the Councils Duty to Co-Operate Topic Paper, October 2023. Strongly advise that discussions resume.	published to the Council's website prior to that and at the Reg 19 Stage. However, the Council has engaged with all relevant DTC bodies in the run up to the Reg 18, including with Neighbouring Authorities and none have asked UDC to continue to their own housing need at the current time. The matter of housing is discussed more in relation to Core Policy 2.
NDLP3275	Weston Homes Plc						
NDLP3353	Gladman						
NDLP3983	Hawridge Strategic Land						
NDLP1132	Rob Snowling	Director Pigeon Investment Management Ltd	Sophie Pain				
						<p>The Home Builders Federation (HBF) recognise that the Government propose to remove the DtC but until then the duty remains to consider strategic and cross boundary issues. They explain one of those key challenges facing the south of England is the unmet housing needs that have arisen due to constraints, such as the Metropolitan Green Belt. They believe the Council needs to work closely with its neighbouring LPAs to ascertain whether there are unmet needs in those areas but also to consider whether the plan should increase supply to address London's growing unmet needs. The HBF suggest that without considering this it risks the plans legal compliance and should at least consider and appraise reasonable alternatives, including a housing requirement that is substantially above the current requirement.</p> <p>A couple of others echo the HBF rep by expressing the importance of the Councils ongoing engagement with neighbouring authorities on housing need and supply to ensure the Plan is legally compliant and positively prepared and another refers to relevant organisations.</p> <p>Another representation highlights some wording in the DTC topic paper in Table 1 around housing and neighbouring LPAs local plan timetables and the SOCG appended to the report. They suggest that the wording is contradictory in the reports and that 'An Authority being able to meet its own needs (which [the respondent] currently does not believe the Consultation Plan achieves) does not therefore mean it should not help meet any wider unmet need...'. Furthermore, they suggest there has been insufficient cooperation between neighbouring authorities. They highlight the missing SOCG with some of the neighbouring authorities and this demonstrates a plan consultation that has not been positively prepared nor meets statutory requirements of the Duty. They express that Uttlesford is unconstrained and it should be actively looking to help address regional unmet housing need.</p> <p>Another rep gave the example of the outcome of the 2020 Sevenoaks District Council Local Plan examination and subsequent Judicial Review, stating it was concluded that if a Council fails to satisfactorily discharge its Duty to Cooperate, this cannot be rectified through modifications and an</p>	

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
						<p>Inspector must recommend non-adoption of the Plan. They go on to recognise that the DtC is a process of ongoing engagement and collaboration and that it is intended to produce effective policies on cross-boundary strategic matters. They reference planning guidance on SoCG and state these should provide a written record of the progress made by the strategic planning authorities during the process of planning for strategic cross-boundary matters and will need to demonstrate the measures local authorities have taken to ensure cross boundary matters have been considered and what actions are required to ensure issues are proactively dealt with e.g. unmet housing needs.</p> <p>A rep refers to growth in Greater Cambridge in economic and housing terms, reflecting that this is all within a severely water stressed area, where the Environment Agency are presently objecting to any major planning applications which cannot demonstrate that the deterioration of waterbodies will be avoided. They are therefore, encouraged to see the emerging Local Plan refer to the fact that it must be prepared mindful of the need to deliver new homes to support jobs and economic growth in Greater Cambridge, mindful that a new Cambridge South Station will soon open that is very well linked to Uttlesford. Therefore, up-to-date conversations should resume as soon as possible, unless forthcoming changes to national planning policy suggest alternative means of engagement with other neighbouring authorities.</p>	
NDLP1818	Essex County Council				ECC representation	<p>Comment from ECC highlighting their willingness and need for cooperation throughout the preparation of the plan, they particularly highlight that the plan should deliver economic benefits for the existing and future population and that infrastructure requirements for developers are clear from the outset. They also highlight the responsibilities to consult ECC as the: Lead highway and transport authority, Mineral and Waste Planning Authority and the lead authority for education.</p>	<p>Noted. Uttlesford is committed and will ensure continued engagement with ECC throughout the Local Plan process especially on the matters listed.</p>

Appendix 4: Regulation 18 Comment Summaries and Responses

Misc

July 2024

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Table 1: Formatting or Typos

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP3575	Ashdon Neighbourhood Plan Steering				5.12 Country Park location	Comment stating that there are inconsistencies with the location of the country park around Saffron Walden.	Noted. This is made clearer in the Reg 19 version of the Plan
NDLP1415 NDLP1392	English Heritage Historic England	Historic Environment Planning Adviser, East of England Historic England			Adopted Policies map issues	Comment from English Heritage and Natural England stating that there is an issue regarding the adopted policies map regarding policies 'ENV8 Other Landscape Elements of Importance for Nature Conservation'	Noted. This is not a consideration on the regulation 18 draft of the local plan but it will be considered when drafting the policies map for the updated plan
NDLP1836	Essex County Council				Appendices location	Recommendation that the 'Site Development Templates' are turned into 'Site Allocation Policies' in the submission plan and that they form part of the main document rather than an appendix, showing their full weight.	Noted. The detail set out in the Appendix are 'policy' details and carry full weight – so it is purely a presentational matter. Presenting the Development Templates in a separate Appendix makes them more accessible (easier to review details/ maps etc in parallel to the Plan main text). It also helps to keep the main body of the Plan more concise. This approach has received high level so praise from a range of key stakeholders where used elsewhere.
NDLP963	Catesby Estates Ltd (Stacey Rawlings)	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Document Formatting	Some responses identify minor inconsistencies in spelling and formatting of the draft Local Plan.	Noted. All inconsistencies identified will be reviewed and corrected as appropriate.
NDLP484	Mr Ken McDonald				Editing	Paragraph numbering is duplicated	Noted.
NDLP4212	Saffron Walden Town Council				Formatting	Formatting Error	Comments noted. Formatting error will be corrected

NDLP925	Allison Ward	Parish Clerk Great Canfield Parish Council			Formatting - Criterion iv development policy 1	Clarification of why 'and' is in place in criterion 4 of the policy and why it only applies to this point or all of them.	The Policy makes clear that all criteria should be considered.
NDLP3219	Weston Homes Plc				General comment - List of policies	Comment arguing the benefits of having a list of policies at the beginning of the plan for ease of cross referencing and understanding. The paragraphs and sub paragraphs within policies should be numbered/lettered for clarity.	Noted. Uttlesford will consider using a list of policy for ease of cross referencing, but don't believe in the need to number paragraphs within policy. .
NDLP2133	Jane Gray				General poor-quality mapping and numbering errors	General comments about the consistency and issues with the maps and numbering errors.	Noted. Uttlesford is committed to producing clear high-quality mapping and document production. A high-quality version will be produced for the Reg 19 version.
NDLP534	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Glossary - Windfall Site	Suggests including terms	The term Windfall Sites is explained in the Plan Glossary
NDLP535	Mr Frank Woods	Deputy Chair Keep Clavering Rural			Glossary - Strategic/Non Strategic	Suggests explaining the terms 'strategic' and 'non-strategic' in the supporting Glossary of the draft Local Plan.	The supporting Glossary aims to provide accessible explanations for acronyms and technical terminology used within the draft Plan. Definitions for strategic allocations and non- strategic allocations are explained in page 37 of the draft Local Plan, which notes that strategic allocations made within the Plan are defined as sites of 100 or more dwellings and non-strategic allocations are sites of 99 or fewer dwellings) that may be included in the final version of this Plan and/or that are identified through Neighbourhood Plans.
NDLP959	Great Easton and Tilty Parish Council	Clerk/Respon sible Financial Officer Great Easton and Tilty Parish Council	Kate Rixson		Incorrect Naming of Duton Hill	Comment stating Dutton Hill has be named incorrectly throughout the plan and it should be classified as a village in the plan as it is part of the 'open countryside' in the current draft.	Noted the naming of the village will be corrected and the village and its facilities will be taken account in the updated settlement hierarchy.
NDLP633	Matt Brewer	Director Urbanspace Planning Ltd	Matt Brewer		Policies Map	Supports existing and proposed employment allocations to be included as part of the Policies Map.	Noted. The Council is committed to produce a Policies Map to illustrate geographically the application of policies in the plan as part of the Submission Plan (Regulation 19).
NDLP4054	Saffron Walden Town Council				Policy numbering issues	Number of comments stating that the numbering of policies is incorrect in some parts of appendix 1.	Noted. This will be corrected for the regulation 19 plan
NDLP4051	Saffron Walden Town Council						
NDLP4049	Saffron Walden						

	Town Council						
NDLP4033	Saffron Walden Town Council						
NDLP767	Virginia Barlow				Policy Wording - Flitch Way	Suggests Flitch Way to be described as 'Flitch Way Country Park' in the draft Local Plan	Noted. Consideration will be given to this matter.
NDLP3789	Mr Neil Reeve				Policy wording improvements	Comment suggesting a consistency in wording throughout the policies as the wording is used fairly interchangeably, they also suggest that this would aid clarity throughout the plan.	Noted. Depending on the policy context and objectives, specific wording is used.
NDLP804	Linda Steer				Saved Local Plan Policy	Concern is raised that policies in the saved Local Plan 2005, as referenced in Appendix 1 of the Regulation 18 Plan, were not viewable as part of the consultation documents.	All saved policies referenced in Appendix 1 are in the current Local Plan 2005, publicly available on: https://www.uttlesford.gov.uk/local-plan-2005
NDLP1663	Antony Wordsworth				Site Development Template Illegibility	Comments stating the Site Development Template for Thaxted is illegible and existing roads cannot be seen. The colouring is not to scale with the legend and the roads have not been identified.	Comments have been noted and will be reflected in the updated site development templates.
NDLP1671	Anne Wordsworth						
NDLP306	Sally Taylor	Councillor Birchanger Parish Council			Typos	A number of comments that highlight typos within the Local Plan Documentation: - Para 11.58 refers to CP62 but it should be CP61. - Page 203 10.25 'circumstances4' - Page 203 11.88 'females27' - Page 203 footnote 100 should refer to the UDC Health and Wellbeing Strategy 2023-28 - Tables 8.1 and 8.2 the village of Dutton Hill is referred to as Dutton Green - Page 105 8.24/25 Paragraph is carried over, 8.24 ends 'Diversification and 8.25 starts 'proposals' Page 207 - Table 11.1 add footnote to open space study. - Figure 11.1 'countries' should read 'counties' - Inconsistencies with the spelling of Bishop's Stortford throughout the plan - Final sentence at 6.6 needs to be clarified as there is a typo in the text.	Noted. These will all be corrected for the regulation 19 plan. The draft Local Plan will be subject to the District Council's quality assurance process prior to submission.
NDLP3809	Mr Neil Reeve						
NDLP4183	Saffron Walden Town Council						
NDLP4215	Saffron Walden Town Council						

NDLP4021	Saffron Walden Town Council						
NDLP4217	Saffron Walden Town Council						
NDLP3679	Newport Parish Council						
NDLP956	Great Easton and Tilty Parish Council						
NDLP96	Lois Prior						

Table2 : Comms

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP512 NDLP1567 NDLP1036 NDLP879 NDLP1101 NDLP1405 NDLP1393 NDLP1936 NDLP2133 NDLP2133 NDLP751	Jane Wilson David Perry Mark Bulling Kenneth Jones Richard Hughes Irene Lea mr Roy Pike mr Roy Pike Jane Gray Jane Gray David Adams				Comment complications	Multiple comments giving concern to the process around submitting the comments, particularly highlighting the difficulty of submitting a new comment form for each comment and the fact that social media accounts needed to be used to create an objective account.	Uttlesford apologises for the difficulties raised about the process of submitting comments at the consultation and will take the feedback onboard when preparing the regulation 19 consultation
NDLP1567 3	David Perry				Committed Development map	Comment requesting that their be a map showing all committed and allocated development which would give	Committed development is taken into account as part of the Housing Trajectory 2021-2041, which forms

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						residents a better sense of development occurring in their area.	part of the evidence base. This contains details of the committed development in the plan period and their respective parish. Mapping for these sites is available on our planning application portal where you can search for the respective commitments you would like to look at .
NDLP3892	Saffron Walden Town Council				Consideration on how we will respond to the comments.	Comment asking how responses to the consultation will be used and how the council will respond to them.	The Reg 18 consultation statement reports on how these comments have been considered in terms of the regulation 19 plan.
NDLP213	Jane Gray				consultation event timing	A comment stating that the consultation seemed designed to discourage participation. Evening hours on a weekday were chosen and advertising for the consultation was poor.	Noted, Uttlesford will consider this when organising future Local Plan events.
NDLP1408 NDLP1722	Mrs. Christine Tann Ann Burgess				Consultation timing	Comment raising issues about the timing of the consultation being so close to Christmas.	Uttlesford understands the concern about the timing of the consultation being so close to Christmas but Uttlesford has to stick to the timetable for the current plan-making system to which the Department of Levelling Up, Housing and New Communities have indicated that plans have to be submitted before the deadline of 30th June 2025 under the 'old system' to which Uttlesford are currently working with.
NDLP1341	Sarah Eley				difficulty engaging	Comment highlighting the difficulties regarding engagement of the Local Plan, especially for older residents.	Noted, Uttlesford will take this into account when preparing future consultations.
NDLP462 NDLP3200 NDLP2960	Mrs Margaret Hudson J Damany-Hosman Bryan Pinchback				document length	Comments stating that many of the documents are too complex to read properly and respond to.	Noted, Uttlesford will try to produce informative information to go alongside the Local Plan Documents and make them as user friendly as possible. These are technical documents that will guide future development in the district therefore a lot of information is required to justify the policies that the council puts in the Local Plan. Uttlesford will keep it as concise as possible for consultees to understand.
NDLP1398	Stephen Biddlecombe				engagement of residents nearby to new development	Comment asking the fact that residents nearby to new allocations should be notified about new development.	Uttlesford ensured that the consultation events were near to where the allocated sites were going to be.
NDLP1567	David Perry				Event Venue	Comment pointing out the inadequacies of the event in Great Dunmow, notably the small car park, small venue and the lack of District Councillors at the events.	The venues were chosen based on their proximity to the allocated sites and Uttlesford will take on board the feedback regarding District Councillors at the events.
NDLP2067	Stephen Jolly				GDPR Information sheet issues	A comment criticising the GDPR information sheet that was shown at the event in Little Canfield.	Uttlesford apologises for the error in this GDPR sheet and will ensure that this is rectified before the plan is submitted
NDLP1567	David Perry				Lack of face to face engagement.	Comment highlighting the lack of face to face engagement on the local plan and how this has excluded some sectors of the community.	Noted, Uttlesford is committed to effective engagement and will ensure this is reflected in the next consultation at regulation 19.

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NDLP1243	Mr Bill Critchley				Lack of knowledge from officers	Comment stating that officers weren't able to answer particular questions at the engagement events.	Noted, the local plan has been worked on by many officers and the particular ones referred to were speaking to may have not been working on the part of the plan you were asking. Uttlesford will ensure that officers are properly informed before attending the events in future.
NDLP834	Linda Steer				Lack of proper scrutiny before going to the public consultation stage.	A comment criticising the lack of transparency in a recent council meeting. Key documents, including the rationale behind land allocations, weren't available to relevant committees before the final full council meeting. This allegedly prevented proper discussion and informed decision-making. The council leader's explanation that the documents needed further work is questioned, as the information was seemingly used for earlier decisions in the draft plan. The lack of access to these documents before public consultation is seen as a violation of open and transparent governance.	The Council is content with its Governance process. There is of course a difference to what is seen publicly and what is seen in private and sometimes councillors may see draft material in private ahead of those documents being made public. This is common across local authorities and allows councils to strike a balance between ensuring the decision makers see information in a timely way, but also allows them to progress work quickly. Ultimately, the Council is satisfied that all relevant material was available at the relevant time to inform appropriate decision making.
NDLP1263 NDLP1264 NDLP3039 NDLP1972 NDLP1243 NDLP1567 NDLP2067	Julian Sayer Julian Sayer Susanne Chumbley Gill Gibson Mr Bill Critchley David Perry Stephen Jolly				Leaflet issues and delay in receiving	Noted, Comments highlighting the delay in receiving the Local Plan leaflet and issues within the brochure such as not receiving detailed mapping of the sites and various typos. Highlighting the poor engagement for the regulation 18 consultation.	Uttlesford has noted the issues regarding the timing of the leaflet reaching all residents in the timeframe allocated but residents should appreciate the leaflets were sent out by Royal Mail and it is out of the councils control to when they would be delivered by. Uttlesford will consider this when developing the engagement strategy for the next consultation. The leaflet was a high level overview of the development sites which contained development figures for each site and the key diagram which showed the geographic location of the sites. To see the detailed main development areas it would require looking at the site development templates, which forms part of the plan documents. The council believes that having these detailed maps aren't necessary for the template.
NDLP2067	Stephen Jolly				Local electorate considerations.	Comment demanding a parish poll be used in Takeley because of the 'mass urbanisation proposals' and that electors can trigger a poll using the Parish and Community meetings (Polls) Rules of 1987.	Local Plans go through 2 consultation periods at regulation 18 and 19, as per the statutory requirement. During these consultations Uttlesford aims to apply effective and interactive engagement
NDLP743	Christopher Muir				Passive consultation	Comment stating the impact of proposals on the community and how the local council have been poorly represented at meetings.	Local councillors form the key democratic framework that underpins the local plan process.
NDLP2067	Stephen Jolly				Record of comments made verbally for the local plan.	Comment requesting that the verbal comments provided at events be recorded in some way.	Uttlesford provided forms at the event to fill out when making comments and felt that was sufficient when

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NDLP753	David Adams				Reducing negative feedback	Comment implying that the difficulty to provide feedback was convenient for the planning department and implying that it was perposely designed to reduce negitave feedback.	Uttlesford has not tried to reduce negitave feedback through the consultation but the feedback relating to the difficulty to submit comments will be noted and taken into account when preparing the next consultation.
NDLP749	David Adams				Transport Evidence Removal	This comment argues that the missing transport statement is concerning. This document supposedly justifies the local plan's assumptions about transportation sustainability. Its absence raises doubts about the consultation process, information transparency, and the overall quality of the plan.	The council is content that the Transport Evidence that is referred to is available on our evidence base website : https://www.uttlesford.gov.uk/2023-Draft-Plan-Evidence-Base
NDLP549	Desiree Ashton	Advocacy & Campaigns Officer Uttlesford Foodbank			Uttlesford Citizens Advice - further engagement.	Comment from Uttlesford Citizens Advice, who are seeing a surge in demand for their services. This is putting a strain on their resources, space and infrastructure. They believe there's a growing need for charities in the district and would like to be more involved in discussions and planning consultations in the future	Uttlesford will engage with all stakeholders when necissary and through regulation 18 and 19 stakeholders will have an opporunitiy to respond to the councils proposals.
Page 594 NDLP3316	The North West Essex Consitue ncy Labour Party				Visual impressions	Requestion visual impressions for the 3 main settlements to allow a greater level of public scrutiniy and engagement on the allocated sites	Uttlesford will provide as much information as possible on the sites and consider the most effective method of public scrutiny and engagement on the allocated sites. Visual impressions of the sites is a good idea
NDLP1878 NDLP1987	Mr Jonathan Rochford Elizabeth Beckett				website difficulty	Issues raised on the difficulty navigating the webpages to access the local plan	Uttlesford will take onboard feedback regarding difficulties navigating the website and issues with the document and will ensure these are rectified.