

Local Plan Appendices

Contents

Appendices (Excluding Appendix 2-4 Site Development Templates)	2
Appendix 2: North Uttlesford Site Development Template	3
Appendix 3: South Uttlesford Site Development Template	7
Appendix 4: Stansted Mountfitchet and Elsenham Site Development Template	22

Appendices (Excluding Appendix 2-4 Site Development Templates)

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RDHK-5	Jackie Deane - Parish Clerk	On behalf of an Organisation	Takeley Parish Council	Appendix 1	This comment highlights the incorrect replacement of the existing policy for the Takeley Mobile Home Park in Appendix 1. The proposed reference to a Gypsy and Traveller Policy is deemed irrelevant. It is suggested that the 2005 Local Plan policy wording, which specifically protects the Mobile Home Park from redevelopment, be carried forward to a new policy in the Local Plan. This would ensure the continued protection of the site and its residents. Additionally, an inset map should be included to clearly define the boundaries of the park.	Noted. The council believes that marking the replacement policy as Core Policy 60 was a mistake and this will be amended so the existing policy will be saved as part of the submission Local Plan.
ANON-QNH5-RD1X-U	Rachael Donovan	On behalf of an Organisation	NHS Hertfordshire and West Essex	Appendix 10 - Clarity	Comment requesting more clarity on how much information proposals are required to submit to meet the needs of appendix 10/Core Policy 1	The Council is content that sufficient information has been supplied to support Core Policy 1 and 22. Policy wording shows clear standards.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Appendix 10 - Minimum 'detached' Standards	Comment highlighting that the minimum standards highlighted in table 2 are applicable to 'detached ' dwellings as well, they request that this be clarified	Noted. This will be added to the table on page 26 to provide clarity.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Appendix 10 - Technical Specification	Consider Including technical specification guidance produced to support delivery of Net Zero policy in Essex.	Noted. Appendix 10 highlights relevant information to assist Core Policy 22: Net Zero Operational Carbon Development. In the policy the technical guidance has also been referenced therefore it is not necessary to repeat in the policy text.
ANON-QNH5-RD4W-W	Sandra Green	On behalf of an Organisation	National Trust	Appendix 12	Comment requesting that the Zone of Influence Indicates that it is extends to 11.1km for additional clarity	Noted. This map will be updated to provide additional clarity
ANON-QNH5-RD1X-U	Rachael Donovan	On behalf of an Organisation	NHS Hertfordshire and West Essex	General SDT Requirements (Appendices)	The respondent requests the inclusion of wording to all site core requirements to adequately contribute to healthcare provision.	The Council acknowledges the request and will revise the wording of the Site Development Templates accordingly to recognise the provision of healthcare facilities as a core requirement.
ANON-QNH5-RD3Z-Y	James Lawson	On behalf of an Organisation	Essex Police	General SDT Requirements (Appendices)	The respondent requests the inclusion of wording to all site core requirements to adequately provide for police infrastructure and facilities.	It is not considered necessary to make this change as the Site Development Templates state at Page 5 "All sites will be expected to make adequate provision and facilities for emergency services as appropriate."
ANON-QNH5-RDYX-3	Lynette Young	On behalf of an Organisation	Clavering Parish Council	Glossary	Comments suggesting various additions to the Local Plan glossary these being: - All development - Infrastructure - Supported and Specialist Housing They suggest that these would be helpful to provide additional clarity to policies within the plan.	Noted. The council will consider whether it is appropriate to include additional definitions to the Glossary to aid clarity during examination.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Glossary	Comments suggesting various additions to the Local Plan glossary these being: - All development - Blue Infrastructure - Infrastructure - Supported and Specialist Housing to replace Supported Housing They suggest that these would be helpful to provide additional clarity to policies within the plan.	Noted. The council will consider whether it is appropriate to include additional definitions to the Glossary to aid clarity during examination. Although the current definition of supported housing is considered sufficient.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	SDT Introduction - Economic Development	Request for the include the amendment of the “General Requirements for All Sites section ” to explicitly “consider contribution to economic development”. They cite that this is necessary to ensure that all sites consider the economic objectives of the plan and the NPPF.	The council has considered all sites to meet the needs set out in the Employment Needs assessment and all sites will be judged against the requirements set out in Chapter 10. Therefore the council does not believe an amendment to be necessary.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	SDT Introduction - Green and Blue Infrastructure Plan	To ensure consistency with Core Policy 39 and the Environment Act 2021, the comment states that the Site Development Templates should consider adding the text “A Green and Blue Infrastructure Plan, and Biodiversity Gain Plan, and/or for significant BNG a Habitat Management and Monitoring plan, must be prepared and submitted to the Local Planning Authority”	Noted. The council considers that this amendment will add additional clarity.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	SDT Introduction - LLFA	This comment requests that in the General site requirements, the flood risk and drainage section should include a requirement for proposals to Liaise with the Environment Agency and the Lead Local Flood Authority to make sure that flood risk and surface water drainage has been appropriately considered and mitigated.	Noted. The council considers that this amendment will add additional clarity.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	SDT Introduction - LNRS	This comment requests that in the General site requirements more consideration is made to the Local Nature Recovery Strategy as ECC is the responsible authority for delivering the LNRS and that the emerging Local Plan should reflect this emerging guidance.	It is unclear what the comment is requesting as the LNRS is given sufficient consideration in the relevant policies (Core Policy 35, 38) and Strategic Objective 3. As consideration should be given to this for all sites as they will have to comply with these policies at the planning stage.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	SDT Introduction - ProW	Request for the include the amendment of the “General Requirements for All Sites section ” to explicitly “consider contribution to economic development”. They cite that the NPPF supports this through paragraph 104 and that ProW should be sufficiently protected	The comment is noted; however, it is not considered necessary to add this given site-specific requirements in the Site Development Template and policy protection for ProWs under Core Policy 30.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Typo	Comment highlighting typos in Appendix 8 and 10, notably: -Page 17 – References to Core Policy 23 should be Core Policy 22. - Check table numbering - Safeguarded Transport route in Saffron Walden labelled incorrectly	Noted. These typos will be corrected for clarity.
ANON-QNH5-RDYX-3	Lynette Young	On behalf of an Organisation	Clavering Parish Council			

Appendix 2: North Uttlesford Site Development Template

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RDY4-Y	Matt Brewer	On behalf of an Organisation	Chesterford Park (General Partner) Limited (C/O Urbanspace Planning Ltd)	Chesterford Research Park – Design Principles	The respondent suggests adding an additional bullet point to recognise that the park is supported by existing elements of infrastructure and ancillary uses outside of the adopted Development Zone, and supporting the principal of works to enhance and further develop these existing areas to support the operation and expansion of the park.	Noted. The Council considers the matter to be appropriately addressed through Core Policy 45 Protection of Existing Employment Space, Core Policy 46 Development at Allocated Employment Sites and Core Policy 47 Ancillary Uses on Existing or Allocated Employment Sites, and therefore does not need to be separately addressed as an additional design principle within the Site Development Template.
ANON-QNH5-RD6J-J	Matt Verlander	On behalf of an Organisation	Avison Young on behalf of the National Grid	Chesterford Research Park – National Grid	National Grid notes that Chesterford Research Park crossed or is in close proximity to NGET assets. National Grid propose modifications to the Site Development Template to include the following wording: “Development at the Site will incorporate a strategy which demonstrates how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design.”	The Council acknowledges the significance of due cognisance to the presence of major utilities infrastructure within strategic sites and will revise the policy to include the suggested wording to the Chesterford Research Park Site Development Template.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RDY4-Y	Matt Brewer	On behalf of an Organisation	Chesterford Park (General Partner) Limited (C/O Urbanspace Planning Ltd)	Chesterford Research Park – Proposed Boundary Refinements	<p>The landowner requests for minor refinement to the allocation boundaries including:</p> <ul style="list-style-type: none"> • Review and realignment of the boundaries to the south/southwest edge of the allocation to follow the line of the submitted masterplan and ensure sufficient space to achieve the required employment delivery, together with landscaping and supporting access and infrastructure. An accompanying ecological note has been submitted to demonstrate that the new employment maintains at least 75 metres from areas of Ancient Woodland • Review and refinement of the boundary to the south west of the Park allocation. An accompanying ecological note has been submitted which acknowledges that the ancient woodland are located to the west of this area and confirms that a separate buffer of built form from the edge of the Ancient Woodland, and potential for additional planting within this zone, will provide a suitable and high- quality buffer to this woodland area. • The layout and location of development in this southwestern area also needs to take account of the overhead electricity lines and pylons running through this part of the allocation and associated no-build zone. Whilst surface roads and car parking can be located within this area, separation is required to be provided with buildings and operations in respects of safety and electromagnetic interference. 	The Council is open to amending the precise boundary in light of updated evidence submitted after the launch of the Regulation 19 consultation, and any potential modifications will be explored during the Examination in Public.
ANON-QNH5-RDY4-Y	Matt Brewer	On behalf of an Organisation	Chesterford Park (General Partner) Limited (C/O Urbanspace Planning Ltd)	Chesterford Research Park – Support (Landowner)	<p>Chesterford Park (General Partner) Limited support the allocation of Chesterford Research Park, highlighting its importance as a key employment generator within the district contributing the region's excellence in life sciences and scientific research.</p> <p>The overall principles and content of the Site Development Template are also supported. They are considered to provide a strong continuation of the design, transportation, heritage, landscape and biodiversity principles which have developed across the growth of the Park, and are welcomed in supporting further sustainable development as part of the allocation for expansion.</p>	Support for the overall principles of the Site Development Template (Chesterford Research Park) is welcomed and noted.
ANON-QNH5-RD7U-X	Saffron Walden Town Council	On behalf of an Organisation	Saffron Walden Town Council	Proposed Text Amendments	The respondent notes that mandatory requirements are labelled as optional, i.e. 'should' instead of 'must'.	The Council is satisfied that the current policy text is clear.
ANON-QNH5-RDZX-4	Johnathan Dixon	On behalf of an Organisation	Savills on behalf of Audley End Estate	Saffron Walden - Collaborative Working	Audley End Estate is committed to working collaboratively on a masterplan based on the illustrative and indicative work to date and may submit any further work available as part of any Hearing Statement.	<p>The landowners and promoters' commitment to collaborative working is noted and welcomed. The Council considers collaborative working across the landowners and the Council essential to the delivery of a high quality mixed use development at Saffron Walden, given that the site is in multiple land ownership.</p> <p>As noted in the Introduction section of the Site Development Template, the Council expects schemes for strategic sites to use the pre-application process and Planning Performance Agreements (PPA) where appropriate. The Council will also expect schemes for these sites to make use of the Uttlesford Quality Review Panel (UQRP) to gain third-party design advice to assist with overall placemaking quality.</p>
ANON-QNH5-RDZX-4	Johnathan Dixon	On behalf of an Organisation	Savills on behalf of Audley End Estate		Audley End Estate suggests that there is lack of clarity on the terminology '...developed comprehensively and collaboratively across the land ownerships...' in Appendix 2, which will need further explanation within the Plan..	
ANON-QNH5-RD6D-C	Sophie Innes	On behalf of an Organisation	Dianthus Land Ltd		Dianthus Land Ltd, site promoter of Land to the East of Shire Hill Farm and South of Radwinter Road, highlights that it is working with the landowners and promoters of the wider allocation to ensure a	

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					comprehensive scheme can be delivered, including the preparation of a Memorandum of Understanding (MoU) between the allocation's interested parties and the Council. The promoter notes that Framework Plan 2A is for illustrative purposes and anticipates ongoing discussions with officers through the examination stage.	
ANON-QNH5-RDZX-4	Johnathan Dixon	On behalf of an Organisation	Savills on behalf of Audley End Estate	Saffron Walden - Design Principles	<p>While supporting the Site Development Template in Appendix 2 in principle, Audley End Estate considers some of the matters to be overly prescriptive and suggests that they could be addressed through development management processes, including:</p> <ul style="list-style-type: none"> • Requirement for community engagement • Further collaborative / joint working through masterplanning • Design Principles • Proposed Spine Road • Transport • Heritage • Landscape • Green Infrastructure and Biodiversity • Flood Risk and Drainage • Infrastructure <p>It is noted that the representation has only listed themes this relates to, without suggesting modifications to individual requirements.</p> <p>Dianthus Land Ltd also support the general intention of the Site Development Template in delivering a comprehensive high quality, residential-led development. Dianthus Land Ltd does not fundamentally disagree with any of the requirements of the Site Development Template, but notes that parts of the Framework are overly prescriptive where by very specific elements cannot be guaranteed until the detailed technical work of a planning application is complete and should be covered through standard development management process. It is also suggested that elements of the SDT should be made more flexible to acknowledge the longer lead-in and delivery times of the site. The viability of certain requirements is also suggested to require further consideration to ensure its deliverability post the Plan's adoption.</p>	The Site Development Template identifies key site-specific issues to be addressed by the development proposals, sets out clear design objectives and expectations for development at the site and how subsequent design detail will be decided and approved. The Council considers the design requirements set out in the Template to be appropriate. The Plan is informed by collaborative working with the relevant stakeholders, including the landowners. The Plan is underpinned by a Viability Assessment.
ANON-QNH5-RD6D-C	Sophie Innes	On behalf of an Organisation	Dianthus Land Ltd	Saffron Walden - Design Principles	<p>While supporting the Site Development Template in Appendix 2 in principle, Audley End Estate considers some of the matters to be overly prescriptive and suggests that they could be addressed through development management processes, including:</p> <ul style="list-style-type: none"> • Requirement for community engagement • Further collaborative / joint working through masterplanning • Design Principles • Proposed Spine Road • Transport • Heritage • Landscape • Green Infrastructure and Biodiversity • Flood Risk and Drainage • Infrastructure <p>It is noted that the representation has only listed themes this relates to,</p>	The Site Development Template identifies key site-specific issues to be addressed by the development proposals, sets out clear design objectives and expectations for development at the site and how subsequent design detail will be decided and approved. The Council considers the design requirements set out in the Template to be appropriate. The Plan is informed by collaborative working with the relevant stakeholders, including the landowners. The Plan is underpinned by a Viability Assessment.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					<p>without suggesting modifications to individual requirements.</p> <p>Dianthus Land Ltd also support the general intention of the Site Development Template in delivering a comprehensive high quality, residential-led development. Dianthus Land Ltd does not fundamentally disagree with any of the requirements of the Site Development Template, but notes that parts of the Framework are overly prescriptive where by very specific elements cannot be guaranteed until the detailed technical work of a planning application is complete and should be covered through standard development management process. It is also suggested that elements of the SDT should be made more flexible to acknowledge the longer lead-in and delivery times of the site. The viability of certain requirements is also suggested to require further consideration to ensure its deliverability post the Plan's adoption.</p>	
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Education Frontage (Essex County Council)	Essex County Council suggests that Framework Plan 2A should be amended to show a pedestrianised school frontage and a wider school street zone, to reflect the policy requirements in the Site Development Template, Core Policy 28 and the ECC Developers' Guide to Infrastructure Contributions.	As noted on Framework 2A, the diagram presented is for indicative and illustrative purposes only. The Council agrees, and has stated through the North Uttlesford Site Development Template under the 'transport' sub-heading and Core Policy 28, that any school frontage should be traffic-free with wider school zone and links to active travel routes. Further detailed masterplanning will be required to inform the application process.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Employment Land Provision (Essex County Council)	Essex County Council seeks clarity as to why the Framework for Saffron Walden is only proposing 2.5 hectares, rather than 5 hectares, of employment land which would be consistent with the Employment Land Needs Report (2023).	As explained in the Employment Needs Update Report and the Employment Site Selection Topic Paper, the recommendation in the evidence is for ' UP TO 5 ha' of industrial land allocation at Saffron Walden. There is only one option for an employment allocation at Saffron Walden, therefore the Council has allocated the site in full for 2.5 hectares. This meets the ENA recommendation of 'UP TO 5 ha'. Across the District, Core Policy 4 also allocates sufficient industrial land (38.5 hectares) above the residual need (31.5 hectares).
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Landscape and Ecology (Essex County Council)	Essex County Council suggests modification to bullet point 2 under 'Landscape and Ecology' as follows to align with Government Standing Advice on Ancient Woodland, ancient trees and veteran trees: 'Avoid degradation of the Ancient Woodland and Local Wildlife Site at Emmanuel Wood by ensuring a sufficient at least a 15m buffer to the woodland from all development, including from lighting and noise'.	Noted. The Council will propose a modification to align with Government Standing Advice on Ancient Woodland, ancient trees and veteran trees.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Proposed Spine Road (Essex County Council)	Essex County Council, as the Highway Authority, recommends the Council to discuss and agree the precise route of the Spine Road to ensure it conforms with national and County transport policy. It is also suggested that bullet point 6 under 'Proposed Spine Road' should be amended as 'speed limit will be appropriate for the road/environment and determined by the Highway Authority'.	Noted. The Council agrees that Essex County Council should be consulted on the speed limit for the road, however this is noted in the introductory section of Appendix 2 -4 and in the relevant Transport policies in the Plan. Further repetition is not required.
ANON-QNH5-RD4R-R	Roy Warren	On behalf of an Organisation	Sport England	Saffron Walden - Sports England Support	Sports England supports the requirement in the Green and Blue Infrastructure and Biodiversity section of the Saffron Walden Mixed Use Allocation template relating to providing a multi-functional open space of at least 6.2 hectares for formal sports use in the south eastern part of the site. The requirements set out are considered to be sound, consistent with national policy, and supported by evidence.	Support from Sports England for the North Uttlesford Site Development Template is welcomed and noted.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Tiptofts Lane (Essex County Council)	Essex County Council queries reference to Tiptofts Lane as a 'byway' in Bullet Point 10 under Transport, suggesting that it is classified as a 'bridleway' or 'cycleway'. Additionally, should Tiptofts Lane is identified as a byway, Traffic Regulations may be required to ensure its effective use within the proposed development.	Noted. The Council will seek to clarify the status of Tiptofts Lane with Essex County Council. According to Essex Highways Interactive Map, Tiptofts Lane is identified as a Byway (18 Saffron Walden) however it is understood that the digital mapping layer is representative only and not definitive.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Saffron Walden - Typographical Errors (Essex County Council)	Essex County Council seeks correction to the report titles noted in the Site Development Template, specifically: <ul style="list-style-type: none"> • Page 12, Infrastructure, Bullet 1: 'Essex County Council Developers' Guide to Infrastructure Contributions' • Page 12, Infrastructure, Bullet 6 (referred to as Bullet 9 in the original response): 'Waste Infrastructure Impact Assessment' 	Noted. The Council will propose a modification to correct the report references.
ANON-QNH5-RD4E-B	Albert Gerhard	Individual / member of the public		Support - General	The respondents are supportive of the North Uttlesford Site Development Template (SDT) and consider it to be sound. Key reasons for their support include: <ul style="list-style-type: none"> • The SDT is well thought out. • The rural areas have been taken into account 	Support for the North Uttlesford Site Development Template is welcomed and noted.

Appendix 3: South Uttlesford Site Development Template

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RDYS-X	Peter Knight	Individual / member of the public		Duty to Co-operate	One Respondent considers that the Plan is unsound because it has not met the Duty to Co-operate (DtC) requirements in that it does not show the differences between the Regulation 18 and Regulation 19 versions of the Plan nor has regard to various issues relating to impact. The claim is made that some evidence is wrong, omitted or added later so that it is not possible to make comparisons between the two versions. An example provided is that when the traffic survey and modelling was undertaken affecting Stortford Road/BB1256 there were 30 fewer houses which have now been completed but which were not taken into consideration in assessing the capacity of this road and the Four Ashes junction, both of which the traffic assessment identified as stressed. Adding a proposed employment site north of Taylor's Farm adds to the traffic problem and contributes to the unsoundness of the plan. Furthermore, the watercourse and surface water management of Sheremore Brook on this site can affect the environment of the protected Hatfield Forest. The respondent states that the loss of 18ha of land from agricultural production is significant, particularly its wheat cropping where 144tonnes a year could be lost. This proposal contradicts a July 2024 letter from the Rt Hon Angela Rayner in connection with the Planning and Infrastructure Bill, that the natural environment should not be at the expense of economic development and that the two should be balanced. The respondent feels that this employment proposal should be relocated to north Stansted to help address these concerns.	The Council has prepared a Statement on the Duty to Co-operate that will be updated to issue with the submission of the local Plan. It demonstrates how the partners required to be engaged in the process have been so-engaged and hence demonstrates appropriate co-operation, though not necessarily full agreement, on matters of joint or shared interest. This will demonstrate the soundness of this aspect of the Local Plan process. With regard to the site selection itself, the process is set out in the Topic paper illustrating selection according to the suitability of sites and the spatial strategy alongside all the sites that we put forward by landowners and site promoters. Evidence used to inform the process was available at regulation 18 and 19 stages and will be updated where necessary for the final plan submission. Prepared by selected professional consultants who are knowledgeable and expert in their field, the evidence itself is considered sound. The traffic model has been subject to a range of sensitivity tests and assessment of mitigation measures where the capacity of stretches of road or junctions has been identified and, along with further refinement at detailed planning application stage, is considered sound and reliable. With regard to the assessment of impact on the natural environment and productivity of the proposed site, local plan policies will require careful and detailed assessment of the agricultural land value, biodiversity (CP40), water course impact (CP35) and effect on Hatfield Forest (CP15.CP38 and CP38) with appropriate adjustment to proposed use and site layouts, and protection and enhancement measures as necessary.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	ECC- Clarification on Framework Plan 3A – Takeley requirements	Essex County Council makes several points of clarification and explanation they request should be included as Additional Modifications relating to: General Requirements for All Strategic Sites; transport; Green Infrastructure and Biodiversity ; Flood risk and drainage. They also make specific comments on the individual design frameworks which are considered in separate Rows in this spreadsheet below relating to : Framework Plan 3D - Land south of A120 and north of Stortford Road ; Takeley Framework Plan 3A ; Plan 3C - Land North of Taylors Farm; Framework Plan 3B - Great Dunmow. This representation deals with safety aspects of proposed schools at Takeley, roads and heritage and are addressed in the officers' response. ECC make comments on transport and heritage too and amendments to the text will be made as appropriate.	ECC note that the design framework shows the safeguarded education land and the primary school site being separated from the secondary school by a PROW but this is indicative only and is intended to emphasise the need for the primary non-car access. When the layout design is evolved then full regard will be paid to the County education requirements for pupil safety; it is not necessary to make any amendment to the Design framework at this stage. ECC’s comment on the main road similarly anticipates that the layout is fixed but in practice the schools will have to be well setback from the road with landscaping, car parking etc. to seclude the school from the road. It may well have a frontage to a small public square to encourage a sense of integration with the community. The school will clearly have road access but this will not be directly off the B125 but using the site access road or a separate spur, all to be agreed as the Master Plan is developed so it is not necessary to add additional text. With regard to other transport comments, improvement of highway junctions maybe required, and contributions to improvements to the Flitch Way will be sought. The County seek stronger acknowledgement of Warish Hall, but it is felt that this is reflected in the existing requirements in the first bullet point under ‘Heritage’ where ECC seek an amendment that states: “The moated site is medieval in date and is appreciated within an agrarian landscape. This must be preserved and enhanced within any master planning proposal” though the bullet point in fact states already: “Enhance the landscape and heritage setting with a new greenspace to the south, east and west of Warish Hall moated site and remains of Takeley Priory (Scheduled Monument) and Warish Hall and Moat Bridge (Grade 1 Listed Building)”.The site to the south of the Scheduled Monument will be designed as SANG and will retain its open character and be available for public access including the sustainable travel route but will, in the longer term, lose its more agrarian characteristics though nevertheless will be designed with due regard to enhancing its heritage setting. The Council will explore through the examination whether additional strengthening of the requirements for the Protected Lane is necessary.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	ECC- Clarification on Framework Plan 3B – Great Dunmow, requirements	Essex County Council makes several points of clarification and explanation they request should be included as Additional Modifications relating to: General Requirements for All Strategic Sites; transport; Green Infrastructure and Biodiversity ; Flood risk and drainage. They also make specific comments on the individual design frameworks which are considered in separate Rows in this spreadsheet below relating to : Framework Plan 3D - Land south of A120 and north of Stortford Road ; Takeley Framework Plan 3A ; Plan 3C - Land North of Taylors Farm; Framework Plan 3B - Great Dunmow. This representation deals with Great Dunmow. With regard to. education they agree that as stated in the text, "Primary School & Early Years and Child Care sites should be located close to the local centre and bus loop and be positioned within a traffic-free ‘school zone’ and be well connected to safe walking and cycling routes" but request that the map be amended to indicate the provision of a primary school. ECC request further evidence on the suitability of the Church End Bridge given current weight restrictions and stipulate how his should be undertaken. Reference must be given to the B1256 junction with Braintree Road as a casualty reduction site which will require mitigation for development to proceed.	The Council agrees to clarifying the map regarding the school site and this covered in CP10. As discussed elsewhere, more detailed evidence has been prepared by the site promoter relating to the capacity of the bridge, but further work will also be expected through the application process.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	ECC- Clarification on Framework Plan 3C - Land North of	Essex County Council makes several points of clarification and explanation they request should be included as Additional Modifications relating to: General Requirements for All Strategic Sites; transport; Green Infrastructure and Biodiversity ; Flood risk and drainage. They also make specific comments on the individual design frameworks which are considered in separate Rows in this spreadsheet below relating to :	The Council agrees to clarify/making adjustments to the text to take on board these following suggestions: the inconsistent referencing to the Use Class Order is being corrected and reference to section 278 works. County request for the following amendments regarding Waste and Minerals: Amend the site template to include an ‘Infrastructure’ heading, and to ensure conformity with the Minerals and Waste Local Plans, include the following – • “Undertake a Waste Infrastructure Impact Assessment to meet County Waste Local Plan policy requirements,

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
				Taylors Farm requirements	Framework Plan 3D - Land south of A120 and north of Stortford Road ; Takeley Framework Plan 3A ; Plan 3C - Land North of Taylors Farm; Framework Plan 3B - Great Dunmow. These comments relate to North of Taylors Farm. The last bullet in the ‘Transport’ section must include reference to the provision/option for ‘developer works’ (i.e. S278) for direct delivery for completeness. ECC commentary on waste and Minerals is: the Minerals and Waste Planning Authority (MWPA) as statutory consultee must be consulted on development within a Mineral Safeguarding Area (MSA), a Mineral Consultation Area (MCA), and/or Waste Consultation Area (WCA) that meets the thresholds in Policy S8 of the Minerals Local Plan (MLP) and Policy 2 of the Waste Local Plan (WLP). Given the proximity of the site to Taylors Farm Inert Recycling, a Waste Infrastructure Impact Assessment must be undertaken to conform with County Waste policy.	given proximity to Taylors Farm for Inert Recycling”. • “Liaise with ECC as the Minerals and Waste Planning Authority on mineral and waste matters”
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	ECC- Clarification on General Design Framework requirements	Essex County Council makes several points of clarification and explanation they request should be included as Additional Modifications relating to: General Requirements for All Strategic Sites; transport; Green Infrastructure and Biodiversity ; Flood risk and drainage. They also make specific comments on the individual design frameworks which are considered in separate Rows in this spreadsheet below relating to : Framework Plan 3D - Land south of A120 and north of Stortford Road ; Takeley Framework Plan 3A ; Plan 3C - Land North of Taylors Farm; Framework Plan 3B - Great Dunmow	The Council agree with a number of the suggested minor amendments as specified in the proposed modifications schedule accompanying the plan submission.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	ECC- Clarification on Land South A120 and north of Stortford Road, Great Dunmow, requirements	Essex County Council makes several points of clarification and explanation they request should be included as Additional Modifications relating to: General Requirements for All Strategic Sites; transport; Green Infrastructure and Biodiversity ; Flood risk and drainage. They also make specific comments on the individual design frameworks which are considered in separate Rows in this spreadsheet below relating to : Framework Plan 3D - Land south of A120 and north of Stortford Road ; Takeley Framework Plan 3A ; Plan 3C - Land North of Taylors Farm; Framework Plan 3B - Great Dunmow. This row relates to ECC comments on the proposed employment site, Land South of A120 and north of Stortford Road, Great Dunmow. Their comments on section 278 and the waste and minerals assessments are set out in the next column and have been added to the Modifications schedule.	The Council agrees to consider clarifying/making adjustments to the text to take on board these following suggestions: Page 33 - amend the last bullet to read : • “Contributions and/or developer works are required to transport and highway infrastructure as identified in the IDP.” <u>Framework Plan 3D</u> - Land south of A120 and north of Stortford Road (page 34) Amend the site template to include an ‘Infrastructure’ heading, and to ensure conformity with the Minerals and Waste Local Plans, include the following – • “Undertake a Minerals Resource Assessment”. • “Undertake a Mineral Infrastructure Impact Assessment given its proximity to Highwood Quarry”. • “Undertake a Waste Infrastructure Impact Assessment given its proximity to Highwood Quarry for Inert Waste Recycling” and • “Liaise with ECC as the Minerals and Waste Planning Authority on mineral and waste matters”.t
ANON-QNH5-RD3Z-Y	James Lawson	On behalf of an Organisation	Essex Police	Emergency Services	Essex Police request the inclusion of reference to police infrastructure and facilities in several places under the Infrastructure sub headings and supporting text in CP10 and the Site Development templates in App3. The Police Force are active providers of an essential service across Uttlesford and require development-funded facilities to mitigate impacts of growth on its operational capacity and resources. They consider the Plan to be unsound without these specific references to police infrastructure.	The Plan embraces all types of community and physical infrastructure as required under Core Policy CP5 and this is vital to support sustainable, safe and cohesive communities. Reference to specific infrastructure providers such as the Police is unnecessary - the precise mix of contributions will vary on a case by case basis and it isn't appropriate to seek to add all relevant infrastructure providers in all cases in the plan supporting text or policy.
ANON-QNH5-RDAD-Q	Marie Jasper	On behalf of an Organisation	Landsec	Employment site at A120/B1256 junction - Heritage	Land Sec as promoters of this site comment on several other aspects of the Local Plan viz Design Principles of the site, sustainable transport initiatives, and Landscape, Green Infrastructure and Biodiversity. Promoter notes the design guidance requires a buffer around the Grade II Strood Hall and the heritage matters and commissioned a Heritage	The Council notes the detailed heritage assessment work undertaken by the promoters and its confirmation that the design guidance for heritage as well as landscape and green infrastructure will be supported and accommodated. It is acknowledged that the details of design consideration will be worked out through a future planning application.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					Appraisal. It looked at the draft employment allocation, designated and non-designated assets and confirmed that landscaping can be laid out along the site boundaries which adjoin the plot of Strood Hall and the employment buildings could be located east/north east of Strood Hall. I confirmed that impacts on the setting/significance of the listed building would be “inconsequential”. The Heritage Appraisal stated that careful landscaping could also mitigate adverse impact on the setting/significance of the listed cottage to west of Highcross Lane.	
ANON-QNH5-RDAD-Q	Marie Jasper	On behalf of an Organisation	Landsec	Employment site at A120/B1256 junction - transport	Land Sec as promoters of this site comment on several other aspects of the Local Plan viz Design Principles of the site, heritage, Landscape, Green Infrastructure and Biodiversity. Comments from the promoter, LandSec, supports the aspiration for the comprehensive master planning of the site and confirms their willingness to progress a site wide masterplan as part of a future planning application for the site, or part thereof. Promoter supports sustainable transport opportunities but bus services for this site are to be provided on the public highway adjacent to the site, rather than within the site itself. They request more detail on the mobility hub and associated land requirements. They maintain that the Transport and Highway Infrastructure contributions should be proportionate to the scale of development, meet the obligations ‘tests’ and be subject to negotiation at the planning application stage.	Council notes support for a comprehensive approach to the site. The location of mobility hubs is not specified and indeed Core Policy 26 confirms that the hubs will provide access to bus services “in a convenient location”. Neither are the bus routes required to divert into the site and CP26 asks for “the incorporation of bus service provision and supporting infrastructure including the enhancement of existing services are”. In addition the design guidance does not require penetration by bus routes but improvements to bus services to Takeley and Dunmow and developer contributions towards this. Contributions requested will be in line with the County’s Developer Contributions Guidance and would therefore be proportionate to the proposed development and transport issues raised.
ANON-QNH5-RDXG-H	Michael Coleman	Individual / member of the public		Environment- open rural character	Allocation of housing on agricultural land south of Parkers Farm impacts on the rural heritage setting as does the proposed bus route. The openness of land around the farm contributes to its setting and the rural character of the Smith's Green Conservation Area. Landscape proposals should retain the agricultural land wherever possible with ecological enhancements and cycle /walking facilities to encourage public access and enjoyment. The bus route should be deleted but a route provided that links into Prior's Green. The character of Priors Wood would similarly be impacted by a new cycling/walking route through the Wood. To remove the housing south of Parkers Farm would address the issues over impact on historic agrarian landscape around Smiths Green and the wider setting of Warish Hall.	Following the Regulation 18 consultation, the proposed amount of housing and use of land for housing at Takeley was substantially amended in recognition of heritage and landscape settings, taking also into account the conclusions of the Heritage Assessment (excluding any areas identified as having high or medium sensitivity in heritage terms for development). The consequent proposed open areas would now function as public open space and specifically to provide an alternative green space to Hatfield Forest as SANG, thereby meeting Natural England requirements. The design framework continues the green and landscape-led approach including through housing area. They have neither required nor precluded for the retention of agricultural practice as a land use. However, subject to other policies in the plan relating to biodiversity net gain (CP40) and green and blue infrastructure (CP39) the retention of agricultural land itself would not be at odds with the design approach of the development framework. Whether the continuation of farming on an estate substantially reduced in size would be viable is a consideration for the landowner/farmer but would not contradict planning policy and would permit the open character of the land around Parkers Farm to be maintained. It is not considered necessary therefore to amend policy; no modification is proposed.
ANON-QNH5-RDXJ-M	Rodelle Beauchamp	Individual / member of the public		Environment- watercourse	The respondent is concerned that the proposed employment development will impact on the open and rural character of the area and may harm the watercourse of Shermore Brook which feeds the ponds at Hatfield Forest to the south.	The watercourse link to Hatfield Forest is an essential feature of the Forest’s ecology. Core Policy CP35 provides protection by requiring development to be positioned at least 15m from the top of the riverbank and developers will be required to submit an assessment of the impact of any such development on the watercourse such as pollution of the watercourse or groundwater. Furthermore, the Green and Blue Infrastructure Strategy enshrined in CP39 requires demonstration of a GBIS-led approach including the integration of existing landscape and watercourse features. It is considered that as the scheme comes forward in detail through the planning process then these policies provide sufficient protection and mitigation measures.
ANON-QNH5-RDH6-G	John Patrick Joseph Duignan	Individual / member of the public	Wife	Environment- watercourse	The respondent is concerned that the proposed employment development will impact on the open and rural character of the area and may harm the watercourse of Shermore Brook which feeds the ponds at Hatfield Forest to the south.	The watercourse link to Hatfield Forest is an essential feature of the Forest’s ecology. Core Policy CP35 provides protection by requiring development to be positioned at least 15m from the top of the riverbank and developers will be required to submit an assessment of the impact of any such development on the watercourse such as pollution of the watercourse or groundwater. Furthermore, the Green and Blue Infrastructure Strategy enshrined in CP39 requires demonstration of a GBIS-led approach including the integration of existing landscape and watercourse features. It is considered that as the scheme comes forward

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
						in detail through the planning process then these policies provide sufficient protection and mitigation measures.
ANON-QNH5-RDCY-E	Toby Reynolds	Individual / member of the public		Environment-watercourse	The respondent is concerned that the proposed employment development will impact on the open and rural character of the area and may harm the watercourse of Shermore Brook which feeds the ponds at Hatfield Forest to the south.	The watercourse link to Hatfield Forest is an essential feature of the Forest's ecology. Core Policy CP35 provides protection by requiring development to be positioned at least 15m from the top of the riverbank and developers will be required to submit an assessment of the impact of any such development on the watercourse such as pollution of the watercourse or groundwater. Furthermore, the Green and Blue Infrastructure Strategy enshrined in CP39 requires demonstration of a GBIS-led approach including the integration of existing landscape and watercourse features. It is considered that as the scheme comes forward in detail through the planning process then these policies provide sufficient protection and mitigation measures.
ANON-QNH5-RDCF-U	Alan Vye	Individual / member of the public		Environment-watercourse	The respondent is concerned that the proposed employment development will impact on the open and rural character of the area and may harm the watercourse of Shermore Brook which feeds the ponds at Hatfield Forest to the south.	The watercourse link to Hatfield Forest is an essential feature of the Forest's ecology. Core Policy CP35 provides protection by requiring development to be positioned at least 15m from the top of the riverbank and developers will be required to submit an assessment of the impact of any such development on the watercourse such as pollution of the watercourse or groundwater. Furthermore, the Green and Blue Infrastructure Strategy enshrined in CP39 requires demonstration of a GBIS-led approach including the integration of existing landscape and watercourse features. It is considered that as the scheme comes forward in detail through the planning process then these policies provide sufficient protection and mitigation measures.
ANON-QNH5-RDR8-V	Vincent & Diana Thompson	Individual / member of the public		Great Dunmow-Heritage	Respondent disagrees with the use of the term 'could' in the Design Framework (under Heritage, bullet 8) regarding the visual prominence of the Church End development since it will certainly be visible and the respondent considers it would be detrimental to this 'exceptional' historic and rural setting..	The Council is content with the existing wording.
ANON-QNH5-RDR8-V	Vincent & Diana Thompson	Individual / member of the public		Great Dunmow-Traffic impact	The allocation of 715 dwellings on Site A, Land East of St Mary's Church and west of The Broadway along Bigod's Lane seems to have been made without regard to the highly limited access through either Church End or St Edmunds Lane (narrow with on-street parking, T-junction onto Braintree Road and B1256) neither of which can be improved in a practical way sufficient to cope with the implied additional traffic flows. An additional 715 dwellings indicates 1,000 plus additional resident vehicles, maybe as many as 1,400, not to mention delivery vans and construction traffic. Church End and St Edmunds Lane are not capable of being adapted to cater for such increased traffic. Requests that allocation be removed and consideration be given to an alternative location for these 715 dwellings, possibly on land south of the A120 and east of the Chelmsford Road included in the Call for Sites with better access and no negative impact on historic settings	The Council notes the issues regarding traffic and the limitations of the highways network which are shared by several respondents. The transport modelling for this site did not demonstrate significant impact on junctions or flows on the local roads including St Edmunds Lane or Bigod's Lane and that local mitigation can ensure additional traffic can be accommodated. Initial study of the structural condition of the bridge neither has shown significant concern arising from the materials used and their integrity although it will be required to undergo further assessment and be subject to full review as required by the County Council as Highway Authority
ANON-QNH5-RDAU-8	Alex Cole	On behalf of an Organisation	Pigeon (Takeley) Ltd	Land north of Taylors Farm - proposed Takeley Employment uses	Pigeon (Takeley) Ltd express concern that comments made during the Regulation 18 consultation have not been properly addressed by the Council in the Regulation 19 publication. However, they strongly support the allocation and recognise the site's importance in delivering the employment floorspace. but request greater flexibility in the wording. They request changes to the allocation to the gross developable area to increase it from 18 ha to 27 ha. They also request that the site should deliver a mix of unit sizes for employment occupiers in general and request more clarity over how the scheme should be 'well connected by all modes of transport'. They dispute the safeguarded access to the	This matter is addressed elsewhere however, in summary, the Council are content the proposal strikes an appropriate balance between a range of factors including the importance of providing sufficient flexibility for mitigating any environmental impacts, landscaping etc, with the need to support economic development in a sustainable location. The Council is committed to continue exploring the potential for direct access to the A120 as clearly this would help alleviate any potential local impacts, even if the transport assessment does not identify this as a necessity. The Council understands that ECC and MAG are supportive in principle and the Council intends to undertake further feasibility work into this matter. However, the policy framework does provide sufficient flexibility to allow the master-plan to be amended through the Development Process should this be necessary.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					A120 since it is not easily deliverable and there is adequate and deliverable access from the B1256. They emphasise the importance of secure cycle parking which should be prioritised over private car parking and should be in a prominent position. They agree that the landscaping and biodiversity should be protected and enhanced with no unacceptable adverse ecological or hydrological impact on Hatfield Forest and the Shermore Brook which drains into it.	
ANON-QNH5-RD4W-W	Sandra Green	On behalf of an Organisation	National Trust	National Trust - SANG Requirement s	The National Trust is supportive of the Site Development Template's requirement of SANG provision	Acknowledged.
ANON-QNH5-RD75-X	Graham Jolliffe	Individual / member of the public		Regulation 18 Response	Considers that responses made in the regulation 18 consultation have not been addressed properly at Regulation 19. Respondent does not see the justification for the 3B Framework Plan for Great Dunmow because of the need to focus on more detail . Considers that response to previous comment in local flooding in Church End was insufficient: "water authorities' views would be taken into account at the appropriate time". In ration to Bigod's Road respondent also considers this responses inadequate: "Consider future use of Bigod's Lane as an active travel link whilst accommodating access to employment uses at the end of the private road." Considers that issues of access, flooding, environmental impact and consideration of alternative site south of the A120.	Many of the responses on Great Dunmow at Regulation 18 referred to the overall location of the proposed built development and the impact on rural character. In response, the Regulation 19 site allocation adjusted the Design Framework 3B, Figure 6.2 and policy CP10 to reduce the number of homes proposed by relocating them to the other side of The Broadway in a denser development. This frees up the site on the south eastern side to retain as open areas and to enable a layout as public park land and public open space. It will also be needed to provide an alternative green space (SANG) to help visitors avoid using Hatfield Forest. With regard to comment on the response regarding the local flooding and access at Bigod's Lane, with respect to the stage in the local plan preparation, with policy backing and an understanding of the constraints and opportunities of the site together with the structure provided by the Design Framework, this considered sufficient to enable and applicant to prepare the detailed scheme that will work towards a planning application submission. Hence the Regulation 18 response, appropriately, refers in a more general way to this background process and emerging policies.
ANON-QNH5-RDRS-Q	Richard Agnew	On behalf of an Organisation	Gladman Developments Ltd	SANG	Gladman strongly supports the allocation and appreciates the aim to master pan the two sites as a comprehensive whole. They raise concern over the required provision of SANG referenced in the last bullet point under 'Landscape' (page25). They comment on preference for flexibility so as to secure better site design. An amended, and reduced area of SANG, would allow for development to come forward at (lower)densities more in keeping with the site's location.	The amount of SANG to be provided on this and the adjoining site at Parsonage Downs is related the type of residential development, is in accordance with Natural England standards, and will not be amended. However, if the nature of the development coming forward through the planning process, its phasing and a legal or binding agreement on collaboration between the developers can deliver this jointly on or between both sites it may be acceptable to re-visit at each site's allocations, but it has to be within the context of the overall Design Framework and more detailed master plans for the sites at a later stage in the planning process. By this time the residential component and circumstances of the scheme will be more certain and the SANG calculation adjusted accordingly. It is not considered necessary to amend the Design Framework (or Core Policy 10) because the SANG will anyway be adjusted as the residential proposals become finalised.
ANON-QNH5-RD1S-P	Andrew Martin	On behalf of an Organisation	S. Robinson Farms Ltd	Site Allocation	S. Robinson Farms Ltd objects to the Templates because they object to the site allocations themselves on which they comment elsewhere in the Plan under chapters 4 and 6. They seek Great Dunmow to be substituted in a re-assessment of Strategic Allocations and alternative sites substituted.	Noted and comments addressed under chapters 4 and 6 but no further sites will be prosed or substituted.
ANON-QNH5-RD4R-R	Roy Warren	On behalf of an Organisation	Sport England	Sport	Sport England support the GI/Biodiversity requirements in the design templates for Great Dunmow and Takeley in their provision for multifunctional spaces that can accommodate sports uses, and underlined by their support through the Council's Sports Evidence base, the Playing.Pitch..and.Outdoor.Sports.Strategy.. Sport England support the site allocation provision for cricket, rugby and football in particular where the Strategy evidenced a shortfall. To this end the Plan conforms to NPPF para 102 since the evidence has been used to determine what open space, sport and recreational provision is needed and policy requirements of these site allocations directly respond to the Council's evidence together will allowance for essential ancillary facilities . Sport	Sport England's support for the strength of the evidence base and the proposed allocation for sports, including shared use and multi- functional greenspace in the south area site allocations is welcomed. The design templates for the sites ensure adequate sports provision will be met and best located to meet multifunctional needs; the locations within each site will be the subject of a Master Plan that will accompany the planning application stages.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					England also support the proposed mixed use shared school/sports facilities at Takeley particularly since it helps to meet the need for 3G surfaces for which there is a shortage and lack of suitable locations; this also is in conformity with NPPF..	
ANON-QNH5-RD4A-7	John Boyle	Individual / member of the public		Takeley-Environment general	The respondent disagrees that the site's development will not adversely impact on the biodiversity of the site and surrounds especially since the Shermore Brook feeds the Hatfield Forest lakes. They disagree also with the statement in the Plan that: " the allocation is undeveloped countryside adjacent to residential development in Takeley Street containing listed buildings." given that there are at least 9 ' Heritage Assets' in very close proximity to the site. Disputes the achievability of "additional tree planting in the SW corner to encourage connectivity to Hatfield Forest." because the B1256 runs between the site and the Forest. Queries proposed use of the Bishop's Stortford Waste Treatment Works to ensure good ecological status to water courses linked to Takeley Waste water Treatment.	Policies CP 39 and 40 require biodiversity and green infrastructure assessment, enhancement and appropriate mitigation before development is permitted. Connectivity for nature is not necessary dependent on site contiguity for all habitats and species and the biodiversity sites neither side of the B road can be linked and hence the important relevance of policies 39 and 40. The use of the Bishops Stortford WTW relates to the capacity of that and the Takeley WTW. No modification is proposed.
ANON-QNH5-RDH6-G	John Patrick Joseph Duignan	Individual / member of the public	Wife	Takeley-Environment general	The respondent disagrees that the site's development will not adversely impact on the biodiversity of the site and surrounds especially since the Shermore Brook feeds the Hatfield Forest lakes. They disagree also with the statement in the Plan that: " the allocation is undeveloped countryside adjacent to residential development in Takeley Street containing listed buildings." given that there are at least 9 ' Heritage Asssets' in very close proximity to the site. Disputes the achievability of "additional tree planting in the SW corner to encourage connectivity to Hatfield Forest." because the B1256 runs between the site and the Forest. Queries proposed use of the Bishop's Stortford Waste Treatment Works to ensure good ecological status to water courses linked to Takeley Waste water Treatment.	Policies CP 39 and 40 require biodiversity and green infrastructure assessment, enhancement and appropriate mitigation before development is permitted. Connectivity for nature is not necessary dependent on site contiguity for all habitats and species and the biodiverot of sites neither side of the B road can be linked and hence the important relevance of policies 39 and 40. The use of the Bishops Stortford WTW relates to the capacity of that and the Takeley WTW. No modification is proposed.
ANON-QNH5-RDMF-5	Lynda Georgina Caroline Pinchbeck	Individual / member of the public	Mrs L Pinchbeck	Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDXJ-M	Rodelle Beauchamp	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RD4A-7	John Boyle	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDTB-8	Harleen Degun	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDTW-W	Gurdeep Degun	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDTQ-Q	Martin Dunn	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDTY-Y	Sukhdeep Jutla	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDH6-G	John Patrick Joseph Duignan	Individual / member of the public	Wife	Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDNU-N	All	On behalf of an Organisation	Great Hallingbury Parish Council	Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDHH-2	Mark Coletta	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDCY-E	Toby Reynolds	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDCF-U	Alan Vye	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDCK-Z	Harmohinder Degun	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise , sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley\Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. .The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	
ANON-QNH5-RDC2-7	Hailey Baker	Individual / member of the public		Takeley-Traffic impact-employment site	The site is not well located to access other modes of transport. Additional traffic generated by proposed development cannot be accommodated on the B1256 including additional lorry traffic where one respondent states there are 80,000 lorry movements from the quarry each year. There will be more noise and light pollution especially on sites where the Countryside Protection Zone boundaries have been adjusted and development is proposed. Respondents query how Active Travel for pedestrians and cycling paths can be established safely on such a narrow road and integrated into the wider network. It is stated that, though difficult to achieve, trucks and HGVs should be prevented from turning east through Takeley, and from heading west from the A120 roundabout through Takeley to access the site. HGV traffic will cause even more unacceptable noise, sound and air pollution and increase the likelihood of accidents to pedestrians, walkers, dog walkers and cyclists on already narrow footpaths where motorists already speed. Difficult to see how HGVs can be stopped driving through the village from the quarry, amounting to around 80,000 movements each day. The impact on the rural character of the area all the way to the A120/B1256 junction where another employment site is allocated will be significant and was previously quoted as a factor by a Planning Inspector. The impact on the village when traffic is diverted away from M11 accidents is also queried. Other sites nearer Stansted Airport are felt to be more suitable and this site should be reviewed. As a consequence, the Plan is considered unsound.	The Council's detailed Traffic Modelling across the network and in relation to the proposed strategic sites identifies where there are likely impacts and test how these can be mitigated against as part of the proposed new development. There would be no left turn out of the Takeley/Taylor's Farm employment site permitted and this would apply also to HGVs. More detailed analysis associated with future planning applications will identify the specific mitigation measures needed, and these will be funded by the developer in accordance with Core Policy 5. The site assessment Topic Paper covers the methodology for the strategic sites for employment uses. It identifies how the proposed sites were selected as offering the optimum for delivery of the required employment use class and as recommended in the Council's Employment Evidence. The transport model has assessed impact on the relevant junction and overall road capacity and with appropriate mitigation additional traffic generated by employment uses can be accommodated. The safeguarded land will be brought forward only if necessary, when the site is developed and more detailed work on traffic movement will be required. Reference to previous planning applications should be seen also in the context of decision-making having regard to the 2005 adopted Plan whilst the context of the proposed spatial strategy and more recent evidence prepared for this plan is emerging and being developed but not yet adopted. In addition, the strategic allocations proposed in this Plan do not consider the detail that future planning applications will address when the imposition of planning conditions and section 106 requirements will ensure that development is acceptable. No modification to the site selection or policy is proposed.
ANON-QNH5-RDHH-2	Mark Coletta	Individual / member of the public		Wastewater Connections	One respondent notes that the Land North of Taylors Farm has no mains drainage. Moreover, it is stated that Takeley wastewater treatment plant is over capacity and Bishops Stortford's plant is over 3km away.	The Local Plan is supported by a Water Cycle Study which includes detailed modelling of wastewater catchments to ensure that there is sufficient capacity to support the development proposed in the plan. The Water Cycle Study was developed through engagement with the relevant water undertakers who were given the opportunity to identify capacity constraints within their networks. The Infrastructure Delivery Plan also contains details of the required upgrades across the District, again informed by consultation with the wastewater undertakers. As set out in Core Policy 34, all planning proposals which increase the demand for off-site water and sewage infrastructure are required to demonstrate that the infrastructure is in place prior to first occupation, and the Local Plan encourages applicants to use the pre-application services offered by water undertakers so that any upgrade requirements or capacity constraints can be identified early in the planning process.
ANON-QNH5-RDCT-9	Sophie Pain	On behalf of an Organisation	Pigeon	Site promoter amendments - Framework Plan 3B	The promoter of Land between the River Chelmer and the B1008, which forms part of the Great Dunmow strategic allocation has requested a series of amendments to the site development template, as follows: <ul style="list-style-type: none"> - Inclusion of custom build within design principles - Correction of policy reference in Transport requirements - Increased flexibility in requirements to deliver transport interventions - Clarifications to extent of active travel requirements - Removal of SANG requirements 	The Council notes the suggested modifications to the site development template. While modifications to the template are not being considered at this stage, the Council acknowledges the template includes an incorrect policy reference (to Core Policy 32 instead of Core Policy 31) and some repeated text, and agrees that the active travel requirements in Framework Plan 3B(C) could be clearer with regard to their extent. Amendments to these elements of the template will be considered alongside other modifications to the plan as the examination progresses. The Council does not agree with the proposed modifications in relation to the requirements to deliver transport interventions or SANG as part of the proposals for the site. These issues have been addressed in our responses to the site promoter's representations on Core Policies 10, 31 and 39.
ANON-QNH5-RDCB-Q	Pauline Ezra	Individual / member of the public	Make It Sew Home Interiors	East of Takeley strategic	The respondent requests several amendments to the framework plan for the East of Takeley allocation, as follows: <ul style="list-style-type: none"> - move access road and school to the outer edge of the site 	The Council notes the respondent's comments. The Framework Plan sets out an indicative/illustrative layout for the site and parameters to guide the future development of the allocated site are set out in the detailed site development template. The site will be subject to more detailed masterplanning work and any proposals for the

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
				allocation - proposed amendments	<ul style="list-style-type: none"> - move primary school to the safeguarded land - add more landscaping/trees to reduce noise from the access road, school and transport hub - add trees to prevent public access to adjacent residential development on Barnard Close 	<p>site will be considered through the development management process. This will include more detailed work on the precise alignment of the access road and the layout of the school buildings within the site.</p> <p>The respondent has asked for the primary school to be relocated to the safeguarded land which is outside the boundary of the allocation. The purpose of the safeguarded land is to prevent development on this field which could prejudice the future expansion of the educational facilities which are to be delivered on the site allocation. The land itself is not proposed for development within the current plan period, and therefore it would not be feasible to relocate any of the required educational facilities to the safeguarded land - it needs to be delivered within the red line boundary of the site allocation.</p> <p>The Framework Plan identifies green infrastructure and a habitat network between the p[roposed development and the existing residential properties to the south and west of the site, including Barnard Close. This part of the site already benefits from established mature vegetation and the site template sets out that connectivity to the Ancient Woodland at Priors Wood should be enhanced through native species planting. In accordance with Local Plan Core Policy 39, proposals for the site must be accompanied by a Green and Blue Infrastructure Plan which sets out the details of the landscaping and its future maintenance and management. Any proposals for the site should conform to Core Policy 43 which sets out the council's approach to noise impacts and, where necessary, mitigation measures will be sought for any development which leads to unacceptable noise impacts for existing or future residents.</p>
ANON-QNH5-RDN8-R	Great Dunmow Town Council	On behalf of an Organisation	Great Dunmow Town Council	Great Dunmow - proposed amendments	<p>Great Dunmow Town Council has identified areas within the site development template for the Great Dunmow site allocation which require further clarification or amendment. These relate to the following:</p> <ul style="list-style-type: none"> - Location of sports pitches - Public Right of Way/active travel route - Location of educational facilities - Landscape 	<p>The Council notes Great Dunmow Town Council's response which forms part of a larger representation. Separate responses have been provided in relation to the site selection and transport modelling aspects of the Town Council's comments. It should be noted that the Framework Plan is an indicative/illustrative plan for the site which is expected to evolve as detailed masterplanning progresses, and there is therefore scope for the site layout to vary as the proposals take shape.</p> <p>The Council has received comments from Historic England in relation to the sports pitches, and is considering a more flexible approach to masterplanning which could include the relocation of the sports pitches on Parcel C to the proposed open space on Parcel A of the allocation. It is hoped that such a relocation would not only address the potential heritage impacts but also the land ownership issues highlighted by the Town Council and the possible impact on churchgoers and those attending funeral services at the adjacent cemetery.</p> <p>The precise alignment of active travel routes within and outside the site boundary will be subject to further feasibility and design work, and the Council will engage with stakeholders and the local community as part of this process. This will include consideration of how the site can connect to Church End and on to Great Dunmow town centre.</p> <p>It is acknowledged that the framework plan does not show the indicative location for new educational provision, which should be in close proximity to the new local centre. This oversight will be corrected via an update to the framework plan.</p> <p>The site development template contains detailed requirements with regard to the preservation and enhancement of the existing natural environment and habitats networks, and with regard to the landscaping of the site and the location of development to ensure that key landscape features are preserved. Again, this will be addressed through detailed site masterplans, and all proposals for the site will be expected to be in conformity with Core Policy 41 in relation to landscape character. The Council recognises that there are valued features in the landscape, but does not consider that this means the landscape cannot accommodate change.</p>
ANON-QNH5-RDC2-7	Hailey Baker	Individual / member of the public		Impact on rural character	The respondent requests the removal of a site allocation on the grounds that it could have a significant adverse impact on rural character. The comment does not state which allocation is being referred to.	The Council notes the request to remove a site allocation. It is unclear from the representation which site is being referred to, but the Local Plan includes policies which seek to preserve landscape and rural character. Development proposals will be expected to respond to the site development template and all other policies within the Local Plan.

Appendix 4: Stansted Mountfitchet and Elsenham Site Development Template

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RD4V-V	Kathryn Chatto	Individual / member of the public		Affordable Housing Provision	The comment seeks to ensure development provides for a large amount of Council housing to address affordability concerns.	Noted. The Council, in Core Policy 56, have sought to prioritise new homes at social and affordable rent prices. This policy requires 70% of all new affordable homes to be provided as social or affordable rent, which is the most widely accessible form of affordable housing.
ANON-QNH5-RDYM-R	Brian Flynn	On behalf of an Organisation	Bloor Homes (Agent: Carter Jonas)	Land East of Station Road, Elsenham - Support	The comment notes support for the allocation, stating that the site has limited constraints, is suitable for residential development, and can support the delivery of a new primary school.	Acknowledged.
ANON-QNH5-RDTH-E	Brenda Ann Parish	Individual / member of the public	Horticulture	Elsenham - Highways Impact	The scale of growth at Elsenham will have an adverse impact on local roads, especially Henham Road, Hall Road, Grove Hill, and roads in Stansted.	<p>In terms of the accessibility of local services and facilities, Elsenham is categorised as a 'Local Rural Centre', which is the second most sustainable category on the Settlement Hierarchy. It is therefore not unreasonable to allocate a modest amount of growth over the plan period, especially where this would help deliver a viable school. The proximity of the allocation to Elsenham's railway station, and existing and good bus service, is also a benefit in terms of supporting sustainable commuting and travel patterns. Consequently, there are several justifications for allocating a modest level of growth at Elsenham, including the accessibility of public transit.</p> <p>The Local Plan transport evidence consists of an appropriate and proportionate appraisal of transport impacts together with consideration of the feasibility and delivery of the infrastructure required to deliver the strategic allocation. Development proposals will need to consider and propose a range of achievable interventions to deliver improvements to the transport network and the exact package of measures will be agreed with Essex Highways as part of the development management process.</p>
ANON-QNH5-RDTH-E	Brenda Ann Parish	Individual / member of the public	Horticulture	Elsenham - Water Environment	Placing hard surfacing over currently undeveloped land will result in an increase the risk of flooding. Moreover, it is questioned if the current sewage treatment works would be able to cope with the additional housing.	<p>In line with national policy, future development would not be permitted should it result in an unacceptable increase in flood risk either on-site or to the surrounding area. The Council have undertaken a Strategic Flood Risk Assessment to ensure the proposed allocations are acceptable in flood risk terms.</p> <p>The Local Plan is supported by a Water Cycle Study which includes detailed modelling of wastewater catchments to ensure that there is sufficient capacity to support the development proposed in the plan. The Water Cycle Study was developed through engagement with the relevant water undertakers who were given the opportunity to identify capacity constraints within their networks.</p>
ANON-QNH5-RDTH-E	Brenda Ann Parish	Individual / member of the public	Horticulture	Elsenham - Loss of Greenfield Land	<p>Development of the site would result in the loss of habitat currently utilised by skylarks and by creating additional recreational pressures on popular walking routes nearby their nests.</p> <p>Greater consideration to be given to the protection of Uttlesford's agricultural land and food production.</p>	<p>In Core Policy 40, the Local Plan includes a requirement for new development to deliver a net increase of 20% biodiversity value on-site, to be delivered through the creation of high quality new habitats. Additional mitigation measures relating to specific on-site species can be considered at application stage.</p> <p>Given Uttlesford's rural nature and lack of supply of brownfield land, the use of existing agricultural land for development is an inevitable consequence of meeting the District's objectively assessed development needs, as prescribed by the National policy.</p>
ANON-QNH5-RD1X-U	Rachael Donovan	On behalf of an Organisation	NHS Hertfordshire and West Essex	NHS - Healthcare Infrastructure	The Site Development Template should include references to the need for contributions from developers towards new healthcare facilities. This would help recognise healthcare as essential infrastructure and would ensure consistency across the Local Plan.	Noted. The Site Development Templates set out the detailed policy requirements for all sites and this includes generic requirements set out in the Introduction, which includes: contribute towards health care and leisure provision, where appropriate, in accordance with the requirements with the requirements of the IDP. On this basis, any additional references to health care facilities are unnecessary and would be duplication.
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Essex County Council - Stansted Mountfitchet	<p>Requests a point of clarification be added that no new vehicular accesses are created onto Pennington Lane.</p> <p>Additionally, it is requested that the clarification is provided that the Minerals and Waste Planning Authority will need to be consulted on development in a Minerals or Waste Safeguarding or Consultation Area.</p>	<p>The Site Development Template is clear that development should be located away from Pennington Lane, which should benefit from a softened rural edge. Further, protected lanes are protected from adverse heritage impacts, including urbanising features like new accesses, by Core Policy 65. This point of modification is unnecessary.</p> <p>The Council will seek to make the second proposed modification, adding under the final 'Infrastructure' bullet in Framework 4A:</p> <p>-“Liaise with ECC as the Minerals and Waste Planning Authority on mineral and waste matters”</p>

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
ANON-QNH5-RD1W-T	Zhanine Smith	On behalf of an Organisation	Essex County Council	Essex County Council - Elsenham	Framework Plan 4B should include a new bullet point under 'Transport' which addresses the need for mitigation at Grove Hill. Additionally, under the 'Infrastructure' heading, reference to the new education facility should be to the expansion of the safeguarded site to provide a new primary school and co-located early years and childcare centre. Currently the wording refers to the expansion of a school which is not yet in place. Lastly, for Framework Plans 4B and 4C, the Council should include appropriate references to ECC as the Minerals and Waste Planning Authority, and state that a Minerals Resource Assessment (4B) or a Waste Infrastructure Assessment (4C) should be undertaken respectively.	The inclusion of specific reference to new mitigation at Grove Hill would not be justified or proportionate. Development proposals will need to consider and propose a range of achievable interventions to deliver improvements to the transport network and the exact package of measures will be agreed with Essex Highways as part of the development management process. However, the Council proposed to make the suggested modifications requested in relation to both the safeguarded education land and the minerals and waste references. These will form part of the suggested modification schedule submitted with the Local Plan to the Secretary of State.
ANON-QNH5-RDA4-7	Vic Ranger (Ranger Management Design Services)	On behalf of an Organisation	NB INVESTMENTS UK LIMITED	Small Site Allocations	The Plan should recognise the role small and medium sites have to play for residential and commercial development. Consequently, the land at Eastfield Stables should be allocated to facilitate a mixed use, low density development.	The Council are satisfied that the Local Plan delivers allocations at a range of scales and locations. This includes allocations of well above 1,000 dwellings, and those of approximately 100 dwellings. This is notwithstanding the delivery of non-strategic (sites of less than 100 dwellings) sites at the District's larger villages and Newport. The justification for the omission of individual sites is set out within the Housing and Economic Land Availability Assessment which is part of the Local Plan evidence base.
ANON-QNH5-RDAX-B	Tom Vernon (Agent)	On behalf of an Organisation	Portland Capital	Water Circle Estate - General Support	A comment of general support for the employment allocation at the Water Circle Estate and the use of Site Development Templates to set the site requirements. However, a proposed mod is requested that facilitates the delivery of wider employment uses that are complementary to the existing occupiers.	The comment of support is noted. In relation to the request for more flexible uses, the draft allocation has been made on the basis of the evidence base prepared by the Council and its consultants. Specifically, the Employment Needs Update identifies a need for an office allocation (Use Class E (g)(i)) of between 3-5ha in the wider Stansted area. The allocation at the Water Circle Estate seeks to meet this requirement over the plan period, however, greater flexibility on Use Classes within the policy would undermine its intent in seeking to fulfil the identified demand for office floorspace in the local area. Moreover, the site may not be appropriate for other, more intensive forms of employment on the basis of highways or other local environmental conditions.
ANON-QNH5-RDAX-B	Tom Vernon (Agent)	On behalf of an Organisation	Portland Capital	Water Circle Estate - Existing Permission	The allocation should be consistent with the previously approved permission at the site which has been lawfully implemented and can be delivered if needed.	The draft allocation has been made on the basis of the evidence base prepared by the Council and its consultants. Specifically, the Employment Needs Update identifies a need for an office allocation (Use Class E (g)(i)) of between 3-5ha in the wider Stansted area. The allocation at the Water Circle Estate seeks to meet this requirement over the plan period and has been prepared following consultation with the site promoter on deliverable uses. The allocation is therefore consistent with the Council's evidence base and does not seek to be in line with the existing permission which remains undelivered after a substantive period of time.
ANON-QNH5-RDAX-B	Tom Vernon (Agent)	On behalf of an Organisation	Portland Capital	Water Circle Estate - Transport Requirements	It is stated that the transport requirements of the allocation could be distilled into a single policy statement. Further, it is queried why the Site Development Template references the LCWIP when no strategic walking or cycling routes are identified within or near the site itself. It is then queried why active travel improvements beyond those identified in the LCWIP are being cited, especially when the site would benefit from more frequent public transport usage than active travel for commuting.	The transport requirements for all allocations exist across both the Site Development Templates and the LCWIP which forms part of the Council's evidence base. This is necessary as the LCWIP may benefit from future iterations which evolve the strategic opportunities for active travel in the District. However, the LCWIP is a District-wide strategy document and consistency with its aims is a uniform point for all allocations. The Site Development Template then provides a requirement for site specific improvements to active travel, which are inherently not covered by the LCWIP given its strategic lens. The exact package of active travel improvements will be confirmed through the development management process subject to a more detailed transport assessment and travel plan, however, the Site Development Template does recognise the need for prioritisation of active modes of commuting to contribute to climate change mitigation and health and wellbeing. This is not mutually exclusive with utilising and enhancing the site's positive public transport connections.
ANON-QNH5-RD3Z-Y	James Lawson	On behalf of an Organisation	Essex Police	Essex Police - Stansted Mountfitchet	Infrastructure sub section is incomplete as it does not reference police infrastructure / facilities which is key for sustainable new communities. Funding is needed to mitigate and manage impacts from growth too. Appendix 4 Stansted - Land at Walpole Meadows after provision towards the delivery of a new 56 place early years and childcare facility in the first	The Council are satisfied that the use of the term emergency services covers a wide spectrum of service providers and as applications are dealt with on a case by case basis stakeholders will be consulted to contribute as necessary.

Consultee ID	Full Name	Organisation /Individual	Organisation	Comment Category	Comment Summary	Officer Response
					bullet point, insert a second bullet point to read 'provision towards police infrastructure and facilities'.	
ANON-QNH5-RD3Z-Y	James Lawson	On behalf of an Organisation	Essex Police	Essex Police - Elsenham	<p>Infrastructure sub section is incomplete as it does not reference police infrastructure / facilities which is key for sustainable new communities. Funding is needed to mitigate and manage impacts from growth too.</p> <p>Elsenham - after 'Education facility' in the 1st bullet point, insert a new 2nd bullet point;</p> <ul style="list-style-type: none"> • “Provision towards police infrastructure and facilities” 	The Council are satisfied that the use of the term emergency services covers a wide spectrum of service providers and as applications are dealt with on a case by case basis stakeholders will be consulted to contribute as necessary.