

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						
	Harlow Agricultural Merchants Ltd						
NDLP3774	Belinda Challenger						
NDLP3776	Belinda Challenger						
NDLP3804	N/A						

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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.

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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	Director Roebuck Land and Planning Ltd	Stacey Rawlings		Great Chesterford - Alternative Site	<p>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.</p> <p>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.</p> <p>Another landowner identified the potential for strategic growth in the area, again in proximity to Cambridgeshire and outlines the strategic potential for such development.</p>	<p>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.</p> <p>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.</p>
NDLP1035	Catesby Estates Ltd (Stacey Rawlings)		Stacey Rawlings				
NDLP919	Catesby Estates Ltd (Stacey Rawlings)		Stacey Rawlings				
	Catesby Estates Ltd (Stacey Rawlings)		Stacey Rawlings				
NDLP1026	Catesby Estates Ltd (Stacey Rawlings)		Stacey Rawlings				
NDLP926	Catesby Estates Ltd (Stacey Rawlings)		Stacey Rawlings				
	Abington Farms Limited		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	Director Urbanspace Planning Ltd	Matt Brewer		Great Chesterford - General Comments	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	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						
NDLP639	Matt Brewer						
NDLP1258	Louise Clydesdale						
NDLP2124	David Perry						
NDLP1540	Jane Waller						
NDLP1635	Michael Howarth						
NDLP1857	Mr Anthony Armon-Jones						

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NDLP1858	Mr Anthony Armon-Jones	Chairman Ickleton Society					
NDLP2017	Ickleton Parish Council						
NDLP2124	David Perry						
NDLP282	Ms Rachel Radford						
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 onto 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						
	Bob Goldsmith						
NDLP1160	Mr David Mayle						
NDLP1166	Dennis Prior						
NDLP2148							

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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						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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						
NDLP1776	Arthur Sier						
NDLP1498	Ann Sier						
NDLP1499	Dr Huw Steven Jenkins						
NDLP2141	Susan M Brown						
NDLP2289	Mr AJH and Mrs S Mullen						
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	<p>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.</p> <p>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.</p>	<p>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.</p>
	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						
NDLP1544	Pat Pleasance						
NDLP1775	Arthur Sier						
NDLP1776	Ann Sier						
NDLP1498	Littlebury Parish Council						
NDLP1499	Littlebury Parish Council						
NDLP1787	Dr Huw Steven Jenkins						
	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 Parish Council			Newport PC	<p>Newport PC provided a detailed response setting out a number of technical points relating to the proposed allocations. The comments included:</p> <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. • 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. • 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. • Water supply issues are not limited to South Cambridgeshire. 	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						
NDLP3655	Newport Parish Council						
	Newport Parish Council						
NDLP3649	Newport Parish Council						
NDLP3651	Newport Parish						

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NDLP3653	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. 	
	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	Bridleways Development Officer Essex Bridleways Association			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						
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. 	
	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. 	
NDLP2731	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. 	
NDLP149	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. 	
NDLP138	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. 	
NDLP173	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. 	
NDLP176	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. 	
NDLP182	Noel Clarken					<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 	
NDLP184	Jonathan Whitaker						
NDLP199	Anna Mawson						
NDLP172	John Howett						
NDLP645	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						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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						
	Mrs Jane Sharp						
	Nikki Sweeney						
NDLP320	Gillian Mulley						
NDLP686	Lynda and Paul Sando						
NDLP2528	Lands Improvement Holdings						
NDLP2280							
NDLP3864	Sewards End Parish Council						
	Hawridge Strategic Land						
NDLP3087							

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
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: 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	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						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP2729	Paula Griffiths					<p>District and has largest retail and service offer and functions as a 'key settlement'.</p> <p>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.</p>	
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	<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>	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 pubic 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	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.	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.
NDLP1394	Mr Roy Pike						
NDLP1763	Robert Bass						
NDLP1557	Paul Chinnock					It is suggested that the town centre needs a weight limit.	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

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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						
	Anna Mawson						
NDLP86	John Howett						

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP172	Lewis Elmes						
NDLP645	John London						
NDLP731	Bob Goldsmith						
NDLP321	Kelly Osborne						
NDLP1160	Mr and Mrs John and Gillian Broomfield						
NDLP350							
NDLP2938							
	The North West Essex Constituency La						
NDLP3318	The North West Essex Constituency La						
	Newport Parish Council						
NDLP3319	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 at 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

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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 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.	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.
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 sate 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 sate 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

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							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 tress 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.