

ESSENTIAL REFERENCE PAPER 'B'

July 26th DPEP Agenda Item	Summary of Issues Raised	Member/s Raising Issue	Officer Response
6 Sub-District Population and Household Forecasts.	Questioned soundness of approach to future housing growth. In referencing NPPF (paragraphs 47 and 159), notes that the essence of this is that supply should meet need, rather than work undertaken by EHC, proposing to base future housing growth on past trends. While homes built over the past five years are occupied, this does not confirm local demand for that number and that there would be a similar need over the next five years; only that developers found buyers for them. The extent of local need for any more or less remains undetermined.	Cllr Newman	<p>Not agreed that the use of Population and Household Forecasting work is unsound since such work does in fact provide an identification of need. It involves extrapolating forward the current population of an area using a number of assumptions based on past demographic trends, including life expectancy, birth and death rates and levels of migration, in order to estimate the likely future population. Assumptions about household size and formation rates (also based on trends) are then applied to generate a future housing requirement. This is a standard and robust approach.</p> <p>Not agreed that Council is proposing to base future housing growth solely on past trends. The Council is testing trend based forecasts against national planning requirements and the physical and environmental capacity of the district (LDF Executive Panel Item 7, Paragraph 2.18, 29 March 2012).</p> <p>The 'trend led' demographic information is</p>

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			<p>'Phase 1', i.e. projecting forward existing demographic data such as existing population statistics, whilst 'Phase 2' will test a range of 'policy drivers' alternative dwelling based scenarios. This will enable comparison of possible housing targets against 'trend-led' scenarios to understand the implications, including potential demographic and housing implications of meeting those housing targets (District Planning Executive Panel Report Item 6, paragraph 4, 26 July 2012).</p> <p>NPPF paragraph 159 states that local planning authorities should <i>'meet household and population projections, taking account of migration and demographic change [...and cater...] for housing demand and the scale of housing supply necessary to meet this demand'</i>.</p> <p>See also Agenda Item 5 to this meeting entitled: Sub-District Population and Household Forecasts – Parish Groupings and Towns: Phases 1 and 2 (October 2012).</p> <p>Not agreed that the fact that homes built over</p>

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			<p>the past five years are now occupied is not a reflection of local demand. On the contrary, it is a reflection of demand, even if this demand has not been generated by what could be called the 'indigenous' population. The NPPF does not require local demand to be met: rather it requires the scale of housing that the local population is likely to need over the plan period to be met by catering for housing demand. Such demand is generated both locally and through migration.</p>
<p>6 Sub-District Population and Household Forecasts.</p>	<p>Despite assertions that the forecast methodology is robust, the simplistic extrapolations substantially reflect previous growth in housing numbers. It is not clear how the forecasts could be used without resulting in misleading interpretations. As they stand, the population forecasts are likely to be challenged.</p>	<p>Cllr Jones</p>	<p>Not agreed. The Population and Household Forecasting study is robust. It uses the accepted and widely-used methodology for calculating future populations used by the Office for National Statistics (ONS).</p> <p>It involves extrapolating forward the current population of an area using a number of assumptions based on past demographic trends, including life expectancy, birth and death rates and levels of migration, in order to estimate the likely future population. Assumptions about household size and formation rates (also based on trends) are</p>

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			<p>then applied to generate a future housing requirement. This is a standard and robust approach.</p> <p>NPPF paragraph 159 states that local planning authorities should <i>'meet household and population projections, taking account of migration and demographic change [...and cater...]' for housing demand and the scale of housing supply necessary to meet this demand'</i>.</p> <p>See also Agenda Item 5 to this meeting entitled: Sub-District Population and Household Forecasts – Parish Groupings and Towns: Phases 1 and 2 (October 2012).</p>
6 Sub-District Population and Household Forecasts.	Population growth – having a range of scenarios with rationales welcomed, but it would be reasonable to discount extrapolating the future from the past high migration driven growth as the 'one off' of inward migration from the EU is unlikely to re-occur and improvements in economies are now likely to generate outward migration from Polish and Brazilian groups given the long term prognosis for the UK economy.	Cllr Woodward	<p>Noted. This point emphasises the distinction between technical work that simply states that based on x population today, the population in 2031 will be y, and the District Plan work to interpret and understand both the inputs and outputs of the technical work.</p> <p>The range of scenarios enables the impact of high-levels of migration to be taken into</p>

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6 Sub-District Population and Household Forecasts.	We also need to take account of demographics. For example, with an ageing population we need to plan old age friendly dwellings, (private as well as social provision). Bungalows with well sited gardens may not be in vogue but could encourage older residents to downsize and free up existing housing stock elsewhere.	Cllr Page	account. Agreed that the District Plan must take into account the specific housing needs of older people, including in respect of the likely future population age structure as well as the type of housing that may be suitable. To this end, East Herts Council has commissioned a specific older persons study as part of the refresh of the Strategic Housing Market Assessment (SHMA). A supply of suitable accommodation targeted to older people could indeed, encourage older people to downsize.
6 Sub-District Population and Household Forecasts.	Suggestion that reliable and well-established Housing Needs Assessment be undertaken, i.e. to ask local people how the needs of themselves and their families are liable to change over the period of review. With a more reliable method of determining need in common usage EHC may be shown to be at fault for using an alternative and less robust approach.	Cllr Newman	Not agreed. Housing Need Assessments/Surveys have been replaced by Strategic Housing Market Assessments (SHMA) as current best practice and are now a requirement of the NPPF. The reason for their replacement was that such surveys were overly aspirational and 'time sensitive' and did not provide an accurate indication of housing need over the long term. East Herts Council has undertaken a SHMA as part of the London Commuter Belt (East)/M11 Sub-region in 2010 and this study is currently being refreshed to ensure it is up-to-date.

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6 Sub-District Population and Household Forecasts.	Sub-District Population etc Forecasts, Phase 1 – the ‘rural hinterland’ mentioned on p33 of item 6 and shown in the Edge work is not the natural ‘hinterland’ of Bishop’s Stortford. Some of it does not share a common post coding and is related to Ware or Stevenage. The infrastructure of Bishop’s Stortford is far more affected by planning and development issues in its natural hinterland of West Essex/Uttlesford. The work to date may not demonstrate this. The map on page 13 (56 of item 6) of the Edge work graphically illustrates the misalliance and when read in comparison to p14 (57 of item 6) shows that Ware (the correct post coding for much of the assumed East Herts hinterland of Bishop’s Stortford) actually has very high ‘net migration’ figures which may influence the ‘Bishop’s Stortford and Northeastern’ assumptions rather than Bishop’s Stortford alone.	Cllr Woodward	<p>Not agreed. It is accepted that the natural hinterland of Bishop’s Stortford extends into much of western Essex as well as eastern Herts, and this is a general issue, not specific to this study, that originates from the fact that historic and administrative boundaries do not necessarily reflect functional boundaries. The Greater Essex Population and Household technical work was undertaken jointly with a number of local authorities (including both East Herts and Uttlesford) and sought to overcome this by considering demographics across local authority boundaries.</p> <p>It is accepted that the Bishop’s Stortford and Northeastern parish grouping contains SG as well as CM postcode areas (relating to Stevenage and Chelmsford, respectively).</p> <p>The Sub-District work is actually based on the housing market areas identified in the Strategic Housing Market Assessment (SHMA) that was also undertaken jointly across local authority boundaries. These housing market areas represent the most up-to-date information in respect of functional areas</p>

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			<p>within which people are likely to live, work and move house.</p> <p>It should also be stressed that the post-codes have no bearing on the forecasting work: which is based on demographic data at parish, ward and ONS output area level. Thus the presence of a Ware postcode in the Bishop's Stortford parish grouping is irrelevant. Growth in Ware is contained within the Ware parish grouping and has no bearing on the Bishop's Stortford parish grouping.</p>
6 Sub-District Population and Household Forecasts.	Acknowledged that social housing has an important role to play in providing young families with homes of their own, and must continue to do so. However, the temptation to provide a cheap option in a cramped environment must be resisted.	Cllr Page	Agreed. The District Plan will seek to promote high quality, well designed and liveable homes and neighbourhoods, for all tenures.
6 Sub-District Population and Household Forecasts.	Demographics also dictate that schools' provision has to be improved if new developments of any significant size are to be sustainable. It is unfortunate that national government has delayed a decision on the way forward in Bishop's Stortford. This key decision prevents a holistic view being taken.	Cllr Page	Noted. The Secretary of State's decision has now dismissed the appeals in respect of schools in Bishop's Stortford. East Herts Council is working with Hertfordshire County Council as the local authority responsible for education to resolve education issues in the District to 2031.

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7 Strategic Land Availability Assessment – Stage 2	Government is not helping resolve the Plan by delays on various key Planning matters, so it is accepted that ‘all scenarios’ have to be considered (e.g. the housing estimates of the East of England Plan); but EHC must get better at communicating this dilemma to the populace who are under the impression that excessive house building is the desire and intent of EHC.	Cllr Woodward	Noted and acknowledged. It is hoped that Members will assist in ‘getting the message across’. However, Members must also understand that Paragraph 47 of the NPPF is explicitly clear: <i>‘to boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local [District] Plan meets the full, objectively assessed needs for market and affordable housing’</i> .
7 Strategic Land Availability Assessment – Stage 2	Considered that site 45/003 Land at 22 Great Innings North could accommodate more than three dwellings.	Cllr Poulton	Noted. The interim SLAA site assessments have been refined following stakeholder engagement and the estimated capacity for this site has been amended from three to four dwellings. However, it is important to note that the dwelling numbers contained in the SLAA assessments are just an estimate of the dwelling capacity of each site. They are not intended to be viewed as either a maximum or minimum capacity. The actual number of dwellings that can be delivered on a particular site can vary greatly depending on the size

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			and type of housing proposed. The suitability of a particular scheme, and consequently the number of dwellings that a site can accommodate, will be assessed in greater detail through the planning application process.
7 Strategic Land Availability Assessment – Stage 2	The driving force seems to be, build as many homes as possible to assuage East Herts interpretation of national government policy. This view is reinforced by the SLAA rationale presented by officers and the upward revision of housing densities which could enable a "green light" to be given to open up even more house building in villages and hamlets, as well as in towns.	Cllr Page	<p>Not agreed. In respect of housing, the NPPF is clear: to boost significantly the supply of housing (paragraph 47).</p> <p>The SLAA should not be confused with the District Plan process; they are separate, distinct projects, albeit that the SLAA will inform the preparation of the District Plan.</p> <p>The SLAA is a piece of technical work that assesses the likelihood of a site coming forward for development. It is about whether a site could, <i>not should</i>, be developed taking account of the current market. The rationale for doing the SLAA comes from the requirement in the NPPF to be able to demonstrate a continuous supply of housing to ensure that the District's housing target is achieved.</p>

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			<p>In respect to the issue of density, this relates to the planning assumptions used as part of the District plan process.</p> <p>The change from 20dph to 25dph better reflects the reality of development at a very wide scale of 500 to 2,000 dwellings. However, the figures are just indicative and in order to move forward it is necessary for plan-making purposes to base assessments on a set of realistic assumptions: 25dph being considered more realistic. It should also be noted that these figures are gross rather than net and at the scale they are being used at include an allowance for non-residential development.</p>
7 Strategic Land Availability Assessment – Stage 2 Para 2.3	Questioned why the ASRs do not fall within the settlement boundary of Bishop’s Stortford as considered in reality they do. Implication on Bishop’s Stortford for total housing numbers if these figures are excluded also questioned. Would there then be technical pressure for further development in Bishop’s Stortford to satisfy its own housing non-migration growth requirements?	Cllr Woodward	Not agreed. SLAA Phase 2 considers sites within existing 2007 Local Plan Settlement boundaries where there is no in-principle objection to development. SLAA Phase 3 will in due course consider in more detail sites on the edge of settlements and elsewhere in the district, dependent on the Preferred Development Strategy. Bishop’s Stortford North, whilst ‘safeguarded land’ for future

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			<p>development, is regarded as outside the current settlement boundary for policy purposes and is therefore being considered along with other potential greenfield/Green Belt option locations.</p> <p>In respect of housing numbers, the assessment of Bishop's Stortford North is being considered through the District Plan, in the same way as all of the other potential broad locations. Any development at Bishop's Stortford North would be deducted from the District housing requirement.</p>
9 Material Changes to Draft Topic Assessments	Clearly the Plan needs to be robust but that is not as yet demonstrated fully by some of the apparently subjective and arbitrary Planning expert 'traffic light' assessments. The difficulty of making formulaic assessments is appreciated, but without demonstrable rigour in this area the ultimate Plan will not have local support as it will be viewed as an imposition by those that neither know or care about the realities on the ground and who probably don't have to live with the consequences.	Cllr Woodward	In the absence of specific examples of which of the traffic light assessments are 'apparently subjective and arbitrary', it is not possible to respond meaningfully to this representation. However, in respect of the traffic light assessments generally, it should be recognised that these have been developed to provide a framework that ensures that all Areas of Search are considered under the application of equal criteria. These criteria have been developed in conjunction with statutory authorities and other bodies, as

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			appropriate, and are considered to be fit for purpose.
9 Material Changes to Draft Topic Assessments	The change to the Land Availability Topic Assessment for the Buntingford North-East Area, (reference 02/004) from Red to Amber, should not have been made because this is based on an increase in assumed gross density of development, which could not be achieved by an acceptable form of development in this Area because of the necessity for any development to include significant infrastructure provision and other constraints. This situation is also known as a result of pre-application consultations, and it is important that this specific Area remains Red in the 'traffic light' assessment of land availability, as a sounder basis for findings in Sieves 1 and 2.	Cllr Bull	<p>Not agreed. The land available for development within this Area of Search fulfils the amber traffic light criteria under the Land Availability assessment. The assessment has changed from red to amber due to a change in the planning assumption used regarding the density and scale of growth for areas of search located on the edge of existing settlements from 20dph to 25dph. This is considered to be a more realistic planning assumption for development at a very wide scale of 500 to 2,000 dwellings.</p> <p>It should be noted that the amber rating given is based solely on an assessment of the Area of Search in terms of 'known' land availability. For the purposes of this specific topic assessment, no consideration has been given to the level of infrastructure required at each individual Area of Search and how this will affect the overall density of development that can be achieved within a particular Area of Search. It is acknowledged that in reality a</p>

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			variety of different densities are likely to be appropriate across each Area of Search dependent on several factors. In addition, no regard has been paid to individual developer plans for particular sites at this stage. However, all of these factors will be considered through the stepped approach being taken to the formulation of the District Plan and will be reflected in the final development strategy.
9 Material Changes to Draft Topic Assessments	The change to the Boundary Limits Topic Assessment for the Buntingford South and West Area (A) is inconsistent with wording for other areas where there are no clear boundary limits. The words “but there are no clear boundary limits to this area” need to be added at the end of the revised version in the Reference Paper.	Cllr Bull	Partial agreement. Suggested change to: If development was located to the north of the A507, there are clear possible boundaries to development based upon the Buntingford Business Park boundaries. If development was located to the south of the A507, there are minor field boundaries and a small woodland that could form a partial boundary feature, however depending upon the extent of development there would be no clear boundary limits in this area.
9 Material Changes to Draft Topic	The change to the Boundary Limits Topic Assessment for the Buntingford South and West Area (C) is inconsistent with wording for other areas, and the word “clear” needs to be inserted	Cllr Bull	Agreed. Assessment to be changed to incorporate additional word.

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Assessments	so that the revised version reads "...there are no existing clear boundaries that could limit development".		
9 Material Changes to Draft Topic Assessments	The Noise Impacts Topic Assessment for Areas 5 to 9 does not address the impact of aircraft flightpaths to Luton Airport on Buntingford, and this should be recognised by the assessment in order to be consistent when comparing different Areas of the District. Rather than replacing the flightpaths criterion with a noise level criterion in the assessment, as proposed by the Revised Wording in the Reference Paper for other towns in the District, there should be a criterion that reflects the current and future impact of aircraft on potential development areas other than in close proximity to mapped noise contours. This would improve consistency with other areas, including those north of Harlow, which are 'distant from the 60 decibel noise contour' and have been scored as Amber.	Cllr Bull	<p>Not agreed. The Noise Impacts Topics Assessment clearly sets out the basis for this topic assessment, including making the clear distinction between aircraft noise contours and flightpaths. The 60 decibel standard used is considered to represent the desirable upper limit for major new noise sensitive development. The Council has no evidence or justification to propose a different standard and this would be likely to result in greater chance of being found unsound at Examination in Public.</p> <p>Both Buntingford (south and west) and North of Harlow (B and C) have been classed as amber on the basis of the proximity of dual carriageways (the A10 and the A1414 respectively). This is a consistent approach with that applied to the other Areas of Search.</p>
9 Material Changes to	There is an important error in both the Transport Access Topic Assessment for Buntingford Area 8: Sub-Area B and Chapter 4 Sieve 1, paragraph	Cllr Bull	Agreed. For this area the A10 improvements would not be required and latest advice from Hertfordshire County Council, as Highway

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Draft Topic Assessments and 10 Chapter 4: Places, and Next Steps (ERP B Section 4.5.5.11)	4.5.5.11 for this Area, where the proposed wording states that "Highways infrastructure works would also be required including to enable access from the A10 from a northerly direction". Such access from the A10 to this sub-area is known to be impossible, even in the long term, as a result of the land required not being available for such an access, and the environmental, land ownership and physical constraints would prevent an acceptable upgrade of existing road access from this direction. The traffic light for criterion A (access to primary road network) should therefore be Red not Amber.		<p>Authority, concludes that "it is reasonable to serve the search areas from A10 via existing B1038 Baldock Road /High Street/Hare Street and London Road/Hare Street". Therefore, the Topic Assessment should be revised to omit the first section and, as previously agreed, the remaining paragraph would state:</p> <p>Would require upgrade of staggered junctions at Hare Street Road/Station Road/High Street /Baldock Road to enable safety improvements.</p> <p>However, it should be noted that the traffic light assessment should remain as Amber due to the junction upgrades and safety improvements required in the locality and therefore would not be regarded as a material change.</p>
9 Material Changes to Draft Topic Assessments and	There are big unanswered questions over the provision of water services; there are serious doubts over the local availability of water supplies, as well as the capacity of local sewerage treatment. Where in the plan is there any analysis of the impact of new and proposed settlements at	Cllr Page	Not agreed. Water Treatment has been discussed at length with Thames Water and it has agreed that Bishop's Stortford Treatment Works has capacity to accommodate the levels of proposed growth in Uttlesford District in addition to growth options at Bishop's

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10 Chapter 4: Places, and Next Steps (ERP B)	Newport, Clavering, Stansted Mountfitchet, and Henham, and the demands that will be made on water extraction?		Stortford. The Environment Agency and Veolia Water (now Affinity) have been engaged throughout the process of strategy selection, and will continue to be engaged to ensure that the demands on infrastructure and the environment are managed. The impact of abstraction on the water environment is complex. For more information refer to Supporting Document Section 2.6: Water (LDF Panel, 29 th March 2012).
9 Material Changes to Draft Topic Assessments and 10 Chapter 4: Places, and Next Steps (ERP B)	I am worried about the crafting of road transport links into the topography of Bishop's Stortford. I fear that by ignoring the potential to upgrade the A120 between the M11 and the A10, we are missing out on alleviating pressure on road infrastructure locally, and depriving the East Herts area of economic benefits which a major artery connecting with Stansted Airport would bestow. Furthermore, there has been no substantial planning of district wide public road transport written into the document.	Cllr Page	<p>It is recognised that any new development in the district would seek to respect the topography of the given area in planning for all transport modes.</p> <p>In terms of the matter of the potential to upgrade the A120, it is agreed that this will be subject to further investigation. This is recognised as an important issue and the level of enhancement required will largely be determined by the Highway Authority's assessment of the impact of the development proposals in the District Plan: Part 1 - Strategy on the road network and what mitigating measures would be most appropriate.</p>

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			<p>Passenger transport is a key element of the Plan and has been detailed as such throughout the process. Ongoing liaison with the Transport, Access and Safety section (TAS) at HCC (formerly the Passenger Transport Unit (PTU)) and service providers has been crucial in helping to establish the most sustainable locations for future development, in order to ensure that the existing network can be both maintained and enhanced. Additionally, the content of Hertfordshire's Local Transport Plan (the key steer in this area) and its daughter documents (including, <i>inter alia</i>, the emerging Inter Urban Route Strategy) should be taken into consideration to ensure conformity.</p>
<p>10 Chapter 4: Places, and Next Steps (ERP B Conclusions Table: Area 8:</p>	<p>Due to comments made, the Conclusions table for Area 8: Buntingford North-East showing Sub-Area B should result in a 'Marginal Fail' for both the 'Fewer than 500 dwellings', and 'Sieve 1 Rating' categories in the table in order to be consistent with the categorisation of other areas in the District.</p>	<p>Cllr Bull</p>	<p>Not agreed. The interim assessments have been derived by balancing up the specific issues in specific locations. The conclusions for Area 8 are considered consistent with the conclusions for other areas in Buntingford and the District. The sieves represent the degree of confidence the Council has about the suitability of locations. Further sieves and</p>

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Buntingford)			assessments are still to be undertaken, including based on additional information.
10 Chapter 4: Places, and Next Steps (ERP B Section 4.9.36)	Request for the main Stevenage sewer running along the whole eastern side of the boundary of Watton at Stone to be shown under red traffic light	Cllr Poulton	Not agreed. Thames Water has advised on this rating, and helped to develop the assessment criteria. The company does not believe that a red rating is merited because large-scale growth would make a replacement sewer financially viable, as stated in the topic assessment.
10 Chapter 4: Places, and Next Steps (ERP B Section 4.9.36)	Employment potential is rated as amber but the only site apparent for future employment is the "mill site" in Mill Lane. Therefore this should be a red traffic light as no other sites available that could be used.	Cllr Poulton	Not agreed. This assessment does not look solely at what employment land is available. It is about the potential success or viability if new employment land were to be located in the area. The "mill site" is vacant and partly derelict and not greatly accessible. Any alternative new site would be better located near to the A602 junction, benefitting from relatively quick access to Hertford and Stevenage via the A602 and via the rail line.
10 Chapter 4: Places, and Next Steps (ERP B Section	Access to Bus Services has a green traffic light, but knowledge of bus services and complaints from residents over the lack of buses suggests this should be an amber traffic light if not red.	Cllr Poulton	Not agreed. While there would certainly be scope for service enhancement, the village's current provision under the Access to Bus Services assessment [#] fulfils the green traffic light criteria:

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4.9.36)			<p>Areas with good access to existing bus services* and opportunities to link into/enhance existing provision.</p> <p>*The term 'existing bus services' includes both the provision of an adequate amount of bus stops to serve the area and a reasonable weekday frequency of service, including peak time provision, that would enable journeys to be made to a range of destinations (either directly or via links to other points that would facilitate wider travel options available).</p> <p>#Services available between Ware/Stevenage hourly (390); Stevenage/Hertford twice daily, except Sundays (383); and Welwyn Garden City (203) one off peak return journey Thursdays only. Probable on-going subsidy would be required to enhance service provision.</p>
10 Chapter 4: Places, and Next Steps (ERP B	Mr Abel Smith, a landowner of large plots of land in the village, has pledged to create a twenty acre woodland site stretching on the eastern side of the village from Walkern Road in the north to the other side of Mill Lane on the south. This twenty	Cllr Poulton	Noted.

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Section 4.9.36)	acre site is being created with the help of the Woodland Trust to commemorate the Queen's Diamond Jubilee		
10 Chapter 4: Places, and Next Steps (ERP B Section 4.4.3.6)	The comment at 4.4.3.6 regarding opening the A120 by-pass to ASR access could do with indications of what EHDC might regard as 'essential' criteria as this must not be conceded lightly. Clearly there are already several roundabouts on either end the A120 and arguably other breaches on the A1184, which serves to continue the by-pass around BS, and that are direct from housing developments e.g. Bishop's Park and St Michael's Mead. If such a breach is countenanced then there must be adequate legal safeguards to stop development creep across the other side of the A120 especially noting the comments about New Settlement Area 4.	Cllr Woodward	<p>Agreed that this must not be conceded lightly. However, the decision will need to be based on the NPPF, including Paragraph 14 which states that objectively assessed development needs must be met unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."</p> <p>A new adopted District Plan will be able to steer development to sustainable locations and the Council will be in a strong position to prevent 'creep' elsewhere.</p> <p>The A1184 is a different category of road to the A120. The A120 is a primary route, whereas the A1184 is a distributor road, specifically designed to allow more access, in this instance to Bishop's Park and St. Michael's Mead.</p>
10	Caveat at 4.4.3.13 about the, 'risk that growth	Cllr	Noted. The 'golden thread' in the NPPF is the

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Chapter 4: Places, and Next Steps (ERP B Section 4.4.3.13)	could become unsustainable' welcomed, but EHC should make Bishop's Stortford public more aware that this is noted by our Planners as the contrary perception seems to be widely held.	Woodward	'presumption in favour of sustainable development', which suggests that growth should be focused on the most sustainable locations.
10 Chapter 4: Places, and Next Steps (ERP B Section 4.4.4.13 onwards)	4.4.4.13 and onwards regarding BS East Sub-Area A. Noise from the A120/M11 and the Dunmow Rd, Brake Bros site, and BS Football Club are already issues. Therefore any presumption in favour of more employment use must consider noise impacts on the existing extensive residential community. Traffic is also a concern particularly as most secondary school commutes are from residential areas where the town has been permitted to expand on the west across to schools located in the east, (three in All Saints Ward).	Cllr Woodward	The noise impacts issue is noted, although this is a detailed matter that is more likely to be addressed through Part 2 of the District Plan, and then through the planning application process. Traffic issues are also noted. Transport modelling is being undertaken to look at these impacts, and advice from the County Council is being provided throughout the strategy selection process.
10 Chapter 4: Places, and Next Steps (ERP B Section 4.4.6.12)	4.4.6.12 Next Steps. There is a clear contradiction in the comment about the value of Cannons Mill Lane rail crossing and the action already taken by EHDC on Johnson's Crossing sale of land, which contained support for closure of Cannons Mill Lane. Also, note the carte blanche exemption from enforcement granted by Development	Cllr Woodward	Not agreed. While the content of Non-Key Report 12/14E is exempt information (as the details of terms agreed are confidential relating to the sale of two small parcels of land adjacent to Johnsons Crossing, Bishop's Stortford), the only reference in the report to the Cannon's Mill Lane crossing states that it

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	Control before a formal planning application or any local consultation on the desirability of the building of a huge bridge. That action has re-enforced the perception of not being mindful of local opinions which is unhelpful to this District Plan process.		<p>does not form part of the report.</p> <p>It is therefore considered that there is no contradiction between the two.</p> <p>The Development Control Committee resolution was made in light of specific exceptional circumstances relating to a child's death at Johnson's Crossing.</p>
10 Chapter 4: Places, and Next Steps (ERP B)	<p>The purpose of this stage of work has been to 'sieve' - in three stages - the previously-identified 69 Areas of Search down to a more manageable number for further assessment.</p> <p>However the underlying detail of how planners have reached their conclusions is not described. Moreover it is not sufficient to claim, simply, that the conclusions have been reached using professional judgment. There is need for absolute clarity and transparency in the process in order that the conclusions should withstand scrutiny by both independent experts and the public.</p> <p>The conclusions include, for example, that lack of</p>	Cllr Newman	<p>The approach taken reflects best practice, with clear criteria providing the basis for judgements which can then be balanced, taking account of the distinctive issues in each specific locality. This is the essence of the method known as 'sustainability appraisal'.</p> <p>The Duty to Co-operate within the NPPF requires that local planning authorities work with relevant parties including infrastructure and service providers to assess such issues.</p> <p>It would be unreasonable for East Herts Council to disregard input from such bodies, for example Hertfordshire County Council and Thames Water, which have been involved in</p>

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	<p>provision for new schools is insurmountable and prevent an area being taken into further consideration, but lack of highways and sewerage infrastructures can <i>in some instances</i> be overcome and does not prevent an area being taken forward. Such conclusions are intuitively wrong, but if there is further evidence to support the assertion or other factors have been taken into consideration, then those need to be made available in order that the conclusions can be accepted. Similarly, it is concluded that development in some areas should be constrained because of its impact on rural landscapes, whereas other rural landscapes are considered of less value even though both have the same designation and have similar Landscape Character Assessment profiles. So on what basis have Officers reached their judgment?</p> <p>A specific area of concern is the sieving of the six candidate New Settlements (Areas of Search 64 - 69). Although a substantial body of textual analysis is provided against each of these, the conclusion that only one should be taken forward does not follow logically from that analysis; similar considerations apply to all of them and so a</p>		<p>ongoing discussions and have suggested the inputs and agreed the assessments presented to Members on the basis of their knowledge of their services.</p> <p>In terms of landscape character assessment, it is not clear from these comments which specific examples of inconsistencies are referred to, so it is difficult to respond. However, what is clear is that the landscape of the Stort Valley, for example, has been accorded very considerable importance, and for that reason a very large area of the Stort Valley, promoted by developers, with the exception of the redevelopment of Terlings Park, has been dropped out of the selection process at Sieve 1.</p> <p>In relation to the Hunsdon Area new settlement, this was retained for further assessment to enable a number of further tests. Firstly, to test the issue raised by the East of England Plan Panel, that development north of Harlow would constitute a 'new settlement'. A new settlement could compete with, and undermine, regeneration within</p>

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	<p>similar outcome of the sieving process should surely be reached. Again, if there is further evidence to support the assertion or other factors have been taken into consideration, then those need to be made available in order that the conclusions can be accepted.</p> <p>Overall I – and I am sure many others – find the lack of reason and consistency in the conclusions without explanation to be deeply troubling, and believe there is significant risk that enough well-considered public concern will be expressed as to lead an Independent Examiner to reach the same view.</p>		<p>Harlow.</p> <p>If the East of England Plan Panel's conclusions are accepted, a development adjacent to Burnt Mill Roundabout on the A414, could be seen as a 'new settlement'. It would not necessarily be remote from Harlow.</p> <p>It is considered that the assessment in Panel Report 10, 26 July 2012, and summarised at page 494, New Settlements, sets out the key reasons why Hunsdon is carried forward and the A602 corridor is not, including for Hunsdon, as stated in the panel report, known single land ownership.</p> <p>The infrastructure to the south of the area is better than for that of other new settlement options. For example, it includes Harlow Town Railway station, the A414, and the trunk sewer which will need to be enlarged to accommodate development in east of Harlow in any case.</p> <p>It may be that confusion has arisen from the choice of the name 'Hunsdon Area'. However,</p>

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			on viewing mapped versions of this Area of Search (no 69) and Area of Search no 62: North of Harlow, it clear that there is a significant amount of over-lapping of the two. The Areas of Search are indicative of a wide expanse within which development of part/s could occur. Within each area the specific locations for development are not prescribed.
Other references not on July 26 th agenda – Chapter 2	Issues 2.6: Water. We are assured that the plan is 'an ongoing working document' and 'work in progress'. There have been significant water issues since the preparation of the chapter regarding water. In particular East Herts was one of the last areas to have drought restrictions removed. If this is a working document, although it is recognised that the issue of Water will be revisited in Steps 5 and 6, then there is a case for revisiting Chapter 2.6 to make reference to recent drought orders.	Cllr Jones	Not agreed. The main issue for plan-making is whether the Environmental regulator (i.e. the Environment Agency) considers that the environmental impacts are acceptable. Details of the latest drought orders do not materially change this consideration and there is not considered to be a need to revise Chapter 2.6 in this respect.
Other references not on July 26 th agenda – Vision	Vision for East Herts. There are increasing public concerns that the District Planning process appears to be proceeding without reference to a vision for East Herts over the planning period, and is merely a tool to justify continually increasing housing numbers. There	Cllr Jones	Visions for East Herts and each of the towns and the villages were part of the Issues and Options Consultation in Autumn 2010. These initial visions are being tested and refined through the strategy selection process,

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	may be a case to reconsider the content of parts of the District Plan structure to ensure that it considers in the broadest sense 'how places function and how they can and should evolve over time' (1.4.1)		and will form a key consideration in Chapter 6 of the Supporting Document. Like other topics such as infrastructure delivery, a vision of place emerges gradually through the iterative process of plan-making and testing. Chapter 4: Places contains much useful information in this respect.
Other references not on July 26 th agenda – General	The Local Plan is too narrow and insensitive to the needs and aspirations of local people. The connection between the LDF and the Council's corporate priorities/objectives are weak, and will need strengthening and safeguarding.	Cllr Page	The District Plan has endeavoured to take account of the needs and aspirations of local people as expressed in the feedback to the Issues and Options consultation. The approach to consultation is set out in Section 1. 8 (LDF Executive Panel, 29 th March 2012) The links between the Plan and Corporate Priorities was addressed in the Issues and Options document and is integrated into the whole strategy selection process. Checks on specific policies will be conducted in Chapter 7.
Other references not on July 26 th agenda	As the Local Plan remains a work in progress it is hoped that the Chairman's remarks embracing sustainable economic and environmental development across the District really will lead to	Cllr Page	Balance is the key word in this respect. Planning as defined by the NPPF is all about achieving a balance between competing demands, and attempting to reconcile them as

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– General	the best balance being achieved. However, I am fearful that funding and profit will be the keywords which take precedence.		<p>far as possible. The Council is constrained by what can be achieved by the requirements of the NPPF, which defines ‘sustainable development’ and requires local planning authorities to comply with the presumption in favour of sustainable development as the ‘golden thread’. The Council will seek to ensure that the balance is appropriate for East Herts. Deliverability and financial viability are central requirements of the NPPF, and will be thoroughly tested at Examination.</p> <p>The alternative to a plan within which development pressures can be managed, is to have no plan, in which such pressures cannot be managed and where development could occur in a haphazard manner.</p>
Other references not on July 26 th agenda – Bishop’s Stortford	Overall, insufficient weight is being given to new settlements adjacent to Bishop's Stortford, presumably because Essex links are not as strong as those in Hertfordshire. The outcome could be an infrastructure deficit which will be potentially damaging to the lifestyle of residents for years to come. It is both unfortunate and unacceptable that Bishop's Stortford, which is	Cllr Page	The Duty to Co-operate requires local planning authorities to consider cross-boundary considerations such as this. The impact of development in Essex is being given careful consideration in the plan-making process, and a number of issues are under investigation. The draft Uttlesford Local Plan contains proposals for development at Great Dunmow

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	likely to shoulder the heaviest responsibility for new housing, has no representation on the East Herts Council's Executive.		and Saffron Waldon but no new settlement at Elsenham. The comment about the membership of the Executive is a political matter beyond the scope of planning policy.
Other references not on July 26 th agenda – Bishop's Stortford	Despite my fears for Bishop's Stortford, and for East Herts missing an opportunity, there is undoubtedly room for expansion, and scope for macro ideas to embrace and capitalise on the economic powerhouse that is Stansted Airport. To freeze Bishop's Stortford in some kind of time warp is not an option for today's economically active population, or for our young people.	Cllr Page	Agreed that freezing any settlements in time is contrary to the whole planning system as currently constituted, which is designed to manage growth and development in a positive way, rather than attempting to prevent it. The other essential aspect to planning under the new system is democratic engagement, especially through representative organs such as those of local government, rather than through remote regional governments. Young people, and those too young to vote, are important stakeholders.
Other references not on July 26 th agenda – Bishop's Stortford	In Bishop's Stortford we have a great opportunity to "plan in" quality and distinctiveness on what is exclusively a large greenfield site. We can also be in the vanguard of building environmentally friendly settlements. This will come at a price which may be unpalatable to developers; therefore, there should be safeguards put into the	Cllr Page	Agreed. This sentiment appears to be in line with the requirement in the NPPF for a 'positive' approach to plan-making. Although the locations have not yet been agreed, it is clear that the requirements of the NPPF will necessitate East Herts Council identifying some greenfield sites in the District for future

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	<p>plan to ensure that we, and our children, can be proud of any future developments.</p>		<p>development.</p> <p>It is agreed that safeguards are an important part of plan-making, so long as they are considered reasonable and can be substantiated at Examination in Public. Members will have further opportunities to engage in policy-making and discussion of safeguards in due course.</p>