

Issue Number	Policy/Paragraph Number	Issue	Officer Response	Proposed Amendment
<b>Introduction</b>				
25.1	25.1.1	The paragraph is too vague. It should specify who is responsible for what. There is no evidence of involvement and commitment from housing and infrastructure providers. The District Council only has limited power to ensure the providers play their part which is a weakness of the plan.	An Infrastructure Delivery Plan is currently being prepared which identifies key infrastructure requirements including who will deliver specific schemes, how much they will cost and where funding may come from. The Council will continue to work with neighbouring local authorities and other organisations under the auspices of the 'Duty to Co-operate' in order to ensure that any strategic issues are resolved. In order for the District Plan to be found 'sound' at Examination, the Council must allocate sites for development that are deliverable in the first five years of the plan period and be confident that, beyond the first five years, other sites will come forward at a specific point in time.	<b>No amendment in response to this issue</b>
<b>Infrastructure and Service Delivery</b>				
25.2		The Police and Crime Commissioner for Hertfordshire states that an increase in population leads to greater pressure on the Police service. Economic growth also means that there is a greater stock of premises to police. The level of growth envisaged for the Gilston Area will have significant implications for policing. Additional demands will have to be met through contributions from developers via the Community Infrastructure Levy, or site specific planning obligation payments. The following cost requirements for additional infrastructure arising from the proposed	It is recognised that the level of growth proposed will impact on services and facilities in the District. The Council will continue to work with service providers including Hertfordshire Police in order to ensure that sufficient contributions are made, either through S106 or CIL, to mitigate this impact and to help fund strategic infrastructure projects identified within the IDP.	<b>No amendment in response to this issue</b>

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		<p>level of growth have been identified:</p> <p>2016-2021: £500,000</p> <p>2021-2026: £125,000</p> <p>2026-2031: £125,000</p> <p>Post 2031: £3,000,000</p>		
25.3	DEL1	HCC Ecology and HCC Property support the policy, and in particular the recognition of partnership working. Support also received from the Lee Valley Regional Park Authority. Thames Water supports the policy and states that it is important that developers demonstrate that adequate wastewater capacity can be provided in tandem with development.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
25.4	DEL1	Stevenage Borough Council states that a third of the housing target is to be met by the three Broad Locations. There is uncertainty as to whether these sites could be delivered. A relatively small scale scheme of 500 to 1,000 dwellings east of Stevenage could make a positive contribution to medium term requirements and provide greater flexibility and certainty within the plan.	Ongoing work in support of the District Plan currently indicates that the three Broad Locations: East of Welwyn Garden City, North and East of Ware and the Gilston Area are the most sustainable locations for strategic levels of growth. However, the Council will continue to assess the potential of other locations, including the area to the east of Stevenage, in order to ensure that the Plan presents the most appropriate strategy for the District.	<b>No amendment in response to this issue</b>
25.5	DEL1	The timetable for the delivery of the IDP must be provided.	The IDP is being prepared to support ongoing work on the District Plan and will be completed ahead of the Examination in Public.	<b>No amendment in response to this issue</b>
25.6	DEL1	Green Infrastructure should be included within the IDP alongside conventional 'grey' infrastructure.	Agreed. The IDP will identify strategic green infrastructure schemes.	<b>No amendment in response to this issue</b>

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25.7	DEL1	The Highways Agency wish to be involved with the preparation of the IDP. Further modelling work is required to identify, at an early stage, the likely extent and location of required mitigation measures which will help secure funding at an early stage. There is a concern that sites have been identified as preferred options without more detailed transport evidence. It should not be assumed that the Agency will be able to fund any schemes that are not already committed.	The preparation of the District Plan is an ongoing iterative process. East Herts are working closely with Hertfordshire and Essex County Councils in order to further understand the potential impacts of growth, both within East Herts and neighbouring authorities, on the local and strategic highway network. Required mitigation measures will then be identified within the IDP. The Highways Agency will be involved in this process.	<b>No amendment in response to this issue</b>
25.8	DEL1	Essex County Council wish to be included as one of the partners with whom East Herts works to ensure the delivery of school places for the planned development in the Gilston Area.	Noted. East Herts will continue to work closely with ECC and other organisations as the District Plan progresses and beyond to ensure the deliverability of key infrastructure schemes and services.	<b>No amendment in response to this issue</b>
<b>Developer Contributions</b>				
25.9	DEL2	HCC Property supports the policy and states that the ability to mitigate new development should not be limited to planning obligations given the restrictions which will be introduced in 2015. The Environment Agency are supportive of the inclusion of nature conservation, landscaping improvements and flood mitigation within the policy.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
25.10	DEL2	The policy refers to CIL but the Council has not yet made a decision regarding whether to introduce CIL or not. The opportunity for seeking funding after April 2015 when S106 will be scaled back will be minimal if CIL isn't in place.	Consultants have been commissioned to undertake a Delivery Study in support of the ongoing work on the District Plan. Part of the remit of the study is to identify a viable CIL charging schedule. The Council will then be able to come to a decision as to whether to implement CIL or not.	<b>No amendment in response to this issue</b>

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25.11	DEL2	Developers should provide contributions toward the betterment of communities they are enlarging. There must be specific benefit to local communities and not just a pot of money that is used as the District or County Councils see fit. A mechanism for communities to reclaim developer contributions should be included.	Through the use of planning obligations developers are required to make financial contributions in order to make a development acceptable in planning terms. This often involves the provision of new or enhanced services, facilities and infrastructure which directly benefits the local communities that are affected. While a decision has not yet been made regarding the implementation of CIL, if the Council decided to pursue that mechanism of funding, then a percentage of contributions would be passed down to Town and Parish Councils to use as they see fit.	<b>No amendment in response to this issue</b>
25.12	DEL2	When preparing a CIL charging schedule the Council should avoid: <ul style="list-style-type: none"> <li>- Double charging through use of both CIL and S106</li> <li>- Using CIL for items of infrastructure that are to be delivered directly by developers.</li> <li>- Failing to recognise that where direct provision is made on site, or land is provided for infrastructure at nil cost, an equitable adjustment should be made to the level of contributions sought.</li> </ul> <p>The CIL charging schedule should be prepared in close collaboration with key site promoters.</p>	A decision has not yet been made regarding the implementation of CIL. Should the Council wish to introduce CIL then a charging schedule would be produced in consultation with a large number of organisations including key site promoters, and in accordance with the relevant regulations and guidance.	<b>No amendment in response to this issue</b>
25.13	DEL2	The Council cannot use planning obligations to fund desirable items of infrastructure. They must be directly related to the impacts of a specific proposal. A pre-requisite for requiring a contribution should be an	Part II of the policy makes it clear that planning obligations will only be sought where they are necessary to make a development acceptable in planning terms,	<b>No amendment in response to this issue</b>

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		assessment that identifies a qualitative deficiency within existing facilities to accommodate a development.	directly related to the development, and fairly and reasonably related in scale and kind to the development.	
25.14	DEL2 Part III	Support from HCC Ecology.	Support noted and welcomed.	<b>No amendment in response to this issue</b>