

Appendix 4: Regulation 18 Comment Summaries and Responses

Chapter 6: South Uttlesford Area Strategy

July 2024

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**Table 1 Core Policy 10: South Uttlesford Area Strategy**

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

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

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

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

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

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

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NDLP2110	Lorraine Martin						
NDLP1900	Keith Yates						
NDLP2050	Mark and Louise Easton						
NDLP2078	Derek Blizzard						
NDLP2163A	Mark and Louise Easton						
NDLP2118	Charlie Bingham						
NDLP2110	William Tracey						
NDLP2118	William Tracey						
NDLP2171	Catherine Studd						
NDLP2302	Mike Studd						
NDLP2303	Martin North						
NDLP2304	Alan Wenman						
NDLP2305A	Stebbing Parish Council						
NDLP2306	Mrs Amanda Perry						
NDLP2480	Mrs Amanda Perry						
NDLP2599	Jane Wilson						
NDLP2843	Jane Wilson						
NDLP2846	Mrs Christina Cant						
NDLP515	Laura Balerdi						
NDLP517	Vic Ranger						
NDLP3067							
NDLP3352A							
NDLP1881							



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

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

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

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

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NDLP3335	Helen Stonham						
NDLP3989	Peter Stonham						
NDLP460	Hawridge Strategic Land						
NDLP443	Simon Roberts						
NDLP1349	Jennie Jones						
NDLP533	Brad Smith						
NDLP94	Mr Trevor Haynes						
NDLP118	Joanne Jeakins						
	Zanna Voysey						
NDLP370	Lois Sparkes				Great Dunmow - Infrastructure	Concerned over pressure on green and community infrastructure with recent unplanned growth.	The Plan is informed by a wide range of evidence including an Infrastructure Delivery Plan and this evidence has been updated to inform the Reg 19 Plan. The Plan and its proposals have been updated to reflect the consultation responses and updated evidence and the proposed allocation has been greatly improved, including with an improved and clearer policy (as set out in the Site Templates).
NDLP252	Robin Price					There is no mains gas or sewerage system and all properties north of Bigod's Lane currently have Klargest waste water systems and domestic heating oil. The mains water supply to Marks Farm complex of vet and residential is an agricultural supply with inadequate pressure.	
NDLP158	Lee Eynon						
NDLP104	Amy Supcik						
NDLP63-A	Catherine Charles						
NDLP267	Richard Burlend						
NDLP461	Fay Jupp						
NDLP991	Lisa Tanfield						
NDLP121	Mr Antony Johnson						
NDLP121	Mr Antony Johnson						
NDLP383	Stephen Pye						
NDLP1460	Michael Noble						
NDLP1461	Jacqueline Noble						
NDLP1255	Amy Cunningham						
NDLP1269	Kevin Babbage						
NDLP1277	S Cracknell						
NDLP1285	Robert Sheeley						

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



**Table 2 Core Policy 11: Stansted Airport**

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

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

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NDLP1083 NDLP269 NDLP1729	Colin Arnott  Jackie Deane John Welham  Hazel Taylor					villages to airport parking sites. The policy should also clearly promote sustainable transport and only permit additional surface parking within the airport if this is appropriately assessed. • Parish Council suggests the policy should be amended to include 'the provision of additional or replacement airport-related parking will be refused beyond the airport boundaries. • Policy should specifically exclude any expansion to a second airport runway and to support making 'best use' of the existing runway as confirmed in the Airport Inquiry in 2020. • Para 6.9, bullet 6 refers to 33 hectares of potential strategic employment space which threatens the long-established status quo of airport-related employment only on airport land and no non-airport activity and as a long-established policy should not be breached.	matter for Nationally Significant Infrastructure Projects and do not fall within the remit of the Local Plan. The Local Plan must also be supportive of appropriate economic growth in line with national policy. The Economic Needs Assessment makes it clear that employment growth is needed that relates both to and out-with the airport operations.
NDLP3089	Segro				Cargo Policy	The range and diversity of employment opportunities in relation to Stansted Airport is welcomed as are improvements to Parsonage Road that will help employees. The Adopted Local Plan (2005) and Policies Map identifies the SEGRO as located within the AIR2 Development Zone (Policy AIR2 – Cargo Handling / Aircraft Maintenance Area). The AIR2 Development Zone is recognised as a cargo handling / aircraft maintenance area which is “principally reserved for the repair, overhaul, maintenance and refurbishment of aircraft, and facilities associated with the transfer of freight between road vehicles and aircraft, or between aircraft”. However, the Regulation 18 Local Plan has replaced Policy AIR2 and with Core Policy 11 (London Stansted Airport) which provides an overarching Airport policy but makes no reference to the Site or its use as a cargo handling or aircraft maintenance development zone. SEGRO request that the Site is allocated for employment use (and on the future Policies Map), as well as cargo handling and aircraft maintenance. This is on the basis that the Site is no longer supported by the allocation of the AIR2 Development Zone. It is considered that this will provide flexibility for a range of logistics and employment uses to come forward in an area that will support economic growth.	The importance of providing for employment and the aircraft-related industries, logistics and cargo sectors is recognised. The policy wording will be reviewed along with the site allocation in the Regulation 19 draft and policies map.
NDLP852  NDLP2230  NDLP2297 NDLP3521  NDLP4019	Allison Ward  Much Hadham Parish Council  Deborah Bryce Takeley Neighbourhood Plan Steering  MAG London Stansted Airport	Parish Clerk High Easter Parish Council	Allison Ward		Noise and Nuisance	Concern that airflights pass over the parish slightly outside the recognised flight paths and create unwelcome noise nuisance, also over noise for sensitive uses especially during evening and nighttime hours. Policy should make clear that the Local Plan will support making 'best use' of the runway and allow airport-related activities only. The plan must include adequate policy to protect amenity from airport nuisance including noise, safety, night flights. Noise nuisance protections need to be in place including air safety. The policy should refer to the Stansted Airport Noise Action Plan in order to seek maximum reductions in noise. Concerned that the proposed location of sensitive uses such as the proposed secondary school, health and housing proposed in the CPZ which is affected by noise in parts. From MAG References to noise should be	The airport policy and noise policy will be reviewed to ensure that adequate safeguards are set out in the policies. Wording of this policy can be amended to include reference to the airport action plans on noise reduction.

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

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

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

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

**Table 3 Core Policy 12: Stansted Airport Countryside Protection Zone**

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



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

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

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

Comment ID	Full Name	Company / Organisation	Agent's Full Name	Agent Company / Organisation	Comment Category	Comment Summary	Officer Response
NDLP1487	Ian Shufflebotham					function to prevent growth and protect the local communities from expansion, protecting mature hedgerows and trees in a green open space rather than replanting which will decimate the wildlife and biodiversity. Brownfield land should be used as opposed to arable. Remaining woodland should remain within the CPZ and be afforded particular protection for biodiversity, wildlife and landscape views. Considers that the reduction in the Countryside Protection Zone would contradict the policy's aim to protect quality farmland. Concerned that the Council's stance on the airport may be weakening and allowing housing in the CPZ.	
NDLP1579	Andrew West						
NDLP1986	David Perry						
	Elizabeth Beckett						
NDLP2150	Ian Shufflebotham						
NDLP2175							
	Phillip Bodsworth						
NDLP2557	Can						
NDLP2612	Jackie Cheetham						
NDLP402							
NDLP4024	Louise Johnson						
NDLP1888	MAG London Stansted Airport Karen Quinn						
NDLP2024B	Little Canfield Parish Council				Flitch Way	Objects to what us considered to be " an almost total removal of the Countryside Protection Zone "and a change of use for the heritage Flitch Way.	It is not proposed to change the use of the Flitch Way as a piece of local heritage but to review its function from biodiversity, walking, heritage and landscape and recreational perspectives and to identify if and where improvements might be made. Any such proposal would be subject to public consultation and developers would be required to contribute.
NDLP1074	Howard Rolfe				Opposition to Local Plan	General opposition to the plan including the CPZ boundary change. Also objects to reduction of the Affordable Housing target, the level of housing proposed in Takeley and Saffron Walden, the lack of development of a new community, lack of an infrastructure plan and that development in Uttlesford is primarily developer led with no cohesion or strategic overview.	As above.  Wider comments addressed elsewhere in relation to CP10.
NDLP486	Mr Ken McDonald				Policy wording	Wording of supporting text needs explaining to make clear the justification for any change. The wording in the policy itself needs strengthening and less obtuse.	Noted. As above. The Plan is now supported by more detailed and updated evidence relating to the CPZ.
NDLP2269	Mr Kemp and Ms Shutes				Support	A number of comments express support for proposed amendment to the CPZ boundary, maintaining its original purpose and supporting the AI20 as an effective physical boundary to the north of Takeley/Prior's Green/Little Canfield. Agrees with boundary review and the release of certain land parcels from the CPZ to allow for new development proposals, such as employment land, to be considered for allocation rather than being retained as 'open countryside'. Considers this is sensible, especially in the context of	Noted.
NDLP3240	Weston Homes Plc						
NDLP3241	Weston Homes Plc						

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

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

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

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

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

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



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

NDLP310	Everett Sally Taylor					Takeley for fares. There should be connections from Stansted to the airport transport hub. The delivery of a sustainable link from Takeley to SA is supported by one major employer on the airport estate	
NDLP2563	Geoff Bagnall						
NDLP123	Mr Antony Johnson				Sustainable Transport	A number of respondents make comments relating to Public Transport. These include:	Core Policy 13 clearly highlights the sustainable transport measures that will be delivered within the South Uttlesford Area and the details regarding these interventions will be supported by the revised transport evidence to be produced prior to Reg. 19. This revised evidence will consider how existing bus services can be enhanced to support the growth proposals. Core Policy 26 provides more detail on the measures required in relation to sustainable transport and the Council is content that the measures outlined will provide robust policy provision to deliver mode shift through the delivery of sustainable transport measures. In particular:
NDLP164	Simon Ingman					<ul style="list-style-type: none"> <li>• unavailability of bus services in the area, where they are provided on new estates they often are using narrow estate roads. In order for the public transport proposals to work there needs to be increased frequency and residents require motivation to use PT.</li> <li>• There should be space for bikes on buses and future funding of bus services.</li> <li>• Cycle lanes along Cambridge road, lack of cycle routes along B1256,</li> <li>• support for a transport hub at Stansted, with other respondents saying there is no evidence that Stansted Airport can be used as a transport hub, The transport hub located on the employment land is in the wrong place.</li> <li>• Should be more car parking at rail stations. Cost of rail tickets from the airport are higher than other stations.</li> <li>• Stansted Mountfitchet station requires improvement, use of sustainable transport will not mitigate the impact and use of the car, no rail station in Takeley and buses are unreliable.</li> <li>• Need clarity on the location of the B1256 transport hub and it could complement the Landsec development.</li> <li>• What is a mobility hub/transport hub?</li> <li>• Why have the sites been located where they are – not near rail links?</li> </ul>	<ul style="list-style-type: none"> <li>• Directing development to the most sustainable locations which are either sustainable or can be made to be more sustainable will help to maximise opportunities for using public transport and deliver improvements where they are likely to be most effective – this also helps to make these services more viable and so protected for a longer period.</li> <li>• The provision of spaces on buses for cycles is a matter for bus operators, but the Plan does support improvements to cycle links and the provision of mobility hubs that can provide more secure for cycle storage.</li> <li>• Access to Stansted is discussed in relation to previous responses.</li> <li>• Relevant policies in different parts of the plan do make provision for various improvements at Rail Stations including for improved cycle storage.</li> <li>• A balance is needed for ensuring access to rail stations where they exist, but we are planning for the district as a whole and simply locating all development at railway stations wouldn't support communities in other parts of the district, that still have businesses that need to be supported, or communities/ residents who are seeking affordable housing (for example) and would simply facilitate out-commuting</li> <li>• The mobility hub is designed to facilitate easy access to cycling/ walking and public transport, for example providing good cycle links and improved cycle storage, whilst providing good access to buses, thus enabling people to either use buses to reach an employment site, or other people to cycle to the site and pick up a bus if they have a longer journey (for example).</li> </ul>
NDLP157	Helen helen						
NDLP384	Joanna Pratt						
NDLP487	Mr Ken McDonald						
NDLP1018	Catherine loveday						
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1247	Sam Ansell						
NDLP1302	Maureen Norman						
NDLP1236	Alan Bore						
NDLP1343	Sarah Eley						
NDLP1817	Mr Bill Critchley						
NDLP1804	Stansted MF Parish Council						

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

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

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

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

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

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

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

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

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



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

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

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

**Table 2: Core Policy 11: Stansted Airport**

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

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

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

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

NDLP816	Christine Coultrup					new)terminal facility; Paragraph 6.20 reference to the airport as a 'transport hub' should explicitly describe the airport as an international gateway, reflecting its primary air travel function. Needs to emphasise in this core policy a requirement to maximise possible reductions in noise through compliance with the Stansted Airport Noise Action Plan.	
NDLP850	Nicola Davies	Parish Clerk High Easter Parish Council					
NDLP903	Allison Ward	Parish Clerk Great Canfield Parish Council					
NDLP305	Allison Ward	Councillor Birchanger Parish Council					
NDLP306	Sally Taylor	Councillor Birchanger Parish Council					
NDLP1228	Sally Taylor						
NDLP1230	Simon Havers	President Bishop's Stortford Civic Federation					
NDLP1305	John Rhodes						
NDLP1311	Mr Quintus Benziger						
NDLP1312	Patricia Harrison						
NDLP1359	Colin Harrison						
NDLP1873	Mr Keith Vines Patrick Going						
NDLP1397	Richard Vallance						
NDLP1527	Mr Peter Turner	Clerk Sawbridgeworth Town Council					
NDLP1531	Silke Sheppard						
NDLP1562	Eileen Kay						
NDLP1596	Mr Richard Bowran						
NDLP1665	Antony Wordsworth						
NDLP1673	Anne Wordsworth						

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



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

**Table 3 Core Policy 12: Stansted Airport Countryside Protection Zone**

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

NDLP1144	Michael Marriage						
NDLP268	John Welham						
NDLP862	Linda Steer						
NDLP895	Janice Hughes						
NDLP302	Sally Taylor						
NDLP305	Sally Taylor						
NDLP306	Sally Taylor						
NDLP1310	Patricia Harrison						
NDLP1295	Great Hallingbury Parish Council						
NDLP1348	Peter Knight						
NDLP1242	Mr Bill Critchley						
NDLP1271	Maggie Sutton						
NDLP1209	Mrs Lucy Gibson						
NDLP1229	Mr David Gordon						
NDLP1304	John Rhodes						
NDLP1313	Mr Quintus Benziger						
NDLP1358	Colin Harrison						
NDLP1872	Mr Keith Vines						
NDLP1411	Patrick Going						
NDLP1429	Marie Goodey						
NDLP1528	Katie Rae						
NDLP1530	Mr Peter Turner						
NDLP1561	Silke Sheppard						
NDLP1595	Eileen Kay						
NDLP1664	Mr Richard Bowran						
NDLP1672	Antony Wordsworth						
NDLP1814	Anne Wordsworth						
NDLP2105							

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

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

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

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

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

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

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

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



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

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

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

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