

<b>Respondent ID</b>	<b>Response type</b>	<b>Page number</b>	<b>Response / comment (provided verbatim except where inappropriate language used)</b>	<b>Theme / topic</b>	<b>Response</b>
<b>HG1</b>	Developer meetings	Page 8	The HGSV is prescriptive in its guidance on densities (Page 8, Para 4) in seeking densities to be higher around local centres and fragmented on the edges. We agree that higher densities can be accommodated around local high streets, allowing for delivery of a range of uses and encouraging footfall. However, decreasing densities towards the edges of development are usually utilised to mark a transition into the countryside, providing a looser grain as would have been experienced in the historic evolution of a settlement. As the Garden Communities directly adjoin the existing urban area, decreasing density towards all edges may not always be appropriate, particularly where those edges join the existing urban area. In these circumstances, higher densities continuing the urban form would provide better legibility in the transition from the existing urban area into the Garden Town.	Placemaking and homes	Remove fragment on edges. In case of adjoining settlements densities should reflect adjoining developments.
<b>HG1</b>	Developer meetings	Page 11	The HGSV seeks to require the use of 'leading and innovative architects and designers' (Page 11, Para 3) to ensure design quality. It is therefore implied that the best design will only be achieved through the selection of specific architects/designers. The NPPF (2018) (Paras 124-132) sets out how the Government considers well designed places can be facilitated. This includes the use of local consultation, pre-application front loading of discussions with the Local Authority and use of design review panels. Paragraph 3 would therefore represent an overly onerous requirement for future developers within the Garden Town.	Placemaking and homes	No change.
<b>HG1</b>	Developer meetings	Page 21	The HGSV (Page 21, Para 2) seeks development to provide for a genuine mix of home types and tenures within the Garden Town. This mix will be partly aided by the delivery of development from a range of developers across the 4no. communities. However, in determining the appropriate housing mix and tenures regard needs to be had to local needs in order to ensure that appropriate housing is being delivered to truly meet existing and future demand in accordance with Paragraph 11 of the NPPF 2018.	Placemaking and homes	SHMA takes account of local need therefore no need to reference local need.

<b>HG1</b>	Developer meetings		Development across the Garden Town will be delivered by a number of different developers, not all of which will be providing Local Centres as part of their development. The NPPF (Para 68) and the Letwin Review (June 2018) seek to establish ways encourage the rapid delivery of new housing to meet growing needs. A key priority for Government is to speed up delivery of housing within the UK. Requiring Local Centres to be brought forward early, ahead of other housing development, would stifle the ability of developers to deliver housing particularly where the Local Centre development is outside of their control. Further, Local Centres will be distributed throughout the Garden Town. It may therefore not be appropriate in terms of construction logistics to deliver these areas ahead of surrounding residential development. These Local Centres are also unlikely to be successful where there is no residential footfall to support shops and services.	Placemaking and homes	Infrastructure needed first, including green infrastructure, drainage, to support incoming communities. Add more detail to A8 regarding drainage. B6 covers this query regarding local centres.
<b>HG1</b>	Developer meetings		The HGSV supports the provision of wide pavements, planting and street furniture on residential roads. This is likely to increase road widths and would be best suited to the main routes through the site. Surrounding smaller residential streets could benefit from a more intimate character with narrower road widths to delineate their position within the road hierarchy and aid way finding. We therefore consider that this should be reflected in the wording of the HGSV.	Sustainable movement	No change required as B3 covers this.

<b>HG1</b>	Developer meetings	Page 14	The HGSV seeks the provision of allotments within the Garden City , with all homes required to have access to an allotment within 800m (para 6). It is not clear from the document whether this means that all homes are required to have an allotment or whether a small number of allotments would serve a larger number of homes. This notwithstanding, there is no similar requirement within the Harlow Local Plan (existing or draft Local Plan) for the provision of allotments. This requirement would therefore be more onerous than the Development Plan and is likely to have a significant impact upon the overall quantum of development which can be delivered on each site. Paragraph 35 of the NPPF (2018) requires Planning Policies to be 'justified' (i.e. based upon a proportionate evidence base). There is no supporting evidence to justify the need for such a high provision of allotments and as such, this requirement would be contrary to Paragraph 35 of the NPPF (2018). There is however, opportunity for dwellings with gardens to provide space to grow food which would address the aspiration for future food security	Landscape and green infrastructure	All new homes will be within 800m of an allotment. Keep 10 minute reference.
<b>HG1</b>	Developer meetings	Page 18	The HGSV seeks to require development on strategic sites to be located within 800m of a Bus Rapid Transit Stop (para 4). At present, there is not a clear strategy, route or commitment to the delivery of Bus Rapid through the Garden Communities . The ability to comply with the requirement of all development to be within 800m of a stop will be largely dependent upon the final bus route, which is currently undetermined. It is therefore not reasonable to place such restrictions on development which will ultimately impact upon layouts, developability of development parcels and delivery.	Sustainable movement	No change.
<b>HG1</b>	Developer meetings		We have some concerns in respect of detailed design, open space and layout requirements which exceed policy requirements set out within Local Plan policies and the impact that these requirements would have upon the overall deliverability of development. We therefore suggest that the HGSV could be reworded to allow for more flexibility in a number of areas without undermining the principles of achieving a high quality Garden Town.	Status / policy / administration	See below.

<b>HG2</b>	Developer meetings	Page 12	Page 12 – ‘Overall density considerations’. It is considered that this part of the document is too prescriptive at this stage in relation to identifying specific densities and typologies for future schemes given there will be unique site specific placemaking aspects of development in achieving its own character and identity through careful planning and design. Delete ‘Examples are provided here, along with the broad density levels that they can deliver. Further information on density considerations is provided on the following pages’ and following text and images concerning specific typologies. Replace with: There is a need to achieve a suitable and appropriate housing mix of homes to meet existing and forecasted housing need and demand within the local area (reflective of the adopted NPPF, July 2018) and specific typologies and design approaches will be considered within more detailed Design Codes as a backdrop to the determination of Reserved Matters applications following an outline planning approval.	Placemaking and homes	Examples are guidance but not prescriptive. No change needed.
<b>HG2</b>	Developer meetings	Page 12	Page 12 – ‘Overall density considerations’. This document should not be considering density guidelines given it is intended to be a high level document setting Garden Town principles and should not therefore be prescriptive. Notwithstanding the above, this section is far too prescriptive in giving references to existing densities of existing nearby villages whereby clearly place-making of large-scale developments in and around Harlow will dictate its own density range character, identity through careful and sensitive design. Delete text on page 12 under this heading.	Placemaking and homes	Page 12 is not a prescribed set of principles for each area. ‘For reference’ wording to be included.
<b>HG2</b>	Developer meetings	Page 17	Page 17 – Gilston Area Considerations. Delete as per our comments upon page 12. ‘Densities at Hunsdon, to the north west are c. 20 dph, though the measured area includes a school and its playing field. Central parts of Sawbridgeworth, to the north east, have densities up to c.80 dph’.	Placemaking and homes	Statement of what is there, not what is prescribed. No change.

<b>HG2</b>	Developer meetings	Page 42	Page 42. Delete all text on page 42. This section appears too detailed in certain parts for example with reference to "the organic historic pattern of lanes should be retained, and used as a cue for the structure of the villages.." There are references to materiality benchmarking against existing villages as a design cue and detailed design references to include roof lines. These are all detailed design considerations which will be worked through site-wide and village specific masterplans as part of the more detailed planning application process. Such design detail, for example, could be achieved through Design Codes.	General	Noted. Need to ensure consistency across each strategic area. Needs strong relationship to the Concept Framework.
<b>HG4</b>	Developer meetings	Page 14	We suggest that the wording of paragraph 6 on Page 14, paragraphs 3 and 4 on Page 15 and paragraphs 4 and 8 on Page 18 are reviewed to ensure there is adequate flexibility in any future masterplanning processes and to avoid the Vision of the Garden Town becoming too prescriptive. The Vision set out in this document should not be phrased as prescriptive planning policy but rather guiding principles for future development.	General	No change required.
<b>HG5</b>	Developer meetings		There is currently no mention of viability and deliverability in either document and this needs to be incorporated. The documents set high expectations for the new Garden Town developments and the fulfilment of these will come at a cost and viability needs to be introduced as a concept to reflect the reality of the world. It is understood in this regard that the Council has just let a contract for updated infrastructure and viability work and that there will be a consultation exercise and Manor Oak Homes will have an opportunity to comment. They are extremely keen to be involved in this.	Viability	Noted. No change.
<b>HG5</b>	Developer meetings		Both documents refer to 'Land Capture' and 'Stewardship'. These terms mean different things to different people and it is important that what the Council means by these things are properly explained here so that all readers are as one in their understanding and expectations.	Infrastructure	Definitions to be included in both documents. Capturing a percentage of the land value uplift. Examples of definitions to be included.

<b>HG5</b>	Developer meetings	Pages 7, 28, 32	Pages 7, 28 & 32 – A number of the plans within the document show a Sustainable Transport Corridor from West Katherines to West Sumners via the intervening land known as the 'Donkey Sanctuary Land'. As per previous submissions this land is not available for development and needs to be shown as outside the development area. At best, the line needs to be dotted in this location to show it as a possible extension. This needs to be updated in the Sustainable Transport Corridors Strategy too, most notably page 11 where Corridor 4 goes straight through the Donkey Sanctuary Land. In that instance we would suggest a box needs to be put on this plan and other related plans to show it as being outside the development area, as it is simply not available.	Sustainable movement	No detailed route decided yet therefore plans are illustrative of aspiration.
<b>HG5</b>	Developer meetings	Page 35	The reference to rapid transport should be changed from 'should' to 'could' be accommodated.	Sustainable movement	No change.
<b>HG6</b>	Developer meetings		The Vision currently shows a rapid bus route north/south through the site and connecting to the north via the GSK site. The delivery of this route beyond the development boundary would be outside of our control and involves 3rd party land. The corridor will need further assessment to ensure it is deliverable in terms of constraints such as land ownership, topography, ecology etc.	Sustainable movement	Systra document has picked this up.
<b>HG6</b>	Developer meetings		Further clarification is required in terms of what type of corridor is expected to be provided, particularly in terms of the width once all modes of transport are accommodated. We expect all stakeholders to work proactively to ensure that appropriate connections are fully deliverable and do not prejudice the timely delivery of much needed housing.	Sustainable movement	This will be picked up in further STC work and through the masterplanning.

<b>HG6</b>	Developer meetings		Consideration needs to be given to development phasing including the delivery of infrastructure. As part of this, consideration needs to be given to the role that connections to existing public transport routes (and the potential to extend / enhance existing routes into the development) can play in terms of facilitating delivery and the financial sustainability of these routes. For example, the rapid bus route could route along enhanced existing highway until an alternative route becomes available, should it be desirable and deliverable.	Sustainable movement	Phasing will be picked up in the IDP and masterplans rather than the spatial vision.
<b>HG7</b>	Neighbourhood planning group		The Spatial Vision could have offered some direction of what it is expected, both in terms of 'benefits for the community' and in terms of transparency of any agreement that claims to be underpinned by Land Value Capture Garden City principles.	Infrastructure	Definitions of land value capture to be included in the glossary of both documents.
<b>HG10</b>	Statutory stakeholder		There should also be, in time, a rapid transit connection into the Enterprise Zone at Templefields along River Way. At present there is no public transport in that area and as this develops to meet the aspirations that we have for it to transform into a modern business park with a much higher density of employment, it will be important that it has the public transport to match. This connection could take a route from the proposed new eastern Stort Crossing into Templefields, via River Way and then onto Cambridge Road, north of Harlow Mill Station, via the Link Road to be constructed by Essex County Council, perhaps instead of using the already congested Edinburgh Way.	Sustainable movement	STC to pick up possibility of future extension / rerouting to Templefields. Detail will be contained within Systra study.

<b>HG11</b>	Statutory stakeholder		<p>In the case of East Harlow, no yellow shading is shown north of the new Junction 7a on the Plan for the Garden Town. The public will perceive these areas as being designated free from development and naturally expect these principles to be honoured when master plans are formulated in consistency with the Harlow &amp; Gilston Garden Town Spatial Vision. It is noted that Policy SP5.3 does not place any restrictions on the area of land north of Junction 7a, therefore there would be a presumption in favour of development in this area, subject to material considerations, including careful consideration of highways impacts. The Plan is therefore inconsistent with policy by not reflecting the possibility of development north of Junction 7a and by denoting a specific approach, sets a public expectation that development will not occur in this area. It will damage PAH's opportunities if a flexible approach is not taken to the possible extent of 'new neighbourhoods and villages' within the East Harlow allocation. PAH therefore requests that the development envelope is extended into the northern portion of the East Harlow site. Alternatively, a different approach could be adopted, similar to that of the Harlow Area Action Plan Consultation Document (page 21), where all allocations are evenly shaded so as not to establish presumptions as to the final extent of their developable areas.</p>	Placemaking and homes	New shading on land North of J7a as 'potential' site for hospital.
<b>HG11</b>	Statutory stakeholder		<p>The Second Stort Crossing is currently shown to connect Templefields employment area to Fifth Avenue. No direct connection is shown to the Gilston Villages, which is surprising given the Crossing is understood to be integral to the delivery of the Gilston Villages. It would be consistent with good urban design principles for the Plan to aspire towards a direct connection between the Second Stort Crossing and Village 2 in the Gilston area. This could be denoted under a different key and shown as a 'possible' connection subject to further consultation with local communities.</p>	Sustainable movement	Amend strategic plan to show dotted line wish bone connection to village 2.



<b>HG11</b>	Statutory stakeholder		Without the prospect of a direct connection from the Second Stort Crossing to the Gilston Villages, Village 1 would remain the only 'accessible' location where a new Hospital could be accommodated and thus the flexibility of siting a hospital in the Gilston area is highly constrained. The Trust therefore requests that an aspirational link between Templefields and Village 2 is shown to provide a Hospital in a location which can best meet the needs of its growing catchment population; a need partially generated by the housing growth proposed in the Harlow & Gilston Garden Town.	Sustainable movement	As above.
<b>HG15</b>	QRP panel		It would also be helpful to clarify the relationship between the Spatial Vision and the Design Charter, Sustainable Transport Corridors Study, Harlow Town Centre Area Action Plan (AAP) and delivery plan – coordination across workstreams, studies and plans will be important.	Status / policy / administration	Diagram illustrating relationship between 'family' of documents guiding growth across the GT. To include 'infrastructure plan'. Circulate diagram to client team.
<b>HG15</b>	QRP panel		Clearly articulating public-sector commitments and, responsibilities that are expected to rest with the private sector and third sector, would be valuable.	Infrastructure	Partnership working from the DC document to be carried over to the SV. Partnership working will deliver different parts of infrastructure - the delivery of this vision will be through public, private and third party funding. To be included at the end of the introduction.
<b>HG15</b>	QRP panel		The panel recommends looking back to the original Gibberd vision and reinterpreting this for the new Garden Town – re-writing Gibberd's description, which speaks with clarity about the structure of the place. This could be an inspiring message that acts as a powerful tool, focusing and sustaining interest in the Garden Town project from a broad range of stakeholders.	Vision	Consider redrafting the vision statement.
<b>HG15</b>	QRP panel		While the panel understands that a delivery plan will sit alongside this document, the Spatial Vision itself lacks detail about 'when' and 'how' development, including social infrastructure, will occur – it should be clear how both documents relate.	Delivery	To resolved by diagram (see above).
<b>HG15</b>	QRP panel		A delivery plan should include details of: land value capture; delivery responsibilities; maintenance and stewardship and land disposal options – to maintain quality from concept through to delivery.	Delivery	Noted.

<b>HG15</b>	QRP panel		The panel thinks early small-scale incremental intervention will give the community an opportunity to experience the real benefits of the Spatial Vision – this will feed community motivation to support delivery of the Garden Town.	Delivery	Principle on temporary interventions and quick wins to demonstrate benefits of growth if done right. Within overarching adaptable; innovative; sustainable; healthy section.
<b>HG15</b>	QRP panel		Early interim uses could be low cost but play a significant role in demonstrating the benefits of change. For example, pop-up shops could be promoted in vacant premises in Harlow Town Centre and other existing centres.	Delivery	See above. Principle could be included within economy and regeneration.
<b>HG15</b>	QRP panel		The panel cautions that delivery of the spatial vision will hinge heavily on the sustainable transport concepts promoted, including new bridge connections. Significant energy should be focused early on to clearly establish how they will deliver this strand of the vision.	Sustainable movement	Noted.
<b>HG15</b>	QRP panel		The panel is concerned with the proposed BRT route around the proposed Gilston Villages as currently shown as a complete circuit – whereas a C shaped route may be more efficient and deliverable. The panel look forward to seeing further development and analysis here.	Sustainable movement	Noted. Route has been updated as per the DC.
<b>HG15</b>	QRP panel		The panel recommends the Garden Town team and Councils refine the language used in the document to enable this to be used as a planning document. The panel suggest a careful review of how 'will', 'shall' and 'should' are used in relation to the spatial vision themes and priorities.	Status / policy / administration	Noted. All those necessary will use should.
<b>HG16</b>	County Council	Page 4	Suggest amend 2nd bullet to: A place where people are inspired to live and work and encouraged to travel actively.	Vision	Change to: a place where people are inspired to work locally and encouraged to travel actively.
<b>HG16</b>	County Council	Page 6	Should this now be referred to as the 'UK Innovation Corridor'? It's referred to as UK Innovation Corridor on p2, as LSCC on p6 and as LSCC UK Innovation Corridor on the p7 graphic. Whatever it is, refs should be consistent throughout doc.	Economy and regeneration	Include in brackets afterwards LSCC after first use of UK innovation corridor. Replace all LSCC afterwards with UKIC.

<b>HG16</b>	County Council	Page 8 A4	Suggest amend to: Densities will typically increase towards local centres, around a local high street or small green space, and <i>decrease</i> on the edges	Placemaking and homes	Circulate reviewed wording.
<b>HG16</b>	County Council	Page 9 B2	"Communities will be home to a diverse and rich mix of uses and activities with homes, shops and jobs in the same place, rather than separated" This implies extensive employment opportunities will be available within each community - this is not what is being proposed at most of the strategic sites.	Placemaking and homes	Delete 'rather than separate'.
<b>HG16</b>	County Council	Page 9 B8	"Homes shall be designed to adapt to changing needs and lifestyles, with capacity to accommodate growing households, without impacting on the amenity of neighbouring homes" Of relevance here could be enabling extensive on-site parking to ensure possible vehicle overspill from growing families doesn't negatively impact neighbours' amenities. This would be at odds with the need to reduce car ownership and encourage active sustainable travel. How would such conflicts with Spatial Vision aims be managed?	Placemaking and homes	New buildings shall be designed to adapt to changing needs and lifestyles, for example capacity to accommodate growing households.
<b>HG16</b>	County Council	P17 B issues	This section does not place sufficient emphasis on sustainable modes and how the facilities must be designed to encourage sustainable mode use as the first and most obvious choice when making ANY journey.	Sustainable movement	Covered within principle A and C and transport study.
<b>HG16</b>	County Council	P17 B8	"The strategic road network will be improved, with the planned M11 Junction 7a; a suggested new road link across the River Stort north of Templefields; and improvements to the A414 between the Garden Town and Hertford" Suggest amend to: improvements to the A414 corridor within the Garden Town and beyond. Use of 'beyond' suggested as A414 improvements are needed both east and west of Harlow.	Sustainable movement	Suggested wording to be used.

<b>HG16</b>	County Council	P18 C Issues	<p>This spatial vision does not mention behavioural change and how the public will need to be actively encouraged and engaged with the process of achieving a step-change in sustainable/active travel to make the Garden Town a success. The SV also doesn't mention the need for 50% of all trips originating within the Garden Town to be by sustainable active modes, with an aspiration to achieve 60%. Sustainable/active travel should be the first, most obvious and most convenient choice to make when making any journey. This section does not set the bar high enough.</p> <p>Hierarchy is to reduce the need to travel, reduce journey length, walk, cycle, bus/rail, and only then facilitate private vehicle use. Journey reduction/mode share text should be ordered accordingly.</p>	Sustainable movement	Reference needs to be made to the modal shift and behavioural requirements.
<b>HG16</b>	County Council	P18 C4 Issue	<p>"Development on strategic sites will be shaped by easy access to public transport, walking and cycling routes. All homes should be within 800m (a 10 minute walk) of a Bus Rapid Transit stop."</p> <p>This aim does not go far enough; walk and cycle networks should be seamless throughout the development, and more convenient to use than private vehicular travel.</p>	Sustainable movement	Review wording across all principles.
<b>HG16</b>	County Council	P18 C7 Issue	<p>"Travel plans will be encouraged from all businesses over 100 employees, which could include pre-payment of an annual or monthly Bus Rapid Transit travel pass."</p> <p>Travel Planning and co-ordination over an extended time period will be at the heart of delivering the travel and mode share step-change for all existing and new development throughout the Garden Town. This aim, as set out here, is couched no better than for 'business as usual' travel planning - the Garden Town approach needs much much more than this.</p>	Sustainable movement	C7 - travel planning is expected for all types of development. Wording to be circulated for client review.
<b>HG16</b>	County Council	P18 C8	<p>"Local authorities will work with the bus operator to upgrade the existing bus network, including options for Park and Ride and extending bus routes into new neighbourhoods and villages. All homes should be no more than 400m (a 5 minute walk) from a bus stop."</p> <p>What about Quality Bus Partnership(s)?</p>	Sustainable movement	Noted. Covered by the topic.

<b>HG16</b>	County Council	P19 D7	<p>"Limited parking spaces for family homes may be needed. However, masterplans should demonstrate how driveway and/or street parking spaces could be adapted to open/green space, should demand for them fall over time."</p> <p>This conflicts with earlier point on p9 about minimising effects on neighbours' amenities; experience elsewhere in Essex has not been good, where limiting off-street parking has led to on-street congestion and inability for emergency and service vehicles to get through. Needs more emphasis on later adaptation of driveway/parking space as carrot, rather than initial limit as stick.</p>	Sustainable movement	Remove first sentence.
<b>HG16</b>	County Council	P19 D Plan (Strategic Diagram)	<p>Templefields employment area and EZ not shown; Clock House should be Clock Tower; suggest extending dashed line North-East from Harlow East towards 'Stansted Airport' (to represent possible extension of Sustainable Transport Corridor); 'Science Park' is London Road Enterprise Zone</p>	Sustainable movement	Noted.
<b>HG16</b>	County Council	P20 A8	<p>"A package of enhancements to Harlow Town and Harlow Mill stations are being considered, including dual station access and integrated public transport facilities; alongside renovated and/or new station buildings to create a sense of arrival."</p> <p>A northern access is proposed for Harlow Town, not both stations.</p>	Economy and regeneration	Tweak wording.
<b>HG16</b>	County Council	P20 A map	<p>The plan does not shown any additional employment to support the new villages and communities.</p> <p>Are symbols missing from the key?</p> <p>What is the Parndon Mill site? What do the different colours for circles indicate?</p> <p>What about the other employment centres throughout the town?</p>	Economy and regeneration	Employment included in new villages and neighbourhoods? Plan to be revised for clarity.

<b>HG16</b>	County Council	P21 B Issue	By encouraging businesses within the Garden Town this will increase the opportunities for new and existing residents to work closer to home and therefore be able to travel more sustainably. Changing travel behaviour is at the heart of delivering a sustainable garden town. This section does not place enough emphasis on this point.	Economy and regeneration	Noted. Principles for sustainable living practices are included across the themes. Those covering working locally are here, in the movement theme C and Econ and Regen themes B and C.
<b>HG16</b>	County Council	P22 C1	"A range of modern, high quality employment spaces will be delivered in appropriate and accessible locations including sites at Harlow Enterprise Zone, Templefields, Pinnacles and Harlow Town Centre as well as within the strategic development areas." The only strategic site within which employment of any scale is proposed is in the Gilston villages (but not shown on Spatial Vision mapping). This will make achieving sustainable growth much more difficult.	Economy and regeneration	Do strategic allocations need to include more accessible employment opportunities?
<b>HG16</b>	County Council	P22 C8	"Local Plans will set land requirements for employment uses, with the aspiration for a good proportion of these to be focused on employment of existing residents through a genuine mix of employment opportunities" EFDC Local Plan, as currently understood, does not propose employment to the scale that would be needed to sustainably serve its own proposed strategic sites around Harlow, let alone provide opportunities for existing, albeit Harlow, residents.	Economy and regeneration	Employment opportunities discussed do not match Local Plan allocations.
<b>HG29</b>	QRP panel		The panel cautions however that several important questions and challenges, including a continuing lack of clarity around the status and purpose of the document and the notable absence of explicit references to Harlow Town Centre, need to be urgently addressed.	Town Centre	More content on the town centre to be discussed.
<b>HG29</b>	QRP panel		Defining 'high-quality' in the context of the Harlow and Gilston Garden Town will provide a powerful signal of intent that clearly articulates the quality expected of new development.	Placemaking and homes	Index of high quality case studies included within the Spatial Vision?

<b>HG29</b>	QRP panel		Suggests re-framing guidance by placing the onus on applicants rather than presenting them with specific design solutions - asking them to demonstrate how their design has evolved, as a contextually driven response to the site.	Delivery	Consider set of strategic questions to sit beneath each theme.
<b>HG29</b>	QRP panel		Precedent set by the 'Cambridgeshire Quality Charter for Growth', which remains a touchstone for the local review panel and planning officers a decade after its initial publication.	Status / policy / administration	Noted - similar statements of intent are provided in the Spatial Vision
<b>HG29</b>	QRP panel		The four themes, and underlying principles, are a powerful representation of the detailed indicators intended to guide growth across the Garden Town – the panel suggests using this matrix as the basis for framing assessments and comments on Garden Town schemes.	Delivery	Noted. QRP procedure will be developed in accordance with the themes and principles.
<b>HG29</b>	QRP panel		The panel recommends incorporating more Harlow Town Centre references into both the Spatial Vision and Design Charter – the panel would also welcome being presented with more details on this important piece of work.	Town Centre	AAP will pick up more detail on Town Centre for QRP.
<b>HG29</b>	QRP panel		Incorporating tangible targets / metrics in the Design Charter could provide a baseline against which the success of the Garden Town project can be cumulatively assessed and recalibrated.	Delivery	LPAs are developing metrics and measures to progress this work.
<b>HG29</b>	QRP panel		Highlight gaps in the document in respect of targets on modal shift, open space and delivery timing for community facilities – embedding ambitious and explicit objectives around early delivery of community facilities will support officers in future negotiations.	Delivery	Modal shift to be included as per earlier comments. Delivery / phasing will be left for masterplanning.

<b>HG29</b>	QRP panel		Design Charter should include explicit and ambitious targets on sustainability metrics such as energy, waste and water use.	Infrastructure	Will not be included in this document but LPAs will look at developing this piece of work.
<b>HG29</b>	QRP panel		The range of densities proposed for new development is currently the same. This is at odds with earlier commentary to look at higher densities beyond 50 dph.	Placemaking and homes	Will look at references for increasing beyond 50dph.
<b>HG29</b>	QRP panel		The panel feels it may be best to avoid prescriptive metrics on the density of development in the villages – at a stage when there has not been sufficient design exploration to test what will be appropriate.	Placemaking and homes	Circa to be used.
<b>HG29</b>	QRP panel		More work is recommended on the 'Strategic Site Guidance' section of the Design Charter if the document is to be taken forward as a material consideration. The panel thinks this guidance could be valuable but that further work will be required to ensure it is sufficiently expansive to provide value – alternatively the panel suggests the first section of the document could stand alone as a strategic document.	Status / policy / administration	Noted. Current content useful to include but questions to be explored. Introduction stating this guidance does not replace local policy.
<b>HG2</b>	Developer meetings	Page 41	Suggested change to quanta red box from 3,000 (up to 2033) 7,000 (2033+) to 10,000 with at least 3,000 (up to 2033)	General	Home numbers will be minimums. Density will be circa
<b>HG2</b>	Developer meetings	Page 19	Page 19. Village 7 allotment locations shown incorrectly. The location shown on the western boundary should instead be shown in the general location of the Village Centre. Show the (allotment) location shown on the western boundary in the general location of the Village Centre instead.	Landscape and green infrastructure	Plan amended.
<b>HG2</b>	Developer meetings	Page 24	Page 24. A potential connection should be shown between Village 7 and the Pinnacles.	Sustainable movement	Plan amended.



<b>HG2</b>	Developer meetings	Page 39	Page 39. After Economy and regeneration, put additional text: Natural Landmark Features Design should take into account natural features such as the row of three poplars. The referencing of natural features helps to give a sense of orientation and place.	Landscape and green infrastructure	Importance of poplar trees already referenced under landscape and green infrastructure, as well as throughout both documents. No amend necessary.
<b>HG3</b>	Developer meetings		There are some matters of detail within the principles outlined the draft Vision that Places for People would like to discuss in the context of the Gilston Park Estate, and these will be picked up as the scheme progresses through the various planning stages.	General	No amend necessary.
<b>HG4</b>	Developer meetings	Page 13	We consider that greater clarification is required in respect of the drawing provided on Page 13 of the Spatial Vision document. Whilst we appreciate the desire to illustrate in a simplistic visual form the original conceptual ideas of Frederick Gibberd, we consider that this image is misleading in its representation of Latton Priory. In particular, the current depiction of the Latton Priory site suggests that the land in this area rises to a steep hill. In reality and as discussed with Officers the topology of this area is far more complex and the site actually plateau's. We therefore consider that this depiction of Latton Priory is misleading and unhelpful. We would therefore recommend that it is either removed, re-drawn or accompanied by explanatory text to highlight that this is a conceptual image, which is not to scale or representative of the existing on site conditions.	Landscape and green infrastructure	Plan amended.
<b>HG4</b>	Developer meetings		As discussed with Officers we do however, consider that further detail in respect of these Corridors and other proposals including the 'micro-hubs' would be beneficial to support future masterplanning work and ensure the realisation of the Garden Town Spatial Vision.	Sustainable movement	Noted. Further studies to be commissioned.
<b>HG4</b>	Developer meetings	Page 17	Reference to improvements to Junction 7 of the M11 should also be included in paragraph 8 of Page 17.	Sustainable movement	No change required.

<b>HG5</b>	Developer meetings		Neither document defines what a Sustainable Transport Corridor is – flexibility is good so that an appropriate response can be found for each site but there do need to be some parameters to work from.	Sustainable movement	Sustainable transport corridor definition is included in the glossary of the Spatial Vision. Glossary added to the Design Charter.
<b>HG5</b>	Developer meetings	Pages 9, 21	The plan on these pages identify strategic views. It is suggested that the annotation on these plans in the text be changed to 'Key Strategic View' to make it clear these are key views but not the only ones that will need to be considered when it comes to the masterplan/ detailed planning stages i.e those shown on the plans do not constitute an exhaustive list.	Landscape and green infrastructure	Annotation changed to reflect 'some key views'.
<b>HG5</b>	Developer meetings	Page 9	The plan on page 9 should differentiate between existing and proposed local centres.	Placemaking and homes	Review and amend.
<b>HG5</b>	Developer meetings	Page 19	As the land to the north of MOH land is being removed from the Green Belt then the Green Belt enhancement annotation is incorrect and needs to be amended. This would also conflict with the Green Wedge allocation and Sustainable Transport Corridor. There should be separate Green Belt Enhancement and Green Wedge Extension annotations.	Landscape and green infrastructure	Review and amend.
<b>HG5</b>	Developer meetings	Page 33	Should clarify that the 2,100 dwelling figure is a minimum to correspond with emerging local plan policy and the word 'circa' should be added next to density range in recognition of the need for flexibility.	Placemaking and homes	Amend.
<b>HG5</b>	Developer meetings	Page 34	Please can you double check the relevance of the reference to veteran trees as we don't believe there are any on or around West Sumners – we accept though that there may be some at West Katherines.	Landscape and green infrastructure	Review and amend if necessary.

<b>HG6</b>	Developer meetings		We would therefore request that indicative locations for the local centre and other facilities referred to in the Spatial Vision and Design Charter document are clearly marked as indicative only. The Vision document would benefit from clearer definition of what a 'health and well-being centre' is, how this will be funded, occupied etc.	Placemaking and homes	Amend reference.
<b>HG6</b>	Developer meetings		The Spatial Vision should be embedded in Policies in the emerging Local Plans. It should make clear that where there is a requirement (for instance energy generation), this should be to the standard specified in the relevant development plan policy.	Status / policy	Policy documents relationship diagram to be included.
<b>HG7</b>	Neighbourhood planning group		The NPG and the community would have liked to see stronger and clearer guidance for the character and identity of the 7 Gilston villages, as opposed to the Harlow neighbourhoods. These are clearly identified as two separate entities through the document (in a way that we welcome), but the Spatial Vision fails to explain what the difference should be (see below).	Placemaking and homes	Definitions included in the glossary.
<b>HG7</b>	Neighbourhood planning group	Page 24	Glossary: Definitions for Neighbourhoods and Villages should have been included	Placemaking and homes	Definitions added.
<b>HG7</b>	Neighbourhood planning group		<p>A – could have suggested how to make the villages distinctive, in terms of character, density and best practice. The current suggestions apply equally to neighbourhoods and villages.</p> <p>B – the villages are not likely to have a 'rich mix of uses', and an alternative suitable definition could have been provided.</p> <p>C (Point 8): As one of the possible locations of Princess Alexandra Hospital is within Gilston Village 1, clear expectation in terms of quality, character and integration of a regional facility in a village could have been provided and how this fits within the density context of a Hertfordshire village.</p> <p>D (Point 6): Existing heritage assets require more than 'appropriate buffers' to be sensitively integrated, when the spatial context changes so dramatically, as it will do in Gilston and Eastwick.</p>	Placemaking and homes	<p>A – Noted. Concept Development Framework and Gilston Design Charter will set out specific village guidance.</p> <p>B –the new Gilston villages are likely to include a diverse mix of uses in order to encourage self-sufficiency.</p> <p>C – Noted, although guidance of this detail is felt to be too early in the process, given NHS PAH are yet to choose a preferred location.</p> <p>D – Noted and this will be picked up through the masterplanning process in consultation with Historic England and other heritage bodies.</p>

<b>HG7</b>	Neighbourhood planning group		<p>A: in point 4 the Green Wedges are described as intending to maintain the individual character of the villages. They are also described as 'rural in character'. This is an essential function to maintain the vision for seven individual villages at Gilston. This role is however undermined by the definition of Green Wedge given in the Glossary, where they are merely a green link between neighbourhoods.</p> <p>A and C: It is our view that insufficient direction is given in terms of Land Value Capture and community-led stewardship. The Green Belt 'improvements' the references to improving the Green Belt seem a little weak given the Vision endorses the largest release of Green Belt land in England. The Stort Valley Corridor is identified as a part of the Vision as an area for improvement but the Vision offers others, we understand, own nothing other than warm words about land; the Vision for this important topic area should be expanded and recognise the importance of Biodiversity.</p>	Landscape and green infrastructure	<p>A – Noted and suggestion helped inform re-phrasing.</p> <p>A &amp; C – Noted and both phrases have now been defined in the glossary.</p> <p>The Stort Valley Park is referenced in Landscape and Green Infrastructure principles B6, B7 and B8. An additional plan discussing connections across the River has been included.</p>
<b>HG7</b>	Neighbourhood planning group		<p>B: the Spatial Vision's support for street as sociable spaces is welcome, but we believe it is weakened by the assertion that this needs to be balanced by the needs of traffic (Point 1).</p> <p>B (Point 8 and Map on page 5): there should be no support for the redirection of the A414 through the middle of the village of Gilston. The suggestion is squarely against all the other principles of sociability, walkability and sustainable movement.</p> <p>C: there should have been clear direction towards public transport services to be accessible by existing as well as new villages. Harlow Station(s) these are a part of the sustainable transport network and so are important gateways to Harlow, especially if its role in the London Cambridge Corridor is meant to mean anything. Both stations and their immediate environments are poorly managed and this defect should be addressed as a part of the Vision, there seem little point in making the bold vision statements if there is no improved vision for these gateways which are run down and poorly maintained/designed</p>	Sustainable movement	<p>B – Noted. Streets need to work for both people and vehicles, to be achieved through street hierarchies as referenced in Sustainable Movement principle B1.</p> <p>B – Noted.</p> <p>C – Noted and suggestion helped inform a new principle Sustainable Movement C5. Noted, both Harlow Town and Harlow Mill stations are suggested for a package of improvements. See Economy and Regeneration principle A8.</p>
<b>HG8</b>	Parish Council		<p>Consideration to be given to building Lifetime Homes, to alleviate the expense of adapting homes later in life.</p>	Placemaking and homes	<p>Lifetime Homes is now considered outdated, but adaptability of homes is included in Placemaking and Homes B8 principle.</p>

<b>HG8</b>	Parish Council		Identification of potential Traveller sites.	Placemaking and homes	References included regarding need for identification of traveller sites in line with local authorities' requirements.
<b>HG8</b>	Parish Council		What is the total number of homes to be built on land in our Parish?	Placemaking and homes	No amend necessary. Documents not the right vehicle for parish by parish housing breakdown; to be picked up through Council communications.
<b>HG8</b>	Parish Council		Referring to statement number A9, 'New development should identify appropriate locations for playing fields, adventure spaces, play areas, running trails and bridleways to support new and existing residents'. Will this be in consultation with the police?	Landscape and green infrastructure	No amend necessary.
<b>HG8</b>	Parish Council		Green Belt should mean Green Belt therefore How will the Green Belt be enhanced?	Landscape and green infrastructure	The Green Belt is not solely intended for agriculture or visual amenity but also recreation and biodiversity. Improved access including footpaths, bridle paths, and cycle routes. Improved environments to support biodiversity.
<b>HG8</b>	Parish Council		What plans are in place for the protection of wildlife?	Landscape and green infrastructure	No amend necessary, picked up within Landscape and Green Infrastructure C1, C2, C3.
<b>HG8</b>	Parish Council		What plans are in place for the protection of existing green spaces and buffer zones?	Landscape and green infrastructure	No amend necessary. See Landscape and Green Infrastructure principles.
<b>HG8</b>	Parish Council		Referring to statement number B1, 'An outstanding green and blue infrastructure network of open spaces and waterways will characterise the Garden Town, providing multiple benefits for residents' physical and mental health; rich habitats for wildlife, flora and fauna; and important noise and air pollution buffers from roads and industry'. How will this be achieved, bearing in mind that Gilston is in the middle of Stansted's flight path?	Landscape and green infrastructure	No amend necessary.

<b>HG8</b>	Parish Council		No mention of a 'Park and Ride' scheme to be included.	Sustainable movement	Reference to a possible Park and Ride service included in Sustainable Movement principle C10.
<b>HG8</b>	Parish Council		Infrastructure improvements need to be staged, not completed all at once.	Sustainable movement	Noted. A phased approach will be taken to the delivery of homes and infrastructure.
<b>HG8</b>	Parish Council		Concern expressed with regard to the growth of London Stansted Airport.	Economy and regeneration	Noted.
<b>HG10</b>	Statutory stakeholder		New rapid transit systems: It is vitally important for the Enterprise Zone sites that as they are developed there are high quality connections to both the town centre and to Harlow Town Station. It is welcomed that the Science Park is identified on the strategic diagram for sustainable transport around the Garden Town. However, this should also reference Kao Park, as that site will see c1,500 people employed and will increasingly become a destination – today there are already 1,100 people on site.	Sustainable movement	Amend sustainable movement diagram to pick up Kao Park.
<b>HG11</b>	Statutory stakeholder		The 'H' denoting hospital development or relocation is absent in the Spatial Vision Document. PAH request that the Plan in the Spatial Vision Document is amended order to reflect the Banners.	Economy and regeneration	Noted and will be reflected in the revised document.
<b>HG14</b>	Statutory stakeholder		What function does this document have in relation to the local plans of the three districts concerned? What, if any, legal status does it hold?	Status / policy / administration	Documents will be endorsed by County Councils and District Councils.

<b>HG14</b>	Statutory stakeholder		How does this vision document relate to the Gilston Area Concept Framework? There are differences between the two documents. Which prevails over the other? For example the Framework for Gilston is seeking to build seven villages, not a Garden Town. They are not the same thing.	Status / policy / administration	Relationship between the family of documents informing the Garden Town.
<b>HG14</b>	Statutory stakeholder		How will land value be captured from developers? Can you confirm if the funds raised from Places for People and City & Provincial Properties will be spent on Gilston and not on public works in Harlow?	Infrastructure	No amend necessary.
<b>HG14</b>	Statutory stakeholder		What design principles will be followed in relation to the height of buildings? The stated range of densities between 25 and 55 homes a hectare is very wide and somewhat meaningless without more details. For example does that ratio include the land already developed?	Placemaking and homes	Appropriate heights and densities will be informed by detailed masterplanning work.
<b>HG14</b>	Statutory stakeholder		Why is the role of Harlow station not more central to the vision? A large proportion of new residents, especially in Gilston will be using Harlow Town to get to work, yet the vision document has nothing to say about increasing the station's access and capacity.	Sustainable movement	Reference to proposed package of updates to both Harlow Town and Harlow Mill stations – See Economy and Regeneration principle A8.
<b>HG14</b>	Statutory stakeholder		Who will decide the future route of the A414 – the Garden Town Board or the respective highways authorities?	Sustainable movement	No amend necessary.

<b>HG14</b>	Statutory stakeholder		What advice has the Board received from utilities about the cost and deliverability of these proposals, including water, sewerage, electricity, gas, telecoms and broadband?	Infrastructure	No amend necessary.
<b>HG14</b>	Statutory stakeholder		How many extra homes will be delivered as a result of this proposal?	Placemaking and homes	16,000 new homes across all three authorities up to 2033, with a further 7,000 following this.
<b>HG14</b>	Statutory stakeholder		What are the benchmarks for the Garden Town in relation to the balance of housing tenures, and the pricing for both rental and homes for sale?	Placemaking and homes	Diverse housing tenures are referenced in Placemaking and Homes principle B5. Tenure mix will be decided by respective Local Plan requirements.
<b>HG14</b>	Statutory stakeholder		What are the benchmarks for the proportion of homes built which are affordable?	Placemaking and homes	See above. No amend necessary.
<b>HG14</b>	Statutory stakeholder		What proportion of homes will be suitable for the elderly?	Placemaking and homes	To be decided by Local Plan requirements. No amend necessary.
<b>HG14</b>	Statutory stakeholder		Why does the illustrative map show a Creative Industries Cluster of businesses on top of the River Stort and adjacent floodplain where there no plans to build anything there?	Economy and regeneration	This is highlighting the cluster of creative industries at Parndon Mill. No amend necessary.



<b>HG14</b>	Statutory stakeholder		How will the Garden Town's transport system link to neighbouring areas, for example Hertford or Bishop's Stortford? Roughly 29,000 journeys are made each day through Sawbridgeworth between Harlow and Bishop's Stortford each day. How will these proposals help the people of Sawbridgeworth?	Sustainable movement	Plans will not preclude the potential extension of Bus Rapid Transit or Sustainable Transport Corridors to nearby destinations beyond the Garden Town.
<b>HG14</b>	Statutory stakeholder		What opportunities will there be for local people to have a say in what is developed?	Delivery	Public consultation is advocated in Placemaking and Homes principle D2. No amend necessary.
<b>HG14</b>	Statutory stakeholder		What is the current outline budget for this proposal and what financial commitments have been secured from central Government, to date? If insufficient money is forthcoming, how will the proposals in the vision document be delivered?	Delivery	No amend necessary.
<b>HG15</b>	QRP panel		The panel recommends giving the Spatial Vision formal weight in the planning process – to ensure implementation of the document's positive aspirations.	Status / policy / administration	Both documents will be endorsed by the two County Councils and three District Councils.
<b>HG15</b>	QRP panel		The panel commends the team for embedding sustainable transport within the Spatial Vision – within a challenging context of relatively dispersed development, the vision for encouraging a significant model shift is ambitious.	Sustainable movement	No amend necessary.
<b>HG16</b>	County Council	Page 3	Black circle 'Garden City priorities'. These are referred to as GC principles in the 3rd para of the supporting text.	Vision	Amended.
<b>HG16</b>	County Council	Page 3	This reference needs to make clear what MHCLG acronym stands for? See also NPPF etc. later	General	Reference simplified.
<b>HG16</b>	County Council	Page 4	Is rapid transit the only innovative travel element that can be mentioned? In this context, please consider anything else that could be gleaned from the Systra Sustainable Transport Corridors work	Vision	Referenced throughout document. No amend necessary.
<b>HG16</b>	County Council	Page 7	Text under graphic. It is unclear whether these are relating principles or aims? Clarification needed.	General	Amended.
<b>HG16</b>	County Council	Page 10 C1	Typo: remove comma from open-street	Placemaking and homes	Noted.

<b>HG16</b>	County Council	Page 10 C	Should this be 'doorstep' (not doorstep)	Placemaking and homes	Noted.
<b>HG16</b>	County Council	Page 11 D3	Suggest amend to: "The Garden Town will create high quality, energy efficient buildings and places, using best practice and working with leading and innovative architects and designers; echoing the approach of the original New Town"	Placemaking and homes	Noted and suggestion helped inform re-phrasing.
<b>HG16</b>	County Council	P12 A1	"Masterplans will identify and design open space that expands the existing Green Wedge network across the Garden Town and connects out to the wider countryside and Stort Valley." As currently planned, the Gilston area does not follow this aim, as the access to/through V1 from the central crossing is quite narrow in nature.	Landscape and green infrastructure	No amend necessary.
<b>HG16</b>	County Council	P12 A10	"... standard for focal parks and green spaces." Is this a typo, should it be local parks?	Landscape and green infrastructure	Amended.
<b>HG16</b>	County Council	P14 C	Detention pond - think this is a typo ... these are usually called attenuation ponds And it should be contaminants, not contaminates.	Landscape and green infrastructure	Amended.
<b>HG16</b>	County Council	P15 D	Should there also be a reference to ensuring design includes safe secure storage of cycles and scooters, and electric charging points	Landscape and green infrastructure	Noted and amended where appropriate.
<b>HG16</b>	County Council	P16 A	Need to consider / reference: Conflicts between pedestrians and cyclists/mobility scooters; different speeds of commuter cycling/e-biking may conflict with leisure cycling.	Sustainable movement	Noted but not required. No amend necessary.

<b>HG16</b>	County Council	P16 A3	<p>"A series of 'micro-hubs' could be established at key points on the Sustainable Transport Corridors, to provide interchange between Bus Rapid Transit and cycle facilities. These can be identified in masterplans."</p> <p>Will micro-hubs integrate with local centres, as mentioned p10 C2&amp;3, where appropriate?</p>	Sustainable movement	Yes.
<b>HG16</b>	County Council	P16 A4	<p>"The local authorities will explore opportunities to introduce a town-wide cycle hire scheme based at micro-hubs, local centres and public transport hubs."</p> <p>The advent of dockless cycle hire means that their concentration at micro-hubs and local centres may be affected.</p>	Sustainable movement	Noted and reference to dockless technology incorporated.
<b>HG16</b>	County Council	P16 A9	<p>"Cultural, recreational, leisure and commercial uses should be clustered next to the Sustainable Transport Corridors at local centres, to create a social and active atmosphere along key routes"</p> <p>Isn't this just another description of what amenities can be provided at a local centre?</p>	Sustainable movement	Noted.
<b>HG16</b>	County Council	P16 A10	<p>"New development will be encouraged to contribute towards the improved maintenance of nearby cycle underpasses, whilst new underpasses will be discouraged."</p> <p>Where practicable and considered more attractive for active mode use, the priority should be to remove existing subways, by providing at-grade facilities, even to the detriment of private motor vehicle movements.</p>	Sustainable movement	Noted and suggestion helped inform re-phrasing.
<b>HG16</b>	County Council	P17 B	<p>The value of place: changing the character of roads to and streets (typo, should be same as graphic on p7); same error in consultation banner.</p>	Sustainable movement	Noted. No amend necessary.
<b>HG16</b>	County Council	P23 D issue	<p>The town centre will also be key to delivering successful north:south and east:west sustainable travel corridors. They will intersect in the town centre and their facilities there will need to match the high quality aspirations for the STCs.</p>	Economy and regeneration	Noted and referenced in Sustainable Movement principle C3.
<b>HG16</b>	County Council	P23 D plan	<p>Plan does not show any sustainable travel features/facilities/connectivity.</p>	Economy and regeneration	Noted. Plan has been informed by rounds of consultation and client feedback – now signed off.

<b>HG26</b>	Public - emailed forms		Network of roads will impact adversely on local resident / pollution of air countryside etc.	Sustainable movement	No amend necessary.
<b>HG26</b>	Public - emailed forms		What does the term social housing mean, and how is it arrived at?	Placemaking and homes	Definitions of terminology used in documents included in the definition.
<b>HG2</b>	Developer meetings	Page 40	Page 40. Pedestrian / cycle links need to be identified on illustration for Village 7 and the correct alignment of the internal distribution road connecting Village 7 as part of the Sustainable Transport Corridor.	Sustainable movement	Noted and plans amended.
<b>HG2</b>	Developer meetings	Page 41	Page 41. Add in additional text to the end of the first paragraph, as follows: The Concept Framework is an adopted document forming part of the planning policy backdrop for determination of the outline planning applications alongside the Adopted Local Plan.	Status / policy	Noted and reference to seeing East Herts' policy documents and evidence base included.
<b>HG2</b>	Developer meetings	Page 41	Page 41. Delete text 'gypsy and traveller pitches' and related icon. Deletion of reference to travelling show people plots and gypsy and traveller sites given there is no plan evidence or feasibility work undertaken by the Council or landowners that identifies such uses as suitable and appropriate at this location. If such uses were incorporated the overall housing capacity figure of 10,000 homes not be achieved which would be contrary to the Inspector's recommendation and GA1 in the local plan endorsing this figure as forming the basis of the strategic housing allocation.	Placemaking and homes	References to Travelling Showpeople plots, gypsy and traveller pitches included as per East Herts' Local Plan requirements.

<b>HG5</b>	Developer meetings	Page 29	The use of the term 'hatch' is confusing. It is understood that it is a historical term used by Gibberd for local centres but few people will know this and to avoid confusion and improve the transparency of the document this term should be replaced with more conventional descriptions i.e local centres, employment areas etc. An example of the lack of clarity is in relation to the existing hatch shown in the southern part of the West Summers site, which we queried at the meeting and understand this is identified because of the small enclave of employment uses that currently exist there – this is not clear from the plans or text.	Placemaking and homes	Noted and term 'hatch' replace by 'small local centre'.
<b>HG6</b>	Developer meetings		Whilst a rapid bus route proposed from the site to the town centre is welcomed and supported, should land or other constraints mean that delivery of the route to the north faces difficulty in terms of deliverability or is delayed, it should be recognised that a route using the existing highway network within the West Katherines scheme would still be desirable even if the journey time is slightly extended .	Sustainable movement	Noted.
<b>HG6</b>	Developer meetings		The indicative route of the Sustainable Transport Corridor does not link through the existing residential area of Katherines. Further consideration needs to be given to the Sustainable Transport Corridor routing, including assessment of alternative routes both on a permanent or temporary basis. It should not be overlooked that the creation of a Sustainable Transport Corridor offers benefits to existing residents in terms of enhanced public transport accessibility and maximising patronage would assist in the financial viability of such routes.	Sustainable movement	Sustainable Transport Corridor study picks this up.
<b>HG6</b>	Developer meetings		Density figures shown should be indicative at this stage and should be clearly referred to as net density and not gross density. It would be useful to also include clearly defined parking standards within the document.	Placemaking and homes	Noted. All density figures suggested are indicative and to be informed through the masterplanning process.

<b>HG7</b>	Neighbourhood planning group		We have been asking for more information on the mechanism (Capturing Land Value and Long-term Stewardship) for this for 2 years but have yet to be provided with any meaningful response	Infrastructure	Both terms now defined in the glossary.
<b>HG7</b>	Neighbourhood planning group		There should have been clearer guidance for the integration of employment in the villages, while respecting their character.	Economy and regeneration	Noted. To be informed by masterplanning process.
<b>HG7</b>	Neighbourhood planning group		We are unsure of the status and future use of the Spatial Vision, and would welcome clarification.	Status / policy	Documents will be endorsed by County Councils and District Councils.
<b>HG8</b>	Parish Council		Will developers be engaging with the Police with regard to 'Designing out Crime'?	Placemaking and homes	To be informed by masterplanning process.
<b>HG8</b>	Parish Council		There is no mention of the provision of care homes, bearing in mind the ageing population.	Placemaking and homes	Provision of care homes to be addressed through each authorities' Local Plan requirements.
<b>HG8</b>	Parish Council		Where will the water supply to the new development sites be sourced from?	Placemaking and homes	Too detailed for a high level strategic document. To be addressed through further commissioned works.
<b>HG8</b>	Parish Council		Referring to statement number A10, 'Local authorities will seek to secure the long-term maintenance and stewardship of open spaces; aiming to achieve high quality such as the Green Flag standard for focal parks and green spaces. The Parish Council would like to see this statement strengthened.	Landscape and green infrastructure	Noted. Wording amended to read as 'committed to achieving high quality...'
<b>HG8</b>	Parish Council		The Ridge at Rye Hill (depicted on page 13 of the consultation draft). Drawing is incorrect, the altitude figures are not an accurate representation. The view should not be breached, all development should be within the basin.	Landscape and green infrastructure	Sketch amended.

<b>HG8</b>	Parish Council		Referring to the illustration of street hierarchy for a connected network of streets on page 17, concern was expressed with regard to the lack of parking and the creation of what appear to be 'rat runs'.	Sustainable movement	Parking standards will be in keeping with each authorities' Local Plan requirements. Avoidance of rat-running to be addressed through the masterplan process.
<b>HG8</b>	Parish Council		There is no mention of upgrading the road network.	Sustainable movement	Strategic road network to be improved. See Sustainable Movement principle B8.
<b>HG8</b>	Parish Council		Concern expressed that the junction at The Plain in Epping cannot cope with the present day traffic. There is no mention of improvements being made to the current road network linking the proposed development at Latton Priory to Epping.	Sustainable movement	Noted. Strategic road network to be improved. See Sustainable Movement principle B8.
<b>HG9</b>	Parish Council		The A414 and A10 are the nearest major roads to the site and it is likely that all the existing smaller local roads in the vicinity, which are unsuitable for heavy traffic, will come under pressure. Some of these run through the centres of small villages eg Eastwick, Hunsdon, and it would entirely change the character of the area if they were widened.	Sustainable movement	Roads running through existing, sensitive settlements will not be widened.
<b>HG9</b>	Parish Council		The water supply and sewage facilities have obviously not yet been discussed. With the South East being the driest and the most densely populated part of England, large developments such as this are bound to present a problem which should be considered before any final decisions are made.	Landscape and green infrastructure	See Landscape and Green Infrastructure principle C9.
<b>HG10</b>	Statutory stakeholder		In paragraphs A3, A5, B4 and C1 it should be made clear that the developments at the Enterprise Zone are in the present tense and not in the future. These are not aspirational objectives that we are aiming for in the years ahead, but which in some cases have already been delivered and in others are now underway. It should be to the advantage of the Garden Town that much of the supporting economic infrastructure is already underway.	Economy and regeneration	Amend future to present tense.

<b>HG10</b>	Statutory stakeholder		Town Centre: The strong focus in this document on the need for a comprehensive development of Harlow Town Centre is very much welcomed, particularly the statement that the town centre “will become vibrant, diverse and attractive destination at the heart of the Garden Town”. The Harlow Enterprise Zone Board has always highlighted this as a potential constraint to the ambitions that we have and this will be equally true of the Garden Town. There should though be an acknowledgement, in paragraph B8, that the future mix of uses must contain a significant residential component – it will not just be cultural and commercial.	Economy and regeneration	See Economy and regeneration principle D2.
<b>HG10</b>	Statutory stakeholder		In paragraph D2 there should perhaps be some caution in the statement that “a wide range of high quality shopping floorspace will be provided.” Firstly, little of the land is in the control of the public sector partners and so there cannot be such confidence that this can actually be delivered. Secondly, it is unclear whether even the increasing population to be provided by the Garden Town will be sufficient to stem the tide of declining demand for retail floorspace. Perhaps a more flexible approach should be considered for the vision to state a desire to create a vibrant destination with a mix of uses to contain retail, leisure and residential.	Economy and regeneration	Noted and flexible approach / wording suggested has helped inform re-phrasing.
<b>HG13</b>	Statutory stakeholder	Page 10	<p>A series of health and well-being centres will be at the heart of communities across the Garden Town. Providing a ‘one-stop shop’ to meet the needs of residents, centres will be highly accessible by public transport, walking and cycling.</p> <p>We want to change this to the following:</p> <p>Due to the amount of anticipated growth in the Gilston Garden Town, a new health centre will be provided as part of the development. The strategy is to develop a service model locally to meet the future population growth. This will enable practice workforce to work together for a larger population to bring benefits of scale and specialisms and retaining continuity of care for patients. It is anticipated that community/primary care based professionals will work more closely together to support patients in their area.</p>	Placemaking and homes	Noted and amended.



<b>HG15</b>	QRP panel		As a next step, the panel recommends defining the hierarchy of priorities within each strand – to give the vision greater clarity. Particularly as in most areas these will be subject to negotiation and agreement with third party developers.	General	Noted.
<b>HG15</b>	QRP panel		The panel cautions that it will be important to manage expectations, particularly if the Spatial Vision is a public facing document intended for use with local communities – funding will not stretch to do everything, and it should be clear about what is promoted is deliverable.	General	Noted.
<b>HG15</b>	QRP panel		The panel thinks the document could go further in celebrating existing unique features of Harlow and Gilston – to articulate what is special about this place.	Placemaking and homes	Noted. To be picked up through wider commissioned works including communications and publicity.
<b>HG15</b>	QRP panel		A compelling narrative describing the Garden Town’s unique existing features would assist here – for example its heritage assets, sculptures and Stort Valley setting could inform future development of the Garden Town.	Vision	Noted and heritage assets are celebrated through Placemaking and Homes principle D. Stort Valley double spread included in the Spatial Vision.
<b>HG15</b>	QRP panel		Focusing the document around the core message of the Garden Town as a landscape-led network of integrated villages will help the document’s legibility and efficacy – aiding communication with delivery partners and central government.	Vision	Noted.
<b>HG15</b>	QRP panel		The panel wants to hear more about the character and quality of the centres and encourages more work articulating the vision for each, including Harlow Town Centre.	Placemaking and homes	Noted and to be picked up through further commissioned work.
<b>HG15</b>	QRP panel		In working to ensure the vibrancy and vitality of the centres the panel recommends looking at examples, research and precedents of how high streets are evolving and their potential future functions. Lessons can already be learnt from the current shift away from retail towards entertainment uses which have potential to generate similar spend levels.	Placemaking and homes	Noted.
<b>HG15</b>	QRP panel		There is scope to produce guidance to encourage developers to embrace a broader range of non-residential possibilities, particularly in existing centres, than they may have be inclined to traditionally deliver. The panel perceives that there is an opportunity to provide additional activity and use into these centres.	Placemaking and homes	Noted and will be encouraged through the masterplanning process.

<b>HG15</b>	QRP panel		The panel admires the aspiration to provide a range of centres: hatches; local centres; and Harlow Town Centre – but questions if it will be possible to make these centres self-sufficient in the current economic climate?	Placemaking and homes	Noted.
<b>HG15</b>	QRP panel		There is a risk that the number of centres envisaged may undermine each other. To avoid this risk further scrutiny and evidence will be required to consider whether each centre is desirable, economically sustainable and viable – each would also benefit from being instilled with a uniqueness that considers the function of each, within a hierarchy of local centres.	Placemaking and homes	Noted. Decisions on economic viability to inform suitability of local centre size and distribution.
<b>HG15</b>	QRP panel		Innovation will happen in locations that encourage a flexible and diverse ecosystem of commercial and other non-residential uses. Relying on conventional industrial districts to create innovation, is unlikely to achieve this – innovation tends to start in informal, or low-cost workspaces.	Economy and regeneration	Noted. Strategic industrial locations will help the UK innovation corridor achieve its objectives, whilst providing a fertile economy in the Garden Town for spin-off industries, in smaller workspaces. The Town Centre will include space for SMEs.
<b>HG15</b>	QRP panel		The panel recommends avoiding single-use zones and supports the concept of co-locating uses as a means of fostering vibrancy but thinks that further work should be done to encourage the economic aspirations described.	Economy and regeneration	Noted. Integrated commercial uses and an 'open campus' approach is advocated for large industrial locations.
<b>HG15</b>	QRP panel		In developing an employment strategy, greater breadth and granularity are encouraged. This should go beyond spatial thinking and develop an approach to issues such as: rent levels; governance; and the type of businesses who will occupy these spaces.	Economy and regeneration	Noted.
<b>HG15</b>	QRP panel		The panel wonders whether there is scope to encourage a flexible approach to how planning rules are applied at these specific locations – this could encourage adaptability and maximise opportunities for enterprise and innovation.	Economy and regeneration	Noted.
<b>HG15</b>	QRP panel		Community engagement activities initiated in mid-2017 raised awareness of the Garden Town concept and were a positive start. The panel encourages building on this momentum to help foster change and avoid the risk of community frustration while they wait on delivery.	Delivery	Noted.
<b>HG15</b>	QRP panel		The panel is not yet convinced by proposals to connect Gilston back into Harlow Town Centre, with – more detailed exploration of bridge crossings and the BRT route will be needed.	Sustainable movement	Noted.

<b>HG16</b>	County Council		ECC points to how the vision can articulate the role of education and training to ensure that these help provide the workforce that advancing technological innovation and employers need, focusing on those growth sectors that offer most future opportunity. A clearer vision is called for around investment in new educational facilities. This includes the requirement for sufficient trained teaching staff and well equipped facilities to meet evolving needs.	Economy and regeneration	Noted. Referenced in Economy and Regeneration principle C6. To be picked up through further commissioned work.
<b>HG16</b>	County Council		The education input seeks to ensure that new primary schools and early years provision is suitably integrated with planned new centres and that these are easily accessible for communities via sustainable transport links (with pedestrian and cycle routes to encourage walking and cycling). New secondary schools also need to be centrally and accessibly located, together with community facilities / green space and linked for the communities they are to serve	Placemaking and homes	Noted. To be captured through the masterplanning process.
<b>HG16</b>	County Council		High quality housing needs to be referenced explicitly in the vision statement itself. More ambition on Broadband is sought to seek all new development being fibre optic enabled.	Vision	Redrafted vision to include explicit reference to high quality homes and broadband.
<b>HG16</b>	County Council		Procedural matters around sustainability appraisal and document status are being raised to ensure the document is able to fulfil its role, should subsequent decisions be taken to increase the weight and status of the HGGT SV	Landscape and green infrastructure	Documents will be endorsed by County Councils and District Councils.
<b>HG16</b>	County Council	Page 4,5	The underlying assumptions on this plan may not be the most appropriate to form the basis of the Vision. We have highlighted previously and elsewhere the need to have an agreed set of plans to ensure consistency across all reports. The coloured block for the PAH site does not conform to the key (being neither a small dot nor a strategic site), and is not large enough to form its own neighbourhood. Key: J7a is now programmed, with completion due 2021/22	Vision	Amend strategic plan to reflect programmed J7a and clearer definition of PAH site.

<b>HG16</b>	County Council	Page 8 A7	"Roofscares will be varied and terraces will be ... " Terraces can be a landscape feature and a type of housing - amend text to make clear which is being referenced	Placemaking and homes	Amended.
<b>HG16</b>	County Council	P19 D4	"Local authorities will explore opportunities to invest in smart technology to better manage traffic congestion and parking availability, with public access to this data via an app-based system" It is difficult to influence parking availability given the extensive availability of free workplace parking and inexpensive town centre parking.	Sustainable movement	Noted.
<b>HG16</b>	County Council	P20 A7	"The Garden Town is well-connected by air, road and rail infrastructure and will maximise opportunities afforded by planned improvements including four tracking between London and Broxbourne and the proposed Crossrail 2 line." Neither of the schemes mentioned are 'planned'; they are proposed and are some way off being in any way certain, as they require significant central govt funding.	Economy and regeneration	Noted and wording amended.
<b>HG29</b>	QRP panel		Some references risk being overly general, such as the allusion to sustainability movement – potentially diminishing the importance of the Design Charter as Local / District Plans and supplementary policy documents evolve.	General	Sustainable travel plans are to be required for all new development. See Sustainable Movement principle C9.
<b>HG29</b>	QRP panel		References risk being overly prescriptive – verging into Design Coding and site-specific density guidance.	General	Colour palette removed to avoid feeling too closely tied to design codes.
<b>HG29</b>	QRP panel		Recommend revisiting and revising metrics throughout the document – specifically ensuring that these support implementation of the 'Key Principles for Healthy Growth'	Placemaking and homes	Noted but too detailed at this point in the process. To be picked up through future commissioned work.
<b>HG29</b>	QRP panel		Where terms such as 'exemplary' are used, these should be defined in the document.	General	Noted and careful use of phrasing has been reviewed. Case studies have been provided where appropriate.

<b>HG29</b>	QRP panel		The panel thinks further creative thinking and work is required in considering critical questions around parking and modal shift.	Sustainable movement	Parking standards are too detailed to be included at this point. Panel to meet with Garden Town Board to discuss approach to parking standards.
<b>HG29</b>	QRP panel		A nuanced approach will be required that applies a number of differing levers, with targets potentially phased over time – lessons can be learnt from current thinking on masterplans that incorporate car-free zones such as Dunsfold Park, Surrey.	Delivery	Phasing and delivery targets.
<b>HG29</b>	QRP panel		Review illustration legibility. For example, diagrams within the 'Strategic Site Guidance' section focusing on each Strategic Site are the smallest image on the page. Movement diagrams could also make it clearer what is existing, and what is proposed.	General	Review plan legibility.
<b>HG2</b>	Developer meetings	Page 4	Suggested addition to page 4. Both the Spatial Vision and Design Charter should be treated as high-level, background documents in support of the Garden Town vision. Neither should be applied prescriptively both in terms of policy or guidelines but these instead set the tone for achieving high-quality design through future planning applications. There will be a forthcoming Gilston-specific Design Charter which will set out more specific design guidelines in the form of a high-level design guideline framework. This will be set against the backdrop of the Concept Framework and the adopted local plan (specifically policy GA1).	Status / policy / administration	Introduction has been redrafted to capture the essence of the documents and broader family of policy / background documents.
<b>HG8</b>	Parish Council		Concern at the high level of housing densities, quoted as being 'broadly between 25 homes and 55 homes a hectare'. The lower level of 25 homes per hectare is preferable.	Placemaking and homes	Noted.
<b>HG8</b>	Parish Council		Housing design – concern as to how modern developments will look in 25 plus years time (New Hall quoted as an example). Covenants need to be in place to ensure developments are maintained.	Placemaking and homes	Noted.
<b>HG8</b>	Parish Council		Latton Priory should reflect a village vernacular.	Placemaking and homes	Noted, though no amend necessary. Documents do not reference the desire for a village vernacular at Latton Priory.

<b>HG8</b>	Parish Council		Each of the new development sites should be clearly identified.	Placemaking and homes	Noted.
<b>HG8</b>	Parish Council		Suggest that infrastructure be put in place before the development of any new homes.	Placemaking and homes	Noted. A phased approach is proposed for infrastructure and housing delivery.
<b>HG8</b>	Parish Council		Is there any reason why this consultation has been presented after the submission of EFDC's Local Plan, as it must have such a bearing on it?	Landscape and green infrastructure	No reason no. Local Plan informs some of the approach taken in these documents.
<b>HG8</b>	Parish Council		Depicting an example of a tree lined street from Bromley-by-Bow on page 17 is out of context with the area and surrounding countryside being considered for this consultation. Unlike Bromley-by-Bow the area does not have supported infrastructure, ie., rail, tube, bus networks and access to 'black cabs'.	Sustainable movement	Noted. No amend necessary.
<b>HG8</b>	Parish Council		Referring to statement number B2, 'Neighbourhoods and villages will be largely based on tree-lined, local street layouts creating sociable places with a human scale' and to statement number B6, 'Opportunities to change the character of existing roads through tree surgery and maintenance, fronted development and at-grade pedestrian crossings will be identified', these statements contradict each other.	Sustainable movement	Noted but misinterpretation. No amend necessary.
<b>HG8</b>	Parish Council		Concern expressed that Central Line Station at Epping cannot cope with the volume of commuters using the network at peak times at the present time.	Sustainable movement	No amend necessary.
<b>HG8</b>	Parish Council		Concern expressed at the lack of car parking spaces at Epping Station, how would this cope in the future?	Sustainable movement	No amend necessary.
<b>HG8</b>	Parish Council		Concern expressed that the consultation assumes that people will replace cars with bikes and buses as their preferred method of transport.	Sustainable movement	No amend necessary.

<b>HG8</b>	Parish Council		Princess Alexandra Hospital Is on a fairly tight site at present and If it is rebuilt on its existing site (whilst presumably the old building is still operational, then it is likely that many existing parking spaces will be taken up either with the new development or the contractors vehicles etc. causing even more difficulty in reaching the hospital than at present.) This would also cause hospital operational disruption for staff and patients until the construction was completed. The two other hospital site options that we understand are being considered, is for a new hospital to be built on East Herts land or on Epping Forest land near J7a. It is the Parish Councils preference that a new hospital should be built on Epping Forest land near new J7a as this would be much easier for our residents to reach than on an East Herts site. This would then potentially release the current site for housing development in Harlow.	Sustainable movement	Noted. No amend necessary.
<b>HG8</b>	Parish Council		Will there be a sustainable hub, for Emergency Services, incorporating a Police Station, Court House?	Economy and regeneration	Beyond the scope of work. Decision sits with NHS PAH.
<b>HG9</b>	Parish Council		Epping Upland Parish Council has great concerns with regard to the proposed vision for the Garden Town and disapproves of the concept, the implementation and the location.	General	Noted.
<b>HG9</b>	Parish Council		The Garden Town in our view is far too spread out and therefore occupies a much larger area of former countryside than necessary. It has been described as an 'urban sprawl on an epic scale'.	General	Noted.
<b>HG9</b>	Parish Council		The loss of prime agricultural land at a time when the proportion of food grown within this country is diminishing is regrettable, as is the loss of green belt land.	Landscape and green infrastructure	Noted.
<b>HG9</b>	Parish Council		The Green Belt was created to save the countryside surrounding London from developments such as this. If this succeeds we wonder if any part of the Green Belt is safe.	Landscape and green infrastructure	Noted.
<b>HG9</b>	Parish Council		Green wedges are not the same thing as countryside. Certainly farming activities here would be impracticable, with the use of large machinery such as combine harvesters and activities such as necessary crop spraying; especially as footpaths and cycle tracks are envisaged through the green wedges.	Landscape and green infrastructure	Noted.

<b>HG9</b>	Parish Council		The health and wellbeing of all those affected is highly likely to be compromised as the open space is reduced and controlled, and pollution levels will increase notwithstanding the proposals for Landscape & Green Infrastructure and Sustainable Movement.	Landscape and green infrastructure	Noted.
<b>HG9</b>	Parish Council		Whether Harlow Town Centre will become 'the cultural and commercial centre of the Garden Town' is doubtful, even with its forthcoming refurbishment. Brookfield Farm, Bishops Stortford and Hertford are at least as likely to attract residents.	Economy and regeneration	Noted.
<b>HG9</b>	Parish Council		Many residents would be likely to commute to London rather than take jobs locally. Already numerous local properties are being purchased by people who work in London but find London property prices too high, as are those closer to existing transport links.	Economy and regeneration	Noted.
<b>HG9</b>	Parish Council		Current rail and tube links are inadequate, being overcrowded and oversubscribed both from Harlow and Epping.	Sustainable movement	Noted.
<b>HG9</b>	Parish Council		Pictures of the proposed development show unnecessarily wide streets with wide green verges, contributing to an overall waste of space.	Sustainable movement	Noted.
<b>HG9</b>	Parish Council		The Garden Town must be seen not just as an isolated development but as the CPRE describes it a 'death knell' to the rural character of the whole area.	General	Noted.
<b>HG10</b>	Statutory stakeholder		It will be important to ensure that there is some flexibility built into the masterplans as they emerge.	Placemaking and homes	Noted.
<b>HG10</b>	Statutory stakeholder		Businesses in the Enterprise Zone will be keen to see housing developed across a range of styles, sizes and tenure types to ensure that all employees can be catered for. The commitment to housing diversity and a tenure-blind mix is therefore to be welcomed. It will be important to portray the Garden Town as an aspirational series of developments for all income groups.	Placemaking and homes	Noted.
<b>HG10</b>	Statutory stakeholder		Walking & Cycling: The Harlow Science Park is investing in new cycling infrastructure that will connect to Harlow's existing cycle network. There will therefore be opportunities to promote cycling to Harlow & Gilston Garden Town residents who are employed on the Enterprise Zone sites at London Road.	Sustainable movement	Noted.



<b>HG12</b>	Statutory stakeholder		At this stage, the proposed Crossrail 2 scheme terminates at Broxbourne and there are currently no plans for any further extension beyond the northern terminus as suggested in Section D. However, it is important to recognise that the 4-tracking of the West Anglia Mainline (WAML) and introduction of Crossrail 2 services will increase the reliability, frequency and capacity of rail services within the wider WAML corridor, with Harlow being well positioned to benefit from these improvements.	Sustainable movement	Noted.
<b>HG15</b>	QRP panel		To this aim, early delivery of the Bus Rapid Transport (BRT) will be essential to support sustainable travel – avoiding reliance on car use becoming habitual.	Sustainable movement	Noted.
<b>HG16</b>	County Council	P16 A11	“Schools and places of work will provide cycle and scooter facilities, including showers, changing rooms and secure cycle ...”	Sustainable movement	Noted and suggestion informed rephrasing.
<b>HG16</b>	County Council	P17 B6	“Opportunities to change the character of existing roads through tree surgery and maintenance, fronted development and at-grade pedestrian and cycle crossings will be identified”	Sustainable movement	Noted and suggestion informed rephrasing.
<b>HG16</b>	County Council	P18 C6	“Cycling and walking routes will run beside Bus Rapid Transit Routes and be segregated where possible, with ‘microhubs’ interchanges to encourage the transition between different modes of sustainable travel in one journey.”	Sustainable movement	Noted and suggestion informed rephrasing.
<b>HG16</b>	County Council	P20 A4	“With a rich history of innovation, Harlow is the home of <i>fibre-optic technology</i> and will build on this legacy through championing the latest information and communication systems including <i>Ultra fast Fibre to the Premises (FTTP) broadband.</i> ”	Economy and regeneration	Noted and suggestion informed rephrasing.
<b>HG26</b>	Public - emailed forms		We feel that the plan is far to big and since we have been attending concept meetings it seems To have expanded from 10,000 homes and in recent information appears to have increased to 23,000 . Why?	General	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		We have big concerns regarding infra structure to support our current community let alone an addition 10,000/ 23,000 ? New dwellings	Infrastructure	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Removal of green belt land when brown sites would have been an option	Landscape and green infrastructure	Noted. No change necessary.

<b>HG26</b>	Public - emailed forms		There has been a lack of proper engagement with existing communities events taking place in inadequate venues and times for working people or those with disabilities	General	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Distinct areas not information on boundaries provided	Status / policy	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Already multiple building developments under way with currently overstretched and inefficient health service locally will £5000 million really support such a massive project	Infrastructure	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		The present Rye Meads-Will this support these plans	General	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		We are very concerned about the loss of the rural nature of the area, bourne out by the number of properties now up for sale	Landscape and green infrastructure	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Not everybody will cycle, walk or use public transport as it is not capable of improving enough! Companies will find recruiting difficult if people cannot use cars.	Sustainable movement	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Existing residents will have their lives blighted for years with roadworks and closures.	Sustainable movement	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Changes have been made without consultation.	General	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		Objections ignored.	General	Noted. No change necessary.
<b>HG26</b>	Public - emailed forms		What about the increase in litter, please drive along the road between Gilston and High Wych and you will see!	Placemaking and homes	Noted. No change necessary.

<b>HG28</b>	Public - emailed forms		<p>My family and I were present at the Places for People consultation in Gilston in May where we made our views heard on the proposed road junction at the entrance to Terlings Park and the closing of the main road through Pye Corner.</p> <p>Apparently there was an additional meeting held by yourselves at Gilston village hall on Thursday the 12th of July. We were not made aware of this at all! As we are one of the closest properties to the proposed changes and live facing on to the busy main road I would have thought that an effort would have been made to contact us and make us aware? Had we known about it we would have been there. None of our neighbours on the main road appear to have been made aware either.</p>	General	Noted. No change necessary.
<b>HG28</b>	Public - emailed forms		<p>Apparently a vocal minority from the Gilston Park area are opposing the closure of the road through Pye Corner and we also heard that there was virtually no representation from the villagers that actually live on the main road in question?</p> <p>About the only positive we might see from the whole terrible project would be to rid ourselves of the traffic that sits outside our house every morning, and the speeding cars during the day. Leaving the road through the village open to my mind would just make the road outside our house even more of a rat run than it already is.</p>	Sustainable movement	Noted.
<b>HG29</b>	QRP panel		The panel reiterates earlier comments that giving this suite of documents formal weight in the planning process will be fundamental in ensuring their successful implementation.	Status / policy / administration	Documents will be endorsed by County Councils and District Councils.
<b>HG29</b>	QRP panel		It would welcome guidance on how it should use the Spatial Vision and Design Charter to best support Officers, Committee and Board members.	Status / policy / administration	Noted. Quality Review questions have now been formulated in conjunction with the panel.

<b>Respondent ID</b>	<b>Response type</b>	<b>Question No.</b>	<b>Response / comment (provided verbatim except where inappropriate language used)</b>	<b>Theme / topic</b>	<b>Response</b>
<b>HG23</b>	Public - emailed forms	Q1	Whilst I appreciate the need for new housing and like the proposed layout of the 'Garden Town' I have concerns about the impact of this number of extra people on Harlow's infrastructure. This number of extra people will impact on a) Princess Alexandra Hospital; b) the roads in and around Harlow, particularly the A414 into Harlow where it crosses the river and railway near Harlow Town station; c) and the number of people using Harlow Town Railway station. There will also be implications on the extra amount of sewage that will need to be processed at Rye Meads Sewage Treatment Plant (I realise lies on the Hertfordshire side of the border but I understand that it has been working at nearly full capacity for some time now).	Vision	Noted. The local authorities are reviewing capacity and future need of social and physical infrastructure. This will be addressed through the ongoing Garden Town infrastructure delivery workstreams.
<b>HG23</b>	Public - emailed forms	Q2	I agree there is a need for affordable housing in this area but I am concerned about the impact on Harlow as the Garden Town is just over Harlow's border.	Placemaking and homes	Noted. Local affordable housing need and allocation will be determined by each local authority's Local Plan policy. More detail is to be contained within the Garden Town Housing Plan.
<b>HG23</b>	Public - emailed forms	Q2	I agree that the proposed plans show good use of the landscape.	Landscape and green infrastructure	Noted.
<b>HG23</b>	Public - emailed forms	Q2	I disagree that the plans will show sustainable movement. The present route of the A414 through northern Harlow is a well known bottleneck, particularly where it crosses the river and rail. What is needed is a Harlow bypass north of the river.	Sustainable movement	Noted. Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG23</b>	Public - emailed forms		I agree that Harlow Town Centre and retail outlets will benefit from the extra population at Gilston.	Economy and regeneration	Noted.
<b>HG23</b>	Public - emailed forms	Q3	Harlow has its own unique history and this is celebrated throughout the Town. I do not see how or why the areas that make up the Garden Town need to be celebrated in Harlow, or that Harlow's achievements need to be celebrated in Gilston, which has its own history.	Placemaking and homes	Noted. The heritage and history of all parts of the Garden Town will be celebrated.
<b>HG23</b>	Public - emailed forms	Q5	A range of house styles and sizes. Enough parking spaces so that roads are kept clear for easy movement. Plenty of green spaces.	Placemaking and homes	Noted. Appropriate parking levels are to be addressed through the ongoing Garden Town transport strategy workstreams.

<b>HG23</b>	Public - emailed forms	Q6	Hairdressing; occasional banking; occasional shopping. I would visit more often if there were a wider range of retail outlets. The loss of M&S left a serious hole in the range of retail outlets (even Epping can sustain a M&S Food Store, and I know that the food section of M&S was always well used) and we have lost several other 'big name' stores over the last two years. I want a town centre that offers more than coffee shops.	Town Centre	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan.
<b>HG23</b>	Public - emailed forms	Q7	The 'Sustainable Transport Corridors' might encourage people in and across the Garden Town but the extra population will have a detrimental effect on movement around Harlow itself, which is effectively gridlocked at various times of the day even without extra people/cars from the Garden Town.		Noted. Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG23</b>	Public - emailed forms	Q8	I feel strongly that the Garden Town will contribute to even more traffic chaos in Harlow, particularly along the present route of the A414, to avoid this Hertfordshire County Council should fund a Northern bypass to take the A414 along the north side of the river, to rejoin the a414 near Harlow Mill, then traffic would only use Edinburgh Way for access to sites there and it would not be used for through traffic..	Sustainable movement	Noted. Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG24</b>	Public - emailed forms	Q1	No we do not feel excited about this vision! In fact we are really worried and more than concerned on how this is going to impact on the quality of life in Gilston Park! This is a private estate and should be treated as such!  Also, driving through London it is apparent that everywhere posters are advertising the fact that people can move out of London to Harlow and surrounding areas for a min £500 deposit! what type of person are you looking for to live here ??? In Gilston we have god-faring residents who are awaiting the outcome of all this before upping sticks and moving away!!!	Vision	Noted. Quality of life at Gilston Park will be taken into account and private land respected through careful landscape work.

<b>HG24</b>	Public - emailed forms	Q1	<p>All residents pay a yearly maintenance to live here to maintain not only our properties but the surrounding areas as well! On top of this we have all recently paid into the repair and upkeep of the Tennis Courts which ran into a substantial amount of money between us! We need to have substantial fencing surrounding this area for our security (not hedges that can die and leave gaps for all and sundry to wander through!! ) We should be treated as an Independent village surrounded by enough green belt to acknowledge this! It appears that you are using the Listed Manor House and the Historic Church as selling/viewing points!..which is unacceptable! These are private dwellings and all residents privacy should be treated with respect!! The church itself is cared for by the local residents !</p> <p>While we understand the need for housing.. there is enough green belt surrounding us for your vision without encroaching on Gilston Park in any way! other than as I stated earlier you are using us as a selling point!</p>	Placemaking and homes	<p>Noted. Gilston Park will be respected as private land. Careful landscape work will support privacy of residents.</p> <p>Heritage assets across the Garden Town have been identified in order to be preserved and enhanced through future development. Strategic views will be maintained and framed for all to enjoy at a distance.</p>
<b>HG24</b>	Public - emailed forms	Q1	<p>You are proposing to put a ring road that, not only encompasses us but also encroaching into us..why? proposing a bridge/flyover over our lane is just not acceptable!!!</p>	Sustainable movement	<p>Noted. The proposed new River Stort crossing will not form a flyover and all transport interventions are currently at a strategic level. Detailed transport and movement capacity (current and future) work will be addressed through the ongoing Garden Town Transport Strategy workstreams.</p>
<b>HG24</b>	Public - emailed forms	Q2	<p>Basically no..I agree with all the comments put forward by other residents..especially Janine Bryant's!</p> <p>I also feel that each village should be totally Independent of other villages..surrounded by green belt with their own infrastructures with their own entrance and exit roads..avoiding another security issue!!!</p>	Placemaking and homes	<p>Noted. New villages will encourage self-sufficiency and independence through local centres that provide day to day amenities and services. Green space of an appropriate size will reinforce the spatial separation and distinction between villages.</p> <p>Connections into the wider area will be encouraged for walking, cycling and vehicular use, though exact routes are to be addressed through the masterplanning process of strategic sites.</p>

<b>HG24</b>	Public - emailed forms	Q2	Another issue on Sustainable Movement is your proposal to put Bus Lanes on the Eastwick Bridge..this would be welcomed but would not lessen the congestion of traffic that use this now and future traffic will be a nightmare! Your vision that everyone would take to walking, cycling & public transport is a delusional one!	Sustainable movement	Noted. Detailed transport and movement capacity (current and future) work will be addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG24</b>	Public - emailed forms	Q3	This man would be rolling in his grave with the vision that you are proposing! His vision for Harlow was to have homes fronted by trees that were facing roads..not only to give residents privacy but to create a green environment when driving through the town!	Vision	Noted.
<b>HG24</b>	Public - emailed forms	Q3	Cycle paths and walkways were included as a benefit and not as a force of future vision!! No spaghetti junction flyovers emitting all sorts of emissions over us!	Sustainable movement	Noted. Detailed transport and movement capacity (current and future) work will be addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG24</b>	Public - emailed forms	Q3	Adding insult to injury Harlow have approved the building of 6000 Toy Town houses (not homes ) backing on to his beautiful garden! Heads should roll!!!	Placemaking and homes	Noted. Design quality of existing consented schemes cannot be addressed through the vision work. All future development coming forward as a part of the Garden Town will be of high quality that conforms with both the local authority's Local Plan policy and requirements of the Placemaking and Homes theme in the Vision.
<b>HG24</b>	Public - emailed forms	Q4	I moved to Gilston from London 15 years ago to a rural area because I was sick of the congested roads..nearby motorways and the increase of crime in the area! Is this the sort of environment you are looking to bring to Harlow and East Herts? What have our future generations got to look forward to! Has anyone stopped to think about the long term impact this has to have on not only on our countryside but the quality of peoples lives as well! You can't just be governed by meeting targets but have to consider peoples wishes as well..before condemning everyone to a world without a freedom of choice!!	General	Noted. Early engagement with local communities to help inform and shape the masterplan process is advocated in the Vision document; notably Placemaking and Homes principle D2.
<b>HG25</b>	Public - emailed forms	Q1	I'm impressed by the vision of the Green Wedges, Fingers ,and Super Greenways. The same vision created the Debden Estate in Loughton 70 years ago. Now in the EFDC SVLP it is proposing to build on 50% of Jessel Green in Fairmead Ward which I represent as an EFDC councillor.	Vision	Noted.

<b>HG25</b>	Public - emailed forms	Q2	I would like all green areas to be legally protected from any future development.	Landscape and green infrastructure	Noted. The Vision document cannot provide any legal protection but Landscape and Green Infrastructure principle A10 requires local authorities to seek to secure the long-term maintenance and stewardship of open spaces; committed to achieving high quality such as the Green Flag standard for local parks and green spaces.
<b>HG25</b>	Public - emailed forms	Q3	I would like to see a local history museum/visitor centre with an associated reference library.	Placemaking and homes	Noted. Plans for an improved culture and leisure offer in Harlow Town Centre is being taken forward through the Town Centre Area Action Plan.
<b>HG25</b>	Public - emailed forms	Q4	Access to nearby green spaces within a short walking distance from home.	Landscape and green infrastructure	Noted. Landscape and Green Infrastructure principle C6 requires all homes to be within 10 minutes' walk of an allotment. Easy access to good quality green space is an overarching objective of the Garden Town; for the benefit of existing and new residents.
<b>HG25</b>	Public - emailed forms	Q5	Native flora and fauna. Peace and quiet. Footpaths where necessary. Disabled access. Maintenance and legal protection as already mentioned.	Placemaking and homes	Noted and addressed through the Landscape and Green Infrastructure principles A to D.
<b>HG25</b>	Public - emailed forms	Q6	I rarely visit Harlow. Sadly during my last visit I concluded that the centre looked a bit run down and shabby. A return to the forward looking vision and respect for that vision of the 1940/50's would help.	Town Centre	Noted. The Harlow Town Centre Area Action Plan will address the regeneration and long-term resilience of the Town Centre.
<b>HG25</b>	Public - emailed forms	Q7	Frequency of buses. I'm very much in favour of encouraging walking and cycling.	Sustainable movement	Noted.
<b>HG25</b>	Public - emailed forms	Q8	Would like to be kept informed of developments.	General	Noted.



<p><b>HG27</b></p>	<p>Public - emailed forms</p>	<p>Q1</p>	<p>We welcome the preparation of a Spatial Vision but there is so little content it could be written for anywhere. I strongly object to the term "Harlow and Gilston Garden Town"</p> <p>Do you feel excited by it? No there is nothing to get excited by. How could I feel excited by the proposal to bury fertile agricultural Green Belt land with houses?</p> <p>Does anything concern you? How much has this Spatial Vision cost? I cannot think it delivers value for money. The proposal to remove a large swathe of land from Green Belt status The proposal to build thousands of houses when the infrastructure, road, rail, water and sewerage, is not able to meet current demands.</p>	<p>Vision</p>	<p>Noted. The current and future demand for social and physical infrastructure is to be addressed through the ongoing Garden Town infrastructure delivery workstreams.</p>
<p><b>HG27</b></p>	<p>Public - emailed forms</p>	<p>Q2</p>	<p>Principle A I do not agree with statement 1 - "the Garden Town will have a clear overall identity ..... but will comprise a series of distinctive neighbourhoods and villages, .... " Gilston and the surrounding area should NOT be subsumed into Harlow – it is in East Hertfordshire and has an entirely different environment and culture to Harlow. Long may it remain so. It should clearly state that the villages in the Gilston area should be distinctive, in terms of character, density and best practice. The suggestion in Statement 3 that "In neighbourhoods, cues will be taken from the best of existing buildings, as Newhall ..... " is depressing. Where are good examples in Harlow? What does Statement 7 mean? Doesn't seem to say anything.</p>	<p>Placemaking and homes</p>	<p>Noted. The individual character of Gilston, Eastwick, Widford, High Wych, Hunsdon and other nearby villages and hamlets will maintain their individual character and integrity. Placemaking and Homes principle A1, A2 and A3 set out how neighbourhoods and villages should be distinctive through materiality, scale, massing, density, orientation, rooflines etc. Local cues will be taken from nearby settlements to help inform a locally contextual palette, without simply copying them.</p> <p>Principle A9 sets out the approach to best practice and design guidance, which through engagement with the local community, will help achieve excellent design.</p> <p>Newhall is considered a good example of contextually appropriate design in Harlow, shortlisted for the Stirling Prize in 2013.</p> <p>Principle A7 regards the importance of</p>

					rooflines and how careful orientation and variety can avoid 'walls of development'.
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle B</p> <p>The proposal in Statement 6 "a phased approach will be encouraged to see homes delivered close to existing local centres or for infrastructure ..... delivered early " is welcomed and extremely important.</p> <p>This needs to be demonstrated early on by the production of clear, detailed masterplanning with clearly defined time scales / phases agreed. It is very important to avoid random, piece meal development at the whim of developers.</p>	Placemaking and homes	<p>Noted. Phased implementation and delivery is crucial to the success of the Garden Town to embed self-sufficiency and sustainability.</p> <p>Principle A9 sets out how best practice and design guidance will help achieve excellent design. Principle D2 encourages early engagement with communities in a participative design programme to help residents' inform the masterplanning process.</p>
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle C</p> <p>The aspiration in Statement 1 "..... Cul-de-sac developments with little connectivity across them will be discouraged." Is welcomed. I recommend the Poundbury approach to design where every "area" has more than one entrance and exit.</p> <p>Statement 7 to provide "A series of health and well-being centres ..... " is welcomed but how will they be staffed?</p>	Placemaking and homes	<p>Noted.</p> <p>The NHS West Essex Clinical Commissioning Group have fed into this process and the plans for health and well-being centres has since changed. As a result, a new health centre will be provided as part of the Garden Town, where the practice workforce will work together bringing specialisms and continuity of care. Primary care professionals will work more closely together to support patients in their area. See Placemaking and Homes principle C7.</p>
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle D</p> <p>Statement 2 is welcomed but should include Neighbourhood Planning Groups</p> <p>I am shocked that Harlow New Town is being promoted in Statement 3 "using best practice and working with leading and innovative architects and designers, echoing the approach of the original New Town"!</p> <p>Where in the New Town of Harlow are areas of design which warrant duplication?</p>	Placemaking and homes	<p>Noted. Neighbourhood Planning Groups will be engaged through the masterplan process.</p> <p>Harlow New Town took the approach of working with leading architects and this ethos should be promoted through new development as one way of helping to achieve excellent design.</p>

<p><b>HG27</b></p>	<p>Public - emailed forms</p>	<p>Q2</p>	<p>What does Statement 4 mean?</p> <p>Statement 6 needs strengthening to protect existing residential areas, particularly Gilston and Eastwick, in addition to the "heritage assets". Masterplans must be tested to ensure the "New developments shall integrate sensitively with existing heritage assets". This should protect all existing residential areas and not just heritage assets. It should be enforced and not just "where possible".</p>	<p>Placemaking and homes</p>	<p>Harlow New Town was a pioneer of forward-thinking design, much of which is characterised through its buildings and sculpture collection. Principle D4 seeks to emphasise the town's reputation as a centre for mid-Century design innovation as this era becomes increasingly valued by Historic England.</p> <p>Noted. Wording of principle D6 revised to read 'New development should integrate sensitively with existing heritage assets through careful consideration of scale, massing, materials and aspect. Space will be given to significant assets where appropriate, with their setting protected through buffer zones and landscape design'.</p>
<p><b>G27</b></p>	<p>Public - emailed forms</p>	<p>Q2</p>	<p>Principle A Enhancing the Green Belt this is an insult to our intelligence. East Herts District plan has removed a substantial area of land from the Green Belt without any consideration of the impact to food production, environmental and ecological impact, residents of the area, traffic congestion, air, noise and light pollution, etc.</p> <p>I support Statements 3 &amp; 4 but believe they should be strengthened and give quantifiable guidance for developers to ensure "New Green Wedges will be an appropriate size and character to maintain the individual identity of new and existing neighbourhoods and villages." Who determines what is "appropriate size"? The definitions in the Glossary, of green wedge &amp; green finger could be interpreted to being too small to be of positive benefit.</p> <p>I welcome Statement 6 and recommend a good look at the Poundbury development to see how areas can be developed with a "positive relationship". Statement 9 needs the addition of "to safeguard existing residential areas from noise and light pollution and to avoid traffic issues".</p>	<p>Landscape and green infrastructure</p>	<p>Noted. The appropriate size of Green Wedges and Green Fingers will be determined through the masterplanning process, of which the Vision encourages engagement with local communities – see Placemaking and Homes policy D2.</p> <p>Noted. Principle A7 has been rephrased to read 'Green Wedges between villages will be rural in character using farmland and woodland to reinforce the separation of development <b>and maintain existing village ways of life.</b>'</p> <p>Maintaining existing village way of life encompasses safeguarding from noise, light pollution and traffic issues.</p>

<b>HG27</b>	Public - emailed forms	Q2	<p>Principle B</p> <p>I welcome Statement 1. Statement 6 regarding the use of the Stort Valley must be carefully managed to maintain a proper balance between leisure and recreational use and its environmental and ecological value.</p> <p>Statement 8 needs significant improvement to include protection for existing residential areas (for example Terlings Park and Eastwick Road residents of Gilston).</p>	Landscape and green infrastructure	Noted. The Stort Valley is recognised of great importance to the success of the Garden Town. Any new and improved crossings across the river will take into account the impact on existing residential areas.
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle A</p> <p>This holds a positive and welcome aspiration but it cannot be seen as more than an aspiration. Stevenage was promoted as having all this yet recent analysis suggests it has little effect on changing peoples' mode of transport or encouraging more exercise.</p> <p>Statement 2 needs to be clearer about what is being suggested for "improved .... lighting". Lighting needs to be very carefully considered and designed to avoid unnecessary light pollution and avoid the use of newer types of lighting, such as LED lighting which are now being proved to cause harm to local residents.</p>	Sustainable movement	Noted.
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle B</p> <p>Statement 5 needs improvement to safeguard existing residential areas from becoming rat runs. For example, amend to "New development should, where appropriate, connect into the existing street network and must avoid creation of rat runs through existing residential areas,,,,,"</p> <p>Statement 7 proposing "New villages can take a more irregular approach, ....." is important and should be strengthened as this is an important feature of English villages.</p> <p>Statement 8 and Map on page 5: there should be no support for the redirection of the A414 through the middle of the village of Gilston. The suggestion is squarely against all the other principles of sociability, walkability and sustainable movement.</p>	Sustainable movement	Noted. The work being undertaken on transport and intracultural planning will avoid the creation of rat-runs whilst encouraging a connected street network between new and existing development, in line with best practice.
<b>HG27</b>	Public - emailed forms	Q2	<p>Principle C</p> <p>This is highly aspirational, as with Principle A, Stevenage has all this but recent analysis shows it has little impact on car usage.</p>	Sustainable movement	Noted.

<b>HG27</b>	Public - emailed forms	Q2	Principle D Statement 7 is appalling! Homes need to be provided with sufficient parking space to match current vehicle ownership. So many new developments have too little parking per house and result in considerable on street parking.	Sustainable movement	Noted. Appropriate parking levels are to be addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG27</b>	Public - emailed forms	Q2	Principle A Statement 7 is incorrect – it should be acknowledged that the current rail infrastructure cannot cope now and that roads are heavily congested. Statement 8 is welcomed but should include enlarging the car parking area.	Economy and regeneration	Noted. Transport improvements are planned and proposed to improve congestion around the Garden Town, including the proposed new River Stort crossing. The package of upgrades to Harlow Town and Harlow Mill stations could include better interchange between public and private modes of travel.
<b>HG27</b>	Public - emailed forms	Q2	Principle B Statements 6 and 7 are welcomed. However, how does this vision, etc. plan to stop the current push for “permitted development” which are redesigning some buildings in Harlow for social housing in inappropriate areas, unsuitable for young families? Statement 8 is highly aspirational – what is planned to achieve this? Many of the attractive shops have already moved out or are finding it difficult to be viable.	Economy and regeneration	Noted. Whilst Permitted Development Rights fall outside the scope of the Vision, the requirement for high quality and accessible housing across the Garden Town is set out through the Placemaking and Homes theme.  Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.
<b>HG27</b>	Public - emailed forms	Q2	Principle C Statement 8 needs clarification.	Economy and regeneration	Noted. Given the three Local Plans sitting across the three District Councils will take a slightly different approach and that not all have yet been adopted, it is too premature to set out nuances in approach within the Vision document.

<b>HG27</b>	Public - emailed forms	Q2	<p>Principle D</p> <p>This is incredibly ambitious considering where the existing Harlow New Town is starting from.</p> <p>Statement 2 will be very difficult to achieve taking into account the current number of retail closures taking place across the UK</p> <p>Statement 4 suggests Harlow will become a desirable evening and night-time economy. How is this proposed?</p> <p>Statement 5 – good luck with this, it used to have an “enlivening Market Square”. What happened to it?</p>	Economy and regeneration	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Public realm improvements and a mix of resilient uses will help make the Town Centre a destination to enjoy.
<b>HG27</b>	Public - emailed forms	Q3	<p>Harlow New Town was designed within a clear geographical topology – why ruin the surrounding countryside by removing Green Belt status and building thousands of houses?</p>	Landscape and green infrastructure	Noted. Having investigated six spatial options for accommodating new housing across the West Essex and East Hertfordshire Housing Market Area up to 2033, a preferred spatial option was identified. Harlow was recognised as the most sustainable location within the Housing Market Area to concentrate growth, with several strategic sites around, and intensification sites within, the town.
<b>HG27</b>	Public - emailed forms	Q4	<p>What we have now in the Gilston &amp; Eastwick area makes it a wonderful place to live. Do not ruin it by surrounding / drowning it with new housing developments!</p>	General	Noted.
<b>HG27</b>	Public - emailed forms	Q5	<p>High quality design (not overcrowded) with good car garaging &amp; parking for each property with plenty of open space with long term guarantees that open areas, foot &amp; cycle paths, etc will be properly maintained. Minimal street lighting.</p> <p>High quality well designed landscaping to minimize impact of neighbours on each other (eg to reduce noise impact through effective tree and shrub planting).</p>	Placemaking and homes	<p>Noted. Landscape and green infrastructure principle B1 sets out the approach to providing important noise and air pollution buffers from roads and industry.</p> <p>Moreover, principle A10 of the Landscape and Green Infrastructure theme sets out how Local authorities will seek to secure the long-term maintenance and stewardship of open spaces; committed to achieving high quality such as the Green Flag standard for local parks and green spaces.</p>

<b>HG27</b>	Public - emailed forms	Q6	<p>What do I currently use Harlow town centre for? As little as possible, occasionally have tried to use the Post Office (now located in the depths of Smiths). Why would I want to visit more often? Generally shopping no longer requires a visit to a physical retail area but when I do wish to I look to John Lewis / M&amp;S.</p>	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.
<b>HG27</b>	Public - emailed forms	Q7	<p>Use of sustainable transport only works if it matches what I can do with my own car – how do I get heavy dog food onto a bus or from the bus stop to my home? English weather is not always conducive to the use of public transport as there is always that last stage that you need to walk, possibly in cold wet weather / with heavy shopping bags. New towns such, as Stevenage, were designed to encourage residents to use their cars less and travel more by public transport and, in particular, more travel by foot and cycle. Recent analysis of Stevenage has shown, disappointingly, that mode of travel has changed little and is still predominantly by private owned motor vehicles.</p>	Sustainable movement	Noted. The Sustainable Transport Corridors is set to provide an integrated walking, cycling and public transport network to help alleviate the number of private vehicles on the road. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG27</b>	Public - emailed forms	Q8	<p>In addition to on-line consultations and opportunities for residents to attend “drop in” sessions etc I suggest comprehensive surveys should be carried out to get a more complete view of residents’ thoughts and concerns (particularly those residents most severely impacted by the proposed Harlow and Gilston Garden Town development).</p> <p>The Glossary should include a definition for Villages and Neighbourhoods</p>	General	Noted. The glossary now contains definitions for villages and neighbourhoods.
<b>HG29</b>	Public - emailed forms	Q1	<p>Why should I feel excited about this? There is nothing exciting about building on the green belt. My main feeling is one of apprehension.</p> <p>There are many concerns, but the way this form is set out and the way the exhibition at Gilston Village Hall was organised did not seem to address these</p>		Noted. The local authorities will continue working together to address local concerns and apprehension through ongoing dialogue and engagement.
<b>HG29</b>	Public - emailed forms	Q2	<p>The exhibition and this form seem to be addressed to current Harlow residents not to the people who will be most affected by this, the residents of Eastwick, Gilston and High Wych.</p>	General	Noted. The feedback form was developed in conjunction between all three local authorities and sought to be aimed at all local people across all authority borders.

<b>HG29</b>	Public - emailed forms	Q3	Once again you are talking about Harlow. For the past 10 or 15 years we have been told that these plans had nothing to do with Harlow. But Harlow seems to be what it is all about and Harlow North would be a more honest name for the proposed development.	General	Noted.
<b>HG29</b>	Public - emailed forms	Q3	The 'history' of Eastwick, Gilston and High Wych, even the history of Harlow will be of little relevance to those who will eventually settle in Harlow North.	Placemaking and homes	Noted.
<b>HG29</b>	Public - emailed forms	Q3	Gibberd apparently planned Harlow to be wholly in Essex 'looking over the green hills of Hertfordshire to the West' You plan to obliterate the green hills of Hertfordshire. Quoting Gibberd in your context is therefore duplicitous.	Landscape and green infrastructure	Noted.
<b>HG29</b>	Public - emailed forms	Q4	A sense of community which in present day life is already becoming less prominent. Building tens of thousands of houses on green belt does nothing to promote this. Community comes about through progression over centuries and cannot be artificially created within a mere decade. Communities can however be easily destroyed as unfortunately we are about to find out.	Placemaking and homes	Noted.
<b>HG29</b>	Public - emailed forms	Q5	Good infrastructure which you are either unable or unwilling to provide.	Infrastructure	Noted. The local authorities are reviewing capacity and future need of social and physical infrastructure. This will be addressed through the ongoing Garden Town infrastructure delivery workstreams.
<b>HG29</b>	Public - emailed forms	Q6	We rarely shop in the centre of Harlow. We go there to the dentist and to the hospital. That centre badly needs regeneration. For starters that centre should be made an attractive place to live in rather than a hostile and unwelcoming place, particularly in the evenings.	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing homes to the Town Centre alongside improving the evening economy offer will be key to this.
<b>HG29</b>	Public - emailed forms	Q7	How do you know there will be sustainable transport corridors? This is utopia! As long as local government is starved of funds there will be no money available for such schemes. Bus routes are being cut rather than extended. Consequently there will be more and more car journeys undertaken clogging up roads that can hardly cope as it is.	Sustainable movement	Noted. The Garden Town seeks to encourage sustainable modes of transport and will be detailed within the ongoing Garden Town transport strategy workstreams.



<b>HG29</b>	Public - emailed forms	Q8	I would like my comments being listened to rather than ignored and dismissed.	General	Noted.
<b>HG30</b>	Public - East Herts DC forms	Q2	How will success be measured. Will infrastructure delay be synchronised with house building. Strategic infrastructure in full - how can building be sustained until the issues are resolved. How is it enhancing green belt.	Vision	Noted. Placemaking and Homes principle B6 encourages the phased delivery of homes in conjunction with supporting infrastructure, to help embed sustainable communities.
<b>HG30</b>	Public - East Herts DC forms	Q6	Boots Opticians. Needs destination shops -Westfield.	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.
<b>HG31</b>	Public - East Herts DC forms	Q4	Space, peace, quiet. Low traffic volumes.	Sustainable movement	Noted.
<b>HG31</b>	Public - East Herts DC forms	Q8	Very unhelpful exhibition; all maps required kneeling on the floor to see them - was this deliberate? Nowhere was there a clear map indicating the land grab.	General	Noted. The formatting on materials for the public exhibition was not deliberate to cause kneeling. Copies of the Vision document, including large format A3 versions, were freely available at the event.
<b>HG32</b>	Public - East Herts DC forms	Q1	I am pleased there is further development but concerned about the infrastructure of the development .	Infrastructure	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q3	Not sure	Placemaking and homes	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q4	Neighbours / community. Accessibility to amenities.	Placemaking and homes	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q5	Care in planning and design.	Placemaking and homes	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q5	Feasibility and practicality.	Viability	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q6	Shopping - probably visit more.	Town Centre	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q7	More accessible roads and connections.	Sustainable movement	Noted.
<b>HG32</b>	Public - East Herts DC forms	Q8	Consider linking village 1 to Terlings Park rather than putting an extended road between them.	Placemaking and homes	Noted. This has been raised with East Herts District Council for consideration during the next phase of planning for Village 1.
<b>HG33</b>	Public - East Herts DC forms	Q1	For those in rural areas it is always a sadness to lose green land which produces food.	Landscape and green	Noted.

				infrastructure	
<b>HG33</b>	Public - East Herts DC forms	Q2	Consider cul-de-sac an ideal solution for the problem of rat-running at Pye Corner.	Sustainable movement	Noted. The issue of rat-running on local routes is of importance and will be addressed through more detailed work in the ongoing Garden Town transport strategy workstreams.
<b>HG33</b>	Public - East Herts DC forms	Q2	Any road replacing A414 on Herts side will not enhance the River Stort.	Sustainable movement	Noted. The character of the River Stort is of great importance and will be preserved and enhanced through the careful planning and design of nearby infrastructure improvements.
<b>HG33</b>	Public - East Herts DC forms	Q2	Worrying road 'improvements' will affect the landscape	Landscape and green infrastructure	Noted. See above.
<b>HG33</b>	Public - East Herts DC forms	Q2	Please remember the disabled	Sustainable movement	Noted.
<b>HG33</b>	Public - East Herts DC forms	Q3	Sir FG planned green lungs anticipating heavy industry which never happened. He expected Harlow to utilise the internal spaces as time went on and circumstances changed.	Vision	Noted.
<b>HG33</b>	Public - East Herts DC forms	Q3	Gilston has been inhabited since the Stone Age and some of its buildings are medieval. The church is Grade I listed.	Placemaking and homes	Noted.
<b>HG33</b>	Public - East Herts DC forms	Q4	No pollution; very little traffic; especially not just the passing through sort. Access to one's property or other side of road without danger, less traffic noise, fewer or no accidents.	Sustainable movement	Noted. Movement and transport considerations are of great importance to creating safe places to live and work.
<b>HG33</b>	Public - East Herts DC forms	Q4	The opposite of what we have at Pye Corner at present, where it is a misery to push a pushchair or walk a dog.	Sustainable movement	Noted. Creating safer roads, streets and place not dominated by vehicular movements will be addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG33</b>	Public - East Herts DC forms	Q5	Quality and suitability of materials, good spacing and sustainable systems for insulation, heating and so on. Safety for children and pedestrians. Disability access.	Placemaking and homes	Noted. Homes will be designed to cater for residents at all stages of life and all abilities. Buildings will be designed to be adaptable to accommodate the changing needs and lifestyles of all – see Placemaking and Homes principle D4.  Landscape and Green Infrastructure principle D4 addresses making the best use of technology in energy generation and conservation.

<b>HG33</b>	Public - East Herts DC forms	Q6	Library. High Street is shabby. New bank as Sawbridgeworth is closing. Edinburgh Way used more if famous name shops came or returned.	Town Centre	Noted. Harlow Town Centre Area Action Plan is setting a framework for regeneration that will include a resilient mix of uses and activities.
<b>HG33</b>	Public - East Herts DC forms	Q7	Disability means a car is essential. Would like bus to train station and disability-friendly car park.	Sustainable movement	Noted. A package of upgrades to Harlow Town and Harlow Mill station are being considered that would include improved facilities for all abilities.
<b>HG33</b>	Public - East Herts DC forms	Q7	Suggest bus station should be adjacent to train station.	Sustainable movement	Noted. As above, a package of upgrades to Harlow Town and Harlow Mill station that would include better integrated public transport modes.
<b>HG33</b>	Public - East Herts DC forms	Q7	Dedicated Stansted line is long overdue.	Sustainable movement	Noted. Proposed improvements to local train infrastructure includes four tracking between London and Broxbourne, which in turn will create more capacity for a more frequent service continuing to Stansted.
<b>HG33</b>	Public - East Herts DC forms	Q8	I would like to be informed of meetings and any plans involving Pye Corner.	General	Noted.
<b>HG34</b>	Public - East Herts DC forms	Q2	Gilston has been presented as 7 villages set in countryside, which is different from urban extensions to a town - the vision makes no reference to this - why not?	Vision	Noted. The vision sets the overarching objectives for the Garden Town as a whole. Specific reference to the seven villages is now noted in the first paragraph of the introduction to the Vision document.  Moreover, Placemaking and Homes principle A1 sets out how all neighbourhoods and villages will be distinctive, each with their own character and identity.
<b>HG34</b>	Public - East Herts DC forms	Q3	Maintaining (and celebrating) the Green Belt and wonderful vistas and so setting for Harlow.	Landscape and green infrastructure	Noted. Some key heritage assets and landscape features have been identified through the process. The Design Guide provides strategic guidance on the location of these assets and how views and vistas should be preserved and enhanced through new development and investment.
<b>HG34</b>	Public - East Herts DC forms	Q3	The Stort Valley corridor is alluded to but has not been shown as much of a feature - why is that? Is it just that the developers don't own it?	Landscape and green infrastructure	Noted. A new double page spread has been introduced to the Vision document, setting out how the Stort Valley is a major asset to

					the Garden Town, setting the starting point for future investment planning.
<b>HG34</b>	Public - East Herts DC forms	Q4	In my case with landscapes and open countryside. Instead, you are suggesting drawing an A road through the middle of an existing community.	Landscape and green infrastructure	Noted.
<b>HG34</b>	Public - East Herts DC forms	Q4	Your vision offers soft words but does not explain the status of the vision and Concept Development Framework	Status / policy	Noted. The Vision document and Design Guide are to be endorsed as a material consideration by each local authority and both County Councils. Both have been designed to be a tool for the Quality Review Panel, helping to achieve excellent design and planning. Relationship to the Concept Framework and the wealth of guidance in East Herts District Council's policy documents is made on pages 39 and 41 of the Design Guide.
<b>HG34</b>	Public - East Herts DC forms	Q5	Careful design, design which promotes a range of spaces with village centres (3 storey) and villages with soft edges. Use the Hertfordshire villages as examples of what is local.	Placemaking and homes	Noted. Placemaking and Homes principle A3 states how good examples of local vernacular and design will be used as cues to help inform responsive design in new development.
<b>HG34</b>	Public - East Herts DC forms	Q6	Sainsbury's	Town Centre	Noted.
<b>HG34</b>	Public - East Herts DC forms	Q6	Check the train stations; not well maintained and is poorly designed from the outset.	Sustainable movement	Noted. A package of upgrades to Harlow Town and Harlow Mill station are being considered
<b>HG34</b>	Public - East Herts DC forms	Q7	Better posting and cycle parking.	Sustainable movement	Noted. Improved cycle and walking infrastructure will be intrinsic to the structure of the Garden Town, upgrading the facilities existing and embedding them in new development to encourage sustainable modes of travel.
<b>HG34</b>	Public - East Herts DC forms	Q7	Better drop and collect facilities - encouraging the use of trains. Make the station a decent place.	Sustainable movement	Noted. A package of upgrades to Harlow Town and Harlow Mill stations are being considered including station design to improve user experience.
<b>HG34</b>	Public - East Herts DC forms	Q7	Harlow's cycle ways are run down and poorly managed. Is that the endeavour of how new facilities will be delivered.	Sustainable movement	Upgrading existing cycle and walking infrastructure will be essential to improving the attractiveness of these routes for travel.

					Maintenance, best practice and fronting routes with natural surveillance will help to change the character of existing routes, as well as improved interfaces with roads and cars. New facilities will be of a high standard and connect into the existing network.
<b>HG34</b>	Public - East Herts DC forms	Q8	It is grossly unfair that the community is not resourced to understand the proposals. For example, EHDC gave weight to Harlow Council's request to run the A414 through our community with zero consultation and no mention of any adverse impacts.	General	Noted. This has been passed onto the local authorities.
<b>HG35</b>	Public - East Herts DC forms	Q1	I don't want urban sprawl on my doorstep, that's why I live here. Not excited, whole heartedly against. Flooding; traffic; A414 through our little village.	General	Noted. The local authorities are reviewing capacity and future need of social and physical infrastructure; including transport and flooding. This will be addressed through the ongoing Garden Town infrastructure delivery workstreams.
<b>HG35</b>	Public - East Herts DC forms	Q3	Don't build on green belt as per this plan.	Landscape and green infrastructure	Noted.
<b>HG35</b>	Public - East Herts DC forms	Q4	Countryside. No new city on door step.	Landscape and green infrastructure	Noted.
<b>HG35</b>	Public - East Herts DC forms	Q5	Nothing. New builds are never "quality". I know, I live in one.	Placemaking and homes	Noted. The aim of the Vision document is to attain high quality design for all new homes, buildings and places across the Garden Town.
<b>HG35</b>	Public - East Herts DC forms	Q6	Nothing. It's a dive, also I thought we were pretending this wasn't Harlow North? Nice try.	Town Centre	Noted.
<b>HG35</b>	Public - East Herts DC forms	Q7	Less rain. A Gilston station. No one will cycle.	Sustainable movement	The Sustainable Transport Corridors are set to encourage walking, cycling and a Bus Rapid Transit system, which would include routing and stop(s) near to Gilston.
<b>HG35</b>	Public - East Herts DC forms	Q8	Stop Harlow North!	General	Noted.
<b>HG36</b>	Public - East Herts DC forms	Q1	Sawbridgeworth to A414 road does not seem to be improved?	Sustainable movement	Noted. Improvements to the strategic road network are proposed.
<b>HG36</b>	Public - East Herts DC forms	Q3	Gibberd is misspelt in this brochure.	General	Noted.
<b>HG36</b>	Public - East	Q4	Lack of traffic jams. Ease of parking.	Sustainable	The Sustainable Transport Corridors is set to

	Herts DC forms			movement	provide an integrated walking, cycling and public transport network to help alleviate the number of private vehicles on the road. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG36</b>	Public - East Herts DC forms	Q5	Sufficient parking and open spaces for sport.	Sustainable movement	Good access to high quality open spaces for sport and recreation are an intrinsic aspect of living in the Garden Town, for the benefit of all residents and visitors.
<b>HG36</b>	Public - East Herts DC forms	Q6	Hospital and Playhouse Theatre	Town Centre	Noted.
<b>HG36</b>	Public - East Herts DC forms	Q7	Free and frequent neighbourhood bus service	Sustainable movement	The Sustainable Transport Corridors are set to provide an integrated walking, cycling and public transport network, including a Bus Rapid Transit system. This system would provide a frequent, comfortable and reliable service across the Garden Town. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG37</b>	Public - East Herts DC forms	Q1	I had hoped that the display would give some feel for the overlay of the proposal on the existing but it was most unhelpful. Especially any 'maps' were visible only in a kneeling position. Not a good basis for improving understanding!	General	Noted.
<b>HG37</b>	Public - East Herts DC forms	Q2	It would have been nice to see the ideas in context of current infrastructure.	Infrastructure	Noted.
<b>HG37</b>	Public - East Herts DC forms	Q4	Village community where everyone knows and speaks to everyone else.	Placemaking and homes	Noted.
<b>HG37</b>	Public - East Herts DC forms	Q5	Adequate space to breathe. Gardens big enough to play in.	Placemaking and homes	Noted.
<b>HG37</b>	Public - East Herts DC forms	Q5	Pavements wide enough to pass, adequate parking that does not force parking on verges.	Sustainable movement	Noted.
<b>HG37</b>	Public - East Herts DC forms	Q7	Reliability and regularity	Sustainable movement	Noted.
<b>HG38</b>	Public - East Herts DC forms	Q1	As a Gilston resident I am against the development! All concerns have been voiced - infrastructure and sheer volume is a massive worry.	Infrastructure	Noted.
<b>HG38</b>	Public - East	Q2	Please prioritise 'quick wins' for existing residents.		Noted. The vision statement was amended to

	Herts DC forms				include reference to 'pioneering temporary interventions and quick wins' (page 4).
<b>HG38</b>	Public - East Herts DC forms	Q3	Destroying the green belt is not my vision	Landscape and green infrastructure	Noted.
<b>HG38</b>	Public - East Herts DC forms	Q4	Quiet, pretty, green and peaceful.	Landscape and green infrastructure	Noted.
<b>HG38</b>	Public - East Herts DC forms	Q5	Sympathetic to it's surroundings. Blending in - not standing out. Environmentally friendly with high quality materials with blend in to the area.	Placemaking and homes	Noted. Placemaking and Homes principle A2 sets out the approach whereby new development will respond to its landscape and built context, so it sits comfortably in terms of scale, massing, density and orientation.  Principle A3 sets out how local cues will be taken from nearby settlements to help inform a locally contextual materials palette, without simply copying them.  Landscape and Green Infrastructure principle D4 addresses making the best use of technology in energy generation and conservation.
<b>HG38</b>	Public - East Herts DC forms	Q6	Shopping - investment is seriously needed here as the Water Gardens and the older part of town are very dividing. A department store - M&S needs to come back!	Town Centre	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. A resilient mix of uses will be introduced including homes, workspace, evening economy uses and retail – much of which will be concentrated in the northern part of the Town Centre.
<b>HG38</b>	Public - East Herts DC forms	Q7	I am happy with my current transport arrangements. There are not enough trains as it is so unless a new line to Liverpool Street is built?	Sustainable movement	Noted. Crossrail 2 is planned to route to Broxbourne and many are still lobbying for this to continue to Harlow Town. A fast route into London and interchange to Liverpool Street could therefore be a possibility.

<b>HG38</b>	Public - East Herts DC forms	Q8	Already involved as Gilston are an active community. Next step needs to be a design code.	Placemaking and homes	Noted. Placemaking and Homes principle A9 advocates the development of design codes through engagement with the local community.
<b>HG39</b>	Public - East Herts DC forms	Q1	I am not opposed to new housing. However, I do not like the proposal of the road outside Terlings Park. This will make us feel isolated. Also, lessons need to be learnt from Terlings Park and Newhall.	Sustainable movement	Noted.
<b>HG39</b>	Public - East Herts DC forms	Q4	The peace of living in Terlings Park. The community feel.	Placemaking and homes	Noted.
<b>HG39</b>	Public - East Herts DC forms	Q5	Design, space, fitting to local housing.	Placemaking and homes	Noted.
<b>HG39</b>	Public - East Herts DC forms	Q6	Shopping	Town Centre	Noted. Harlow Town Centre Area Action Plan is setting a framework for regeneration that will include a resilient mix of uses and activities.
<b>HG39</b>	Public - East Herts DC forms	Q7	Schooling, GP, dentist, no longer need to get into the car.	Sustainable movement	The Sustainable Transport Corridors are set to encourage walking, cycling and a Bus Rapid Transit system, where stops and interchanges would be located near to schools and services, making it easier and more attractive to use sustainable travel to access services. More detail will be shared within the ongoing Garden Town transport strategy workstreams.
<b>HG39</b>	Public - East Herts DC forms	Q8	Road in front of Terlings Park. Pollution / noise factor.	Sustainable movement	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q1	Hate the name Harlow and Gilston Garden Town. Have spent the last 40+ years denying any connection / association with Harlow.	Placemaking and homes	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q1	Homes with the front door less than a meter from the pavement mean people will park on the road - as in some streets in Church Langley - causing terrible congestion!	Sustainable movement	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q2	New development will not regenerate Harlow.	Economy and regeneration	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q2	Not everyone wants to go on the train to go into Harlow. Too many houses will result in too many cars on the roads. There are other places to go rather than stay at home all of the time - need a car.	Sustainable movement	Noted.
<b>HG40</b>	Public - East	Q4	Lots of green spaces and fields. Lots of places to go for a walk - not	Landscape	Noted.



	Herts DC forms		between houses.	and green infrastructure	
<b>HG40</b>	Public - East Herts DC forms	Q4	Not being grid-locked by thousands of extra cars in the area due to excessive development.	Sustainable movement	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q5	Fewer homes. Better roads leading to A10 and M11.	Sustainable movement	Noted. The proposal for a new River Stort crossing will improve access to the M11.
<b>HG40</b>	Public - East Herts DC forms	Q6	Bank. Nothing - dislike Harlow.	Town Centre	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q7	Nothing - my aim is to avoid Harlow Town, not have any access to it.	Sustainable movement	Noted.
<b>HG40</b>	Public - East Herts DC forms	Q7	Wouldn't walk or cycle - in danger of losing cycle at Harlow station.	Sustainable movement	Noted. A package of upgrades to Harlow Town station is being considered that would include improved facilities such as secure cycle parking.
<b>HG41</b>	Public - online form	Q1	Vision seems reasonable but not especially exciting. It is unclear how all the garden city principles translate to the vision especially capturing land value for the benefit of the community	Vision	Noted. The Vision document has been revised and the Garden City principles underpinning each of the Garden Town's four themes have been included at the beginning of each theme.  Since this consultation on the terms 'Land Value Capture' and 'Long-term Stewardship' have been defined by the three District Councils and two County Councils, included in a glossary at the back of the Vision document and Design Guide.

<b>HG41</b>	Public - online form	Q2	The Bus Rapid Transit network - or equivalent service - should extend to Epping from the outset given the predicted extra traffic on the B1393 Thornwood Road and the increased demand for access to Epping station generated by Latton Priory and other parts of the garden town. There is no mention of mitigation required to deal with additional traffic and demand including a safe crossing of the B1393 at Thornwood, impact of air pollution on the Lower Forest (part of Epping Forest) especially air pollution generated from queuing traffic at the Palmers Hill junction, Epping, or improvements to Epping Station. I support looking at options for park and ride e.g. near to the Hastingwood junction. Efforts should be made to bring Harlow Town and Harlow Mill into the Oystercard zone thereby reducing the incentive to travel further to use the tube network.	Sustainable movement	Noted. A principle of the Sustainable Transport Corridors, including the proposed Bus Rapid Transit service, is that future development should not preclude the potential for extension of the network beyond the Garden Town. Therefore, extension of the route to Epping is possible and would help create a more integrated public transport network.  Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG41</b>	Public - online form	Q3	A bit premature to be thinking about this before bottoming out the infrastructure and transport issues, but one legacy worth preserving is the easy access to green space and off road cycling and pedestrian routes.	Sustainable movement	Noted. Good access to high quality open spaces for sport and recreation are an intrinsic aspect of living in the Garden Town, for the benefit of all residents and visitors.  Indeed, Landscape and Green Infrastructure principle A9 sets out how new development should identify appropriate locations for playing fields, adventure spaces, play areas, running trails and bridleways to support new and existing residents.
<b>HG41</b>	Public - online form	Q4	Neighbourly and diverse range of people, trees and green space, high quality public realm, attractive built environment, easy access to services and facilities	Placemaking and homes	Noted. These principles are reflected through all aspects of the vision for the Garden Town.
<b>HG41</b>	Public - online form	Q5	Attention to detail, high quality and practical design, lasting high quality materials, good o management of communal spaces, regular maintenance	Placemaking and homes	Noted. These principles are reflected through all aspects of the vision for the Garden Town.
<b>HG41</b>	Public - online form	Q6	I rarely use Harlow Town Centre. I might if there was a wider and better range of shops	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.

<b>HG41</b>	Public - online form	Q7	Better standard of information about option, a more integrated bus network including direct links from Epping to Princess Alexandra hospital	Sustainable movement	<p>Noted. Sustainable movement principle C1 sets out how a new approach to travel will transform the Garden Town and the way people move around it. Town-wide Sustainable Transport Corridors will support active travel as well a mix of affordable, high quality public transport options.</p> <p>Princess Alexandra hospital proposed to be either redeveloped on its existing site or relocated to an alternative, accessible location.</p>
<b>HG42</b>	Public - online form	Q1	The proposed size of development completely overwhelms any existing communities in the area. The area is already struggling to meet the demand on all services ( e.g. hospital capacity, road capacity, school capacity, water and sewage treatment and rail transport).	Infrastructure	Noted. The local authorities are reviewing capacity and future need of social and physical infrastructure. This will be addressed through the ongoing Garden Town infrastructure delivery workstreams.
<b>HG42</b>	Public - online form	Q1	Everything I have seen so far just indicates developers wanting to make money from building houses. All the talk of "communities" is wishful thinking as it is not realistic to build instant communities - communities develop over a long period of time. The proposed "villages" just seem like dormitories for people working elsewhere. There is a strong possibility that we will just end up with very large housing estates.	Placemaking and homes	Noted. The local authorities are aware of these concerns and the emphasis is on taking a comprehensive approach to delivering all aspects that will make the Garden Town a desirable place to live, work, play and visit.
<b>HG42</b>	Public - online form	Q2	The proposals for "sustainable" transport will depend on a lot of external funding (for busses and rail expansion). In the current economic climate this is unlikely.	Sustainable movement	Noted. The District Councils and County Councils will be conducting discussions with service operators to best decide how to implement and offer a choice of sustainable travel options. More detail will be shared within the Garden Town Transport Plan.
			These developments will destroy large areas of existing countryside with all the associated wildlife.	Landscape and green infrastructure	Noted. Whilst open land will need to be developed in order to accommodate sustainable neighbourhoods and villages, local authorities will support approaches that demonstrate early and continued working with key stakeholders including the Environment Agency, RSPB and Canal and River Trust, creating places that contribute to a clear net biodiversity gain.

			There is plenty of existing scope in the area for regeneration and economic development but this is not happening, in fact things seem to be contracting.	Economy and regeneration	Noted.
<b>HG42</b>	Public - online form	Q3	The history of the areas that make up the garden town is largely agriculture which will be destroyed.	Placemaking and homes	Noted.
<b>HG42</b>	Public - online form	Q4	Places that are good to live in have developed over hundreds of years around employment e.g. manufacturing, heavy industry, agriculture. The necessary support automatically follows in line with demand. These places also have a full spread of people of all ages with lots of related families developing over time. A new "instant" development will have none of this	Infrastructure	Noted. The Garden Town lies at the heart of the UK Innovation Corridor and has the capability to support significant economic growth in the region. Growth and investment is being spearheaded by the Harlow Enterprise Zone, the relocation of Public Health England to Harlow and the growth of Stansted Airport. The economic drivers of the Garden Town are in motion and providing high quality housing and places to live will help catalyse the regional economy further. See Economy and Regeneration principle A1 – A8.
<b>HG42</b>	Public - online form	Q5	The only thing that will make them "high quality" is a vast reduction in size. The proposed 10,000 homes potentially indicates a population of 30,000 or more. This is a very high proportion of the existing East Herts population (128,919 according to their own website)	General	Noted.
<b>HG42</b>	Public - online form	Q6	I use Harlow town centre for occasional shopping and also for the hospital if that can be counted as town centre. Harlow town centre has been largely killed off by the retail developments away from the centre coupled with the loss of major retailers from the town centre.	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.

<b>HG42</b>	Public - online form	Q7	<p>It is wishful thinking that the proposals will encourage significant numbers of people to walk or cycle. It will work for some but not the majority. When it is cold and wet the car will be the favoured option and the current heat wave is also unsuitable for walking or cycling any distance unless you are a real "enthusiast". Has the funding for the proposed bus services been guaranteed by the local authority? Current council budgets have very little if any spare for additional public transport.</p> <p>I cannot see anything in the proposals that will give existing residents in the area to have reason to go in to the garden town so the use of "sustainable transport" in the garden town is irrelevant</p>	Sustainable movement	Noted. The District Councils and County Councils will be conducting discussions with service operators to best decide how to attract investment and implement sustainable modes of transport. More detail will be shared within the Garden Town Transport Plan.
<b>HG42</b>	Public - online form	Q8	<p>The thing that would improve the development is making them smaller. If this number of house is indeed needed in East Herts then they should be spread out as smaller developments over a wider area. The only reason the proposal is for this unsustainable large concentrated development is that this is the land that the developers own. This is not a sound basis for planning.</p>	General	Noted. Having investigated six spatial options for accommodating new housing across the West Essex and East Hertfordshire Housing Market Area up to 2033, a preferred spatial option was identified. Harlow was recognised as the most sustainable location within the Housing Market Area to concentrate growth, with several strategic sites around, and intensification sites within, the town.
<b>HG43</b>	Public - online form	Q1	<p>As a Gilston resident I feel no excitement what so ever. Greenbelt is precious - not something to be taken away to suit developers needs.</p>	Landscape and green infrastructure	Noted.
<b>HG43</b>	Public - online form	Q2	<p>I do not feel as though the residents comments are taken seriously - merely a box ticking exercise</p>	General	Noted.
<b>HG43</b>	Public - online form	Q3	<p>Having lived in Harlow previously for 25 years, I have seen the town suffer from lack of thought, investment and planning. Perhaps money should be spent on making this area nicer and give it some TLC rather than building more homes to make Harlow look even worse.</p>	Town Centre	Noted. Indeed, the benefits of growth will be spread around for all existing and new residents to enjoy. The Harlow Town Centre Area Action Plan is one example, providing a framework for regeneration to transform its role into a centre for culture, recreation and leisure.
<b>HG43</b>	Public - online form	Q4	<p>We chose Gilston because of it's picturesque green belt surroundings, unique property style and good community spirit.</p>	Landscape and green infrastructure	Noted.

<b>HG43</b>	Public - online form	Q5	They must be individual areas. I am not using the word village, as this is not representative of what most people think a village to be. It is being used to make it sound more attractive. Once they sprawl from one to another, they lose any individuality, as does the area.	Placemaking and homes	<p>Noted. Placemaking and Homes principle A1, A2 and A3 set out how neighbourhoods and villages should be distinctive through materiality, scale, massing, density, orientation, rooflines etc. Local cues will be taken from nearby settlements to help inform a locally contextual palette, without simply copying them.</p> <p>Principle A9 sets out the approach to best practice and design guidance, that through engagement with the local community, will help achieve excellent design.</p>
<b>HG43</b>	Public - online form	Q6	Shops at the water garden. train station - The rest of the town should be regenerated ie. where old market square was....a M&S or other department store would be more appealing	Town Centre	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan.
<b>HG43</b>	Public - online form	Q7	we are already close to the town so either cycle or drive to the station	Sustainable movement	Noted.
<b>HG44</b>	Public - online form	Q1	I am against the development in the Parish of North Weald this is disproportionate for the area and the infrastructure proposed even with another access to the M 11 will be detrimental to the air quality and environment of all local residents	Sustainable movement	Noted. The local authorities are reviewing capacity and future need of social and physical infrastructure. This will be addressed through the ongoing Garden Town infrastructure delivery workstreams.
<b>HG44</b>	Public - online form	Q3	This development is not within the Garden Town principles. It is tagging additional housing onto an existing Garden Town. There should be a completely separate garden town.	General	Noted. Having investigated six spatial options for accommodating new housing across the West Essex and East Hertfordshire Housing Market Area up to 2033, a preferred spatial option was identified. Harlow was recognised as the most sustainable location within the Housing Market Area to concentrate growth, with several strategic sites around, and intensification sites within, the town.
<b>HG44</b>	Public - online form	Q4	The small neighbourhoods and village life which would be spoilt by this development.	Placemaking and homes	Noted. Placemaking and Homes principle A7 states the requirement for Green Wedges between settlements and development to be rural in character and help maintain existing village ways of life.

<b>HG44</b>	Public - online form	Q5	Better quality homes similar to those set out in the templates for the original garden towns in the 1940s. They should not be high density and should have restrictions on advertising abroad. We should be building homes for our population not for speculators in other countries to make financial gains. Strict control is therefore needed on any development.	Placemaking and homes	Noted. The Sustainable Transport Corridors is set to provide an integrated walking, cycling and public transport network to help alleviate the number of private vehicles on the road. Transport stops and interchanges between modes will be located near to services such as schools. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG44</b>	Public - online form	Q6	Work, shopping, sport. I already visit daily.	Town Centre	Noted.
<b>HG44</b>	Public - online form	Q7	This approach continues to fail. It does not take into account complex journeys like my own. Taking one child to school that incidentally is not within walking distance, another to nursery and then getting to place of employment all before 8.30. Cycle lanes and public transport are just not feasible. You therefore need to provide cheaper parking, more spaces in the town centre.	Sustainable movement	Noted.
<b>HG44</b>	Public - online form	Q8	I would like to oppose this development. Strongly object to the misuse of Garden Town. Please tell me how I can further oppose this.	General	Noted.
<b>HG45</b>	Public - online form	Q1	Lots of concern regarding traffic, infrastructure, schools, shops, etc.	Sustainable movement	Noted.
<b>HG46</b>	Public - online form	Q1	No thanks excited, concerned about our village of Gilston and the effects upon our home, green spaces and environment.	Landscape and green infrastructure	Noted.
<b>HG46</b>	Public - online form	Q2	I am concerned that despite living near a proposed new road junction outside of Terlings Park, meetings appear to be taking place without our knowledge or involvement.	Sustainable movement	Noted. The event was publicised via the local authority's website.
<b>HG46</b>	Public - online form	Q3	More green spaces, less traffic.	Landscape and green infrastructure	Noted.
<b>HG46</b>	Public - online form	Q4	Green spaces, less traffic.	Sustainable movement	Noted.
<b>HG46</b>	Public - online form	Q5	More green spaces.	Landscape and green infrastructure	Noted.
<b>HG46</b>	Public - online form	Q6	Shops.	Town Centre	Noted.

<b>HG46</b>	Public - online form	Q8	I want to ensure that our Victorian village house is not surrounded by road junctions and rat run roads. It appears plans to close Pye Corner to through traffic have been dropped in the proposals. This is ridiculous. Keeping the road through Pye Corner in Gilston open will result in even more traffic build up, pollution and road noise. Being at the southerly end of the village we would have a roundabout outside our house with a road both in front and to the rear of our property. How is this acceptable? The only small positive that can be taken from the building plans is to close the road through Pye Corner and giving us some respite from the constant traffic and speeding cars that we currently suffer. Surely the reduction of both emissions and noise pollution would be of benefit to us Pye Corner residents as well as improving the safety of the village for us and our young son.	Sustainable movement	Noted. Current and future transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG47</b>	Public - online form	Q1	It is good to have some vision but there are some fundamental concerns: 1. Harlow Town Centre is in desperate need of regeneration. It is naive to think that the Gilston Villages Plan will not support this. Fundamentally if the town centre is (to put it mildly) not a very nice place, then people just won't go there regardless of its proximity. This is especially when considering that Bishops Stortford is only 15 minutes away and where people gravitate to. Therefore, focus on regenerating Harlow Town Centre first and then people will come.		Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. The Area Action Plan is being undertaken to provide a framework for regeneration to transform the Town Centre's role into a centre for culture, recreation and leisure.
<b>HG47</b>	Public - online form	Q1	2. Harlow Town Station and the line into London is at capacity. Parking is limited and very very expensive and the trains are full during rush hour. Carriages have been added but the trains are still full. This problem will get much much bigger as the Gilston Villages are built. Further it is only single track and trains are continuously backed up and delayed in rush hour. There are some plans to double track in certain areas, but not all the way from Harlow to London, therefore, this is going to be a major problem in the future.	Sustainable movement	Noted. Proposed improvements to local train infrastructure include four tracking between London and Broxbourne, which in turn will create more capacity for a more frequent service on this line. Whilst Harlow will not experience four tracking it will be set to benefit from investment on the same line. Current and future transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG47</b>	Public - online form	Q2	I generally support the principle of the plan but it needs to be realistic.	General	Noted.



<b>HG47</b>	Public - online form	Q3	Sorry, but I have no real interest in these people or what they have done. This is not difficult - just make Harlow Town Centre a nice, respectable and welcoming place and the stores and people will come.	Town Centre	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Public realm improvements and a mix of resilient uses will help make the Town Centre a destination to enjoy.
<b>HG47</b>	Public - online form	Q4	Somewhere where you feel safe and are happy to stroll around a variety of local and brand name businesses. Use flower beds and water coupled with good design and just maintain it properly.	Town Centre	Noted.
<b>HG47</b>	Public - online form	Q5	All new homes must fit their surroundings. eg. Housing around Harlow Town Centre should be modern but welcoming, not pile it high sell it cheap square boxes. Housing in the Gilston new villages should have a country feel, as should the mini centres in each village, and again not be pile it high sell it cheap modern boxes.	Placemaking and homes	Noted. The aim of the Vision document is to attain high quality design for all new homes, buildings and places across the Garden Town.
<b>HG47</b>	Public - online form	Q6	Nothing unless I absolutely have to. Regeneration, done the right way, may attract me.	Town Centre	Noted.
<b>HG47</b>	Public - online form	Q7	Nothing at all. I will continue to jump in the car like most people will.	Sustainable movement	Noted.
<b>HG47</b>	Public - online form	Q8	You MUST focus on the design of the Town Centre and especially housing. Housebuilders must be given specific design guidelines and be held to account.	Town Centre	Noted. The Town Centre Area Action Plan will introduce housing into the centre to encourage a convivial, everyday life atmosphere. High quality design will become a trademark of the Garden Town and indeed Placemaking and Homes principle A9 advocates the development of design codes through engagement with the local community.
<b>HG48</b>	Public - online form	Q1	Aspirational but unreal	Vision	Noted.
<b>HG48</b>	Public - online form	Q4	letting people get on with their own lives and not telling them what to do	General	Noted.
<b>HG48</b>	Public - online form	Q5	High Quality means solid construction, not jammed close together with small plot size, and modern environment friendly fittings	Placemaking and homes	Noted.
<b>HG48</b>	Public - online form	Q6	Shopping	Town Centre	Noted.
<b>HG48</b>	Public - online	Q7	A reliable, regular public transport every 8 minutes with no gaps ,	Sustainable	The Sustainable Transport Corridors are set to

	form			movement	provide an integrated walking, cycling and public transport network, including a Bus Rapid Transit system. This system would provide a frequent, comfortable and reliable service across the Garden Town. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG48</b>	Public - online form	Q8	Yes think of the existing residents as well and their lives	General	Noted. Indeed, the benefits of growth will be spread around for all existing and new residents to enjoy, be it through good access to open green space, upgrading of existing and delivery of new infrastructure, and a high quality town centre.
<b>HG49</b>	Public - online form	Q1	Whilst accepting there needs to be additional Housing in the UK, once again Central & Local Government have failed to grasp that the South East of England cannot be seen as the "sacrificial lamb" for this development. It is the easy option to develop the South East, there are many areas of the UK where there is adequate land to develop without destroying valued countryside & agricultural land in the West Essex/Herts area. Yes there is a vision of what is trying to be achieved, but there is NO vision on how it will happen.		Noted. More detail on delivery will be detailed within ongoing infrastructure and housing delivery workstreams.
<b>HG49</b>	Public - online form	Q1	For example 1 Affinity Water have one on record recently advising that the demand for water at present exceeds availability. Climate Change will only place increased pressure. So how will the additional demand be met? A question I asked at the exhibition & was advised it will be achieved. It strikes me there has been no planning completed yet.	Landscape and green infrastructure	Noted. Given the high-level, strategic nature of the Vision document specific plans regarding water stress have not been undertaken. Landscape and green infrastructure principle C9 sets out how new development will bring forward proposals for innovative approaches to water supply, conservation and management; recognising areas of severe water stress.

<b>HG49</b>	Public - online form	Q1	2. The plans show an extension of any Crossrail 2 development to Harlow Town Station. Having looked at the Crossrail 2 website I cannot locate any details about this. Having commuted on the rail route for many years & also walked the Lee Valley Park extensively there is no scope to increase the number of rail lines between Broxbourne & Harlow. The area which surrounds the existing is within the Lee Valley Park & contains a high density of wildlife. The railway when constructed originally was "built up" to ensure it was flooded. The area surrounding the line is a flood plain on both sides of the existing track.	Sustainable movement	Noted. The plans do not show extension of Crossrail 2 line to Harlow Town station. Crossrail 2 will currently run to nearby Broxbourne and improved connections and travel between the Garden Town and Broxbourne are suggested.
<b>HG49</b>	Public - online form	Q1	3. The area of land South of the A414 is proposed to become Parkland, at the moment is forms part of the flood plain & is frequently flooded after excessive rainfall. The land is in a valley & water naturally drains there from higher land. Consequently it retains wildness & therefore attracts wildlife/vegetation that is not subject to human interference. Turning the area into Parkland will make it become managed rather than wild. The net result will be a downgrading. There is nothing in the proposals I have seen suggesting that you will work in partnership with organisations like The Wildlife Trusts who have expertise in managing these types of sites.	Landscape and green infrastructure	Noted. Local authorities will support approaches that demonstrate early and continued working with key stakeholders including the Environment Agency, RSPB and Canal and River Trust, creating places that contribute to a clear net biodiversity gain. See Landscape and Green Infrastructure principle C.
<b>HG49</b>	Public - online form	Q1	4. There appears to be misplaced optimism that residents of the new development will cycle/walk & use public transport. Whilst in large conurbations public transport has improved over the years that does not apply in provincial towns & surrounding areas. There will be an increasing need for people to use Motor Cars to move from A to B. Harlow at present is often "gridlocked" at many times of the day. The development at Gilston along with the proposed development surrounding the area will only increase car movements & looking at the plans for the roads the matter will only get worse.	Sustainable movement	Noted. Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams. The Garden Town will seek to encourage sustainable modes of transport to help achieve a modal shift. The proposed Bus Rapid Transit service would provide a frequent, comfortable and reliable mode of travel to the station.

<b>HG49</b>	Public - online form	Q1	5. The development is located in three Local Authority Areas. East Herts, Epping Forest & Harlow. As I understand that 30% of all new Housing must be affordable. So for example at Gilston all the land is situated on land within East Herts & so therefore all the affordable Housing will be allocated to people on the East Herts housing list. I have seen nothing to confirm this & was unable to obtain that confirmation from the exhibition. The same principle will apply to the Water Lane development where most of the land for development is within Epping Forest.	Status / policy	Noted. Affordable housing requirements are set within each local authority's local plan policies. Social housing lists will continue to be allocated by each local authority. Please contact your local authority for more information.
<b>HG49</b>	Public - online form	Q1	Harlow Council have endeavoured for many years to expand there borders into East Herts & Epping Forest & the cynics will say this an excuse for them to attempt it again & use all affordable housing for their own Housing waiting list. Thus depriving residents of East Herts & Epping Forest of obtaining affordable Housing. Additionally if the borders were changed East Herts & Epping would be deprived of additional Council Tax Revenue & any villages included would lose additional Parish precepts.	Status / policy	Noted. There are no plans to revise the three District Councils' boundaries. Each Council is committed to continued partnership working.
<b>HG49</b>	Public - online form	Q1	6. In conclusion I feel the vision is totally lacking without a detailed vision on the points I have made. Residents need to know in addition to what is proposed how it will be achieved. Conclusion. It strikes me as a classic of Failing to Plan correctly which will result in Planning to Fail.	Vision	Noted.
<b>HG49</b>	Public - online form	Q3	Frederick Gibberd is seen as a "God" for Harlow. But he must be accountable for many of the reasons why the Town needs regeneration after 70 years. The original property design of the Town Centre & many of the early Housing Estates have NOT withstood the test of time. So be careful what "trendy" monuments you want to impose on residents.	Vision	Noted. The opportunity presented by investment in the Garden Town will be of benefit to many, including regeneration of Harlow Town Centre. New Town design has many aspects to celebrate and also repair – some of these latter issues will be addressed through the establishment of the Garden Town.
<b>HG49</b>	Public - online form	Q4	Harlow like Stevenage are both poor examples of how a New Town was developed. A better local example would be Welwyn where the design of the town has stood the test of time.	Placemaking and homes	Noted.
<b>HG49</b>	Public - online form	Q5	High density building of a trendy design & materials will be tomorrows slums. Harlow has many examples of this Berecroft, Bishopsfield & the original developments around Fern Hill etc. Traditional building designs & materials should be utilised.	Placemaking and homes	Noted. Placemaking and Homes principle A3 states how good examples of local vernacular and design will be used as cues to help inform responsive design in new development.

<b>HG49</b>	Public - online form	Q6	My voluntary work takes me into Harlow twice a week, but otherwise the shopping experience at best could be described as poor. The evening entertainment facilities are used at your "own risk" after dark. I would tend to go to Epping/Ware or Hertford to socialise.	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing homes to the Town Centre alongside improving the evening economy offer are key will be key to this.
<b>HG49</b>	Public - online form	Q7	Unlikely because those with cars prefer the ease. For example to go food shopping at Tesco it is not feasible to go by bus because the amount of bags that need to be carried. Unless a 15 minute service is provided to all parts of Harlow at peak times there will be no change of behaviour. Harlow is not London!	Sustainable movement	Noted. The Garden Town will seek to encourage sustainable modes of transport to help achieve a modal shift. The proposed Bus Rapid Transit service would provide a frequent, comfortable and reliable mode of travel to the station. More detail will be shared within the ongoing Garden Town transport strategy workstreams.
<b>HG49</b>	Public - online form	Q8	Would happily be involved in Focus Groups to challenge proposals & ensure a sensible approach is undertaken.	General	Noted. Placemaking and Homes principle A9 sets out the approach to best practice and design guidance. Engagement with the local community and the development of design codes will help achieve excellent design.
<b>HG50</b>	Public - online form	Q1	Swamping villages with your urban sprawl is exactly what the green belt and the design of Harlow was meant to prevent! No one will walk or cycle because it's too far to the station, who is going to walk 30 mins both ways? The buses will be unreliable and infrequent making that a waste of time too.	Placemaking and homes	Noted. The Garden Town will seek to encourage sustainable modes of transport to help achieve a modal shift. The proposed Bus Rapid Transit service would provide a frequent, comfortable and reliable mode of travel to the station. More detail will be shared within the ongoing Garden Town transport strategy workstreams workstream.
<b>HG50</b>	Public - online form	Q2	No one will cycle No one will walk Everyone will drive at 4mph on the grid locked roads. You are destroying a lovely village with urban sprawl, why not build a whole new town instead of trying to cram everyone into Harlow, 1 station won't cope, the hospital won't cope and the water supply won't cope.	Sustainable movement	Noted.

<b>HG50</b>	Public - online form	Q3	I'd like his vision of protecting the green belt to be respected, he'd be turning in his grave!	Vision	Noted.
<b>HG50</b>	Public - online form	Q4	Nice people and country side	Placemaking and homes	Noted.
<b>HG50</b>	Public - online form	Q5	They won't be, all new homes are bodged and badly built	Placemaking and homes	Noted. All future development coming forward as a part of the Garden Town will be of high quality that conforms with both the local authority's Local Plan policy and requirements of the Placemaking and Homes theme in the Vision.
<b>HG50</b>	Public - online form	Q7	NEVER GOING TO HAPPEN!!! Everyone will drive! Who in their right mind will wait for a bus or walk/cycle in the rain/snow? Also if you do cycle your bike just gets stolen from the station, there's no extra capacity for bikes at the station.	Sustainable movement	Noted. A package of upgrades to Harlow Town station is being considered that would include improved facilities such as secure cycle parking.
<b>HG50</b>	Public - online form	Q8	Thanks for making me have to sell my dream house because you are going to ruin my environment and everything I enjoy about living here	General	Noted.
<b>HG51</b>	Public - Harlow DC forms	Q1	I think that Harlow must not be extended beyond it's present boundaries into green field sites, due to loss of amenity and agricultural land. There is sufficient brownfield land to meet Britain's housing needs. Harlow is already a pleasant Garden Town and should not be expanded into a megopolis.	Placemaking and homes	Noted.
<b>HG51</b>	Public - Harlow DC forms	Q2	I am strongly against development of green field sites and the expansion of the town beyond its present boundaries. We need the countryside for agriculture (GB imports 40% of it's food) and for amenity (walking and leisure). We need a rural feel easily accessible to all citizens.	Landscape and green infrastructure	Noted.
<b>HG51</b>	Public - Harlow DC forms	Q3	Not really relevant at all (Kao, Gibberd) but green wedges and woods, footpaths and cycleways must be preserved for citizens.	Vision	Noted. Establishment of new and improved maintenance of existing Green Wedges, footpaths and cycleways is a core principle of the Garden Town
<b>HG51</b>	Public - Harlow DC forms	Q4	Good housing, well designed, spacious rooms, affordable prices, social housing, reasonably priced.	Placemaking and homes	Noted. These aspects are captured by the Vision – please see Placemaking and Homes principles.
<b>HG51</b>	Public - Harlow DC forms	Q4	Green wedges, woodland in town.	Landscape and green infrastructure	Noted.

<b>HG51</b>	Public - Harlow DC forms	Q4	Adequate parking, free-moving traffic on main routes.	Sustainable movement	Noted.
<b>HG51</b>	Public - Harlow DC forms	Q4	Easy to access hospital, health centres, dentists, schools near home, nearby shops, transport hubs. Easy and nearby access to open countryside. Lots of trees.	Placemaking and homes	The Sustainable Transport Corridors are set to encourage walking, cycling and a Bus Rapid Transit system, where stops and interchanges would be located near to schools and services, making it easier and more attractive to use sustainable travel to access services. More detail will be shared within the ongoing Garden Town transport strategy workstreams work.
<b>HG51</b>	Public - Harlow DC forms	Q5	Better architects as designs are often poor e.g. 5th Avenue	Placemaking and homes	Noted. All future development coming forward as a part of the Garden Town will be of high quality that conforms with both the local authority's Local Plan policy and requirements of the Placemaking and Homes theme in the Vision.
<b>HG51</b>	Public - Harlow DC forms	Q5	No new villages or neighbourhoods on our surrounding greenfield countryside. Within the town there should be development of brownfield sites (not sports, school playing fields). Maintenance of green wedges and parks and inclusion of green spaces within all new development within the limits of the town.	Landscape and green infrastructure	Noted. Over the plan period up to 2033, approximately 6,000 homes are set to come forward within Harlow through intensification and infill sites.  Moreover, principle A10 of the Landscape and Green Infrastructure theme sets out how Local authorities will seek to secure the long-term maintenance and stewardship of open spaces; committed to achieving high quality such as the Green Flag standard for local parks and green spaces.
<b>HG51</b>	Public - Harlow DC forms	Q6	We have no quality shops anymore - M&S, John Lewis, Waitrose, Monsoon, GAP etc. Banks, clothes shops, supermarkets, cafes / restaurants, art gallery, civic centre for occasions / information / paying Council Tax. Playhouse for music concerts, plays, events, meeting people. Bars for drinks.	Town Centre	Noted. The Harlow Town Centre Area Action Plan will provide a framework for regeneration to transform its role into a centre for culture, recreation and leisure by introducing a range of resilient uses including retail.
<b>HG51</b>	Public - Harlow DC forms	Q6	I would visit more often if there was a proper street market in Market Square like there used to be. Take away the red giant flower pots!	Town Centre	Noted. Harlow Town Centre Area Action Plan will provide a framework for regeneration, placing emphasis on the importance of reactivating Market Square with activity.

<b>HG51</b>	Public - Harlow DC forms	Q7	Cycle tracks, green lanes, footpaths, buses are already good. There will always be a need for private cars for those with loads (\$) or no time to walk to bus stops and wait for the bus; or travelling to awkward destinations.	Sustainable movement	Noted.
<b>HG51</b>	Public - Harlow DC forms	Q7	Dedicated bus lanes should be kept and were created at the expense of car / lorry lanes. Extra lanes need to be added for now due to congestion cause by loss of lanes to buses.	Sustainable movement	Noted. Transport and movement capacity will be monitored and addressed through the ongoing Garden Town transport strategy workstreams.
<b>HG51</b>	Public - Harlow DC forms	Q8	Conversion of houses to HMO's should be blocked. Build more social housing. Cap rents on privately rented property and link to council tax band. Building on sports fields in Harlow should never have been allowed. No development along or up to the River Stort / Lee.	Placemaking and homes	Noted. Unfortunately many of these suggestions are outside the scope of the Vision document. However, the importance of the River Stort and Lee are recognised and development should not infringe on the character and amenity of these assets.
<b>HG52</b>	Public - Harlow DC forms	Q2	The infrastructure should be in place for any new dwellings before they are occupied. An efficient and fit for purpose hospital should be in place to deal with the medical needs of all residents, new and exciting.	Infrastructure	Noted. Placemaking and Homes principle B6 encourages the phased delivery of homes in conjunction with supporting infrastructure, to help embed sustainable communities.
<b>HG52</b>	Public - Harlow DC forms	Q3	Mosaics on new buildings	Placemaking and homes	Noted.
<b>HG52</b>	Public - Harlow DC forms	Q4	Safety of community spirit	Placemaking and homes	Noted.
<b>HG52</b>	Public - Harlow DC forms	Q5	Eco-friendly, sustainability and designed to fit the surroundings.	Placemaking and homes	Noted. Placemaking and Homes principle A2 sets out the approach whereby new development will respond to its landscape and built context, so it sits comfortably in terms of scale, massing density and orientation.  Principle A3 sets out how local cues will be taken from nearby settlements to help inform a locally contextual materials palette, without simply copying them.  Landscape and Green Infrastructure principle D4 addresses making the best use of technology in energy generation and conservation.
<b>HG52</b>	Public - Harlow	Q6	Work. More quality shops and restaurants.	Town Centre	Noted. Harlow Town Centre Area Action Plan



	DC forms				will provide a framework for the regeneration of the Town Centre.
<b>HG52</b>	Public - Harlow DC forms	Q7	Footpaths	Sustainable movement	Noted.
<b>HG52</b>	Public - Harlow DC forms	Q8	Whilst recognising the need for new homes, these should not be in place until the necessary infrastructure is in place i.e. schools, doctors, hospital	Infrastructure	Noted. Placemaking and Homes principle B6 encourages the phased delivery of homes in conjunction with supporting infrastructure, to help embed sustainable communities.
<b>HG53</b>	Public - Harlow DC forms	Q1	It does look exciting. I am a little concerned that the proposed new transport links will impact negatively on the 'green lungs' through the town.	Vision	Noted. The Sustainable Transport Corridors are set to encourage sustainable forms of travel including walking and cycling. Improved maintenance and designation of new Green Wedges and Green Fingers will raise the standard of green spaces across the Garden Town.
<b>HG53</b>	Public - Harlow DC forms	Q3	There should be a local museum of recent history in the Town Centre	Placemaking and homes	Noted. Harlow Town Centre Area Action Plan will provide a framework for the regeneration of the Town Centre by introducing a mix of resilient uses. Possible cultural uses could be included in this mix.
<b>HG53</b>	Public - Harlow DC forms	Q4	Feeling of space. Green space. Tidyness. Cleanliness.	Placemaking and homes	Noted.
<b>HG53</b>	Public - Harlow DC forms	Q5	Variety of building styles. Energy efficient buildings. Streets / closes / squares where parked cars do not dominate visually.	Placemaking and homes	Noted.
<b>HG53</b>	Public - Harlow DC forms	Q6	A meeting in the civic centre monthly. Visit to Specsavers. Cinema occasionally. Very little shopping now, there is no M&S or BHS.	Town Centre	Noted. The Harlow Town Centre Area Action Plan will provide a framework for regeneration to transform its role into a centre for culture, recreation and leisure by introducing a range of resilient uses including retail.
<b>HG53</b>	Public - Harlow DC forms	Q7	A regular bus service from Roydon	Sustainable movement	Noted. The District Councils and County Councils will be conducting discussions with service operators to best decide how to attract investment and implement an upgraded public transit network.
<b>HG53</b>	Public - Harlow DC forms	Q8	There should be more affordable and shared ownership housing.	Placemaking and homes	Noted. Placemaking and Homes principle B5 advocates tenure-blind mix of new housing whereby affordable housing will be in

					accordance with each local authority's Local Plan policies. More detail will be shared within the ongoing Garden Town Housing Plan work.
<b>HG54</b>	Public - Epping Forest DC forms	Q1	Not excited. So many homes must have the infrastructure provided. This needs to be done early on - not after the event. Water pressure is a problem.	Infrastructure	Noted. Placemaking and Homes principle B6 encourages the phased delivery of homes in conjunction with supporting infrastructure, to help embed sustainable communities.
<b>HG54</b>	Public - Epping Forest DC forms	Q3	Must protect the Gibberd Garden in Old Harlow. Harlow Town Park has improved greatly in recent years. It must not be permitted to deteriorate again - help with funding.	Landscape and green infrastructure	Noted. Principle A10 of the Landscape and Green Infrastructure theme sets out how Local authorities will seek to secure the long-term maintenance and stewardship of open spaces; committed to achieving high quality such as the Green Flag standard for local parks and green spaces.
<b>HG54</b>	Public - Epping Forest DC forms	Q4	Good transport, especially public. Not too noisy (road traffic). Safe. Clean. Community feel to neighbourhood.	Placemaking and homes	Noted.
<b>HG54</b>	Public - Epping Forest DC forms	Q5	Good building quality. Not too packed together. Open spaces and greenery. Shop, pub, public hall, school.	Placemaking and homes	Noted.
<b>HG54</b>	Public - Epping Forest DC forms	Q6	Visit the college, shopping occasionally, Santander Bank.	Town Centre	Noted.
<b>HG54</b>	Public - Epping Forest DC forms	Q7	Church Langley has a terrible system with only one in and out - do not repeat!	Sustainable movement	Noted. Placemaking and Homes principle C1 states that all villages and neighbourhoods will be designed with an open street network that integrates with surrounding areas. Cul-de-sac developments with little connectivity across them will be discouraged.
<b>HG54</b>	Public - Epping Forest DC forms	Q7	Footpath from Sheering Village so that people can walk to Sawbridgeworth station. Public transport does not work well at the moment and too expensive.	Sustainable movement	Noted. This suggestion has been passed onto the local authorities.
<b>HG54</b>	Public - Epping Forest DC forms	Q8	Sawbridgeworth station is not shown on the map. Is Gilden Park shown?	General	Noted. A new double page spread has been introduced to the Vision document, setting out how the Stort Valley is a major asset to the Garden Town, including train stations such as Sawbridgeworth station.
<b>HG55</b>	Public - Epping Forest DC forms	Q1	I am excited by the vision! Particularly the aspiration of truly 'high quality' new neighbourhoods and homes; and the new sustainable transport corridors which will enable people to use bikes and high quality buses.	Vision	Noted.

<b>HG55</b>	Public - Epping Forest DC forms	Q2	Concerned about the mechanisms you can use to make developers deliver infrastructure and ensure high quality ambition?	Vision	<p>Noted. Placemaking and Homes principle A9 sets out the approach to best practice and design guidance. Engagement with the local community and the development of design codes will help achieve excellent design.</p> <p>Since this consultation on the terms 'Land Value Capture' and 'Long-term Stewardship' have been defined by the three District Councils and two County Councils, included in a glossary at the back of the Vision document and Design Guide.</p>
<b>HG55</b>	Public - Epping Forest DC forms	Q3	Placemaking is very important for creating new community people want to stay in! Need to make travel without a car a priority.	Placemaking and homes	Noted. The Vision document sets out the need to achieve a modal shift towards sustainable modes of travel.
<b>HG55</b>	Public - Epping Forest DC forms	Q4	Keep and enhance the best things about the new town, like great architecture, the hatches civic pride etc. Overcome car-dominated environments, lack of enclosure, sense of place.	Placemaking and homes	Noted. The Garden Town will celebrate the rich heritage of the area including the New Town era of Harlow.
<b>HG55</b>	Public - Epping Forest DC forms	Q5	Lively, interesting (including visual!), easy to get around by foot and bike, places to hang out with others.	Sustainable movement	Noted.
<b>HG55</b>	Public - Epping Forest DC forms	Q6	Well thought out houses, good room sizes, proper gardens and terraces, cheap and sustainable to run! Not just houses but neighbourhoods with schools, shops, facilities.	Placemaking and homes	Noted. New villages and neighbourhoods will encourage self-sufficiency through local centres that provide day to day amenities and services.
<b>HG55</b>	Public - Epping Forest DC forms	Q7	For work. Most important thing for me is better environment and wayfinding from the station to the Town Centre. Lots of attractive greenways and footpaths but hard to find!	Town Centre	Noted. An improved relationship between Harlow Town Station and the rest of the Garden Town is recognised, including walking, cycling and public transport routes.
<b>HG55</b>	Public - Epping Forest DC forms	Q8	Connections from nearby towns and villages to 'plug-in' to the sustainable transport corridors. Create a network.	Sustainable movement	Noted. A principle of the Sustainable Transport Corridors, including the proposed Bus Rapid Transit service, is that future development should not preclude the potential for extension of the network beyond the Garden Town. Therefore, extension of routes to nearby settlements is possible and would help create a more integrated public

					transport network.
<b>HG56</b>	Public - Epping Forest DC forms	Q2	Make the landscaping and green infrastructure in such a way that it cannot be 'infilled' at a later date.	Landscape and green infrastructure	Noted. The importance of high quality, accessible green spaces is a key feature of the Garden Town. Landscape-led masterplanning is advocated in principle B of the Landscape and Green Infrastructure theme.
<b>HG56</b>	Public - Epping Forest DC forms	Q4	Open spaces, plenty of free parking, local police	Placemaking and homes	Noted.
<b>HG56</b>	Public - Epping Forest DC forms	Q5	All fitted with solar power that is not answering to the national grid.	Economy and regeneration	Noted. Landscape and Green Infrastructure principle D4 addresses making the best use of technology in energy generation and conservation.
<b>HG56</b>	Public - Epping Forest DC forms	Q6	Shopping, bring back M&S and make it attractive to other large and small businesses.	Town Centre	Noted. The Harlow Town Centre Area Action Plan will provide a framework for regeneration by introducing a mix of resilient uses – including workspace for small and medium sized enterprises.
<b>HG57</b>	Public - Epping Forest DC forms	Q1	Appalling vision. Will not eventually end up as envisaged - will be a tremendous blot on the countryside. Occupies much more space than necessary, if it does come to pass - too spread out.	Vision	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q2	Too much green 'infrastructure' - leave green areas for outside the towns to reduce the area urbanised. 'Villages' idea is daft.	Landscape and green infrastructure	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q3	Am not an admirer of FG and his 'vision'. Harlow swallowed up an area of attractive villages - small, functioning communities. My family's property was compulsory purchased. Would hate to see this repeated for others when the town spreads - as it will.	Vision	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q4	I am a country woman, so my likes are not really relevant. I prefer no neighbours, places to keep animals, open countryside.	Landscape and green infrastructure	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q5	Good neighbours, plenty of trees, garage space.	Placemaking and homes	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q5	No cars parked on steep pavements.	Sustainable movement	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q5	Good architecture of a traditional variety.	Placemaking and homes	Noted. Placemaking and Homes principle A3 states how good examples of local vernacular

					and design will be used as cues to help inform responsive design in new development.
<b>HG57</b>	Public - Epping Forest DC forms	Q5	Environmentally friendly street lighting - avoiding light pollution.	Landscape and green infrastructure	Noted.
<b>HG57</b>	Public - Epping Forest DC forms	Q6	Only occasional visits to exhibitions etc. in the Civic Centre. Needs good quality shops such as Waitrose, John Lewis, return of M&S and a vibrant, lively market.	Town Centre	Noted. The regeneration of Harlow Town Centre is critical to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. Introducing mixed uses including new retail will be integral to this.
<b>HG57</b>	Public - Epping Forest DC forms	Q7	A large proportion of the potential inhabitants will work and shop outside the town. The effect on local roads will be catastrophic.	Sustainable movement	Noted. The Garden Town lies at the heart of the UK Innovation Corridor and has the capability to support significant economic growth in the region. The economic drivers of the Garden Town are in motion and providing high quality housing and places to live will encourage people to live, work, shop and spend time in the town. See Economy and Regeneration theme.
<b>HG57</b>	Public - Epping Forest DC forms	Q8	The neighbouring real villages in East Herts deserve better than to have this dumped on their doorstep, with the potential of eventually swallowing them up.	Placemaking and homes	Noted. Green Wedges will run between villages and neighbourhoods, reinforcing the spatial separation and distinction between new and existing settlements.
<b>HG57</b>	Public - Epping Forest DC forms	Q1	I'm not sure 'excited' is a word I would have used. I'm excited by seeing a barn owl or a buzzard or a butterfly, all of which might be seen less once the houses are occupied. I'm concerned that there will be inevitably an increase in pollution because it will take a natural disaster of catastrophic proportions to separate people from their cars, never mind delivery vans etc. in favour of public transport.	Vision	Noted. Local authorities will support approaches that demonstrate early and continued working with key stakeholders including the Environment Agency, RSPB and Canal and River Trust, creating places that contribute to a clear net biodiversity gain. See Landscape and Green Infrastructure principle C.
<b>HG58</b>	Public - Epping Forest DC forms	Q1	I'm also unsure of the wisdom of so many administrative bodies - 4 or 5 Councils? If anything goes wrong they will blame one another and if a need for expenditure on amenities etc. they will try to move responsibility onto the next council.	Status / policy / administration	Noted. The three District Councils and County Councils are committed to the ongoing work required to make the Garden Town a success.

<b>HG58</b>	Public - Epping Forest DC forms	Q1	Is the Garden Town to function in 2 different counties or will it become a Unitary Authority as Luton, for example? We already have the situation whereby people in Herts have to pay high insurance rates because those who have Essex postcodes are deemed to be in Essex, which is more costly to insure.	Status / policy / administration	Noted. The Garden Town is set to function across both Essex and Hertfordshire.
<b>HG58</b>	Public - Epping Forest DC forms	Q1	How will Herts / Essex division be minimised? What will add to the sense of cohesion? How will it function as a single entity? I suspect it will be a cluster of neighbourhoods as now, with people relating to their own patch. I'm always interested by the number of Harlow folk who say in all sincerity, 'where's Gilston?'. Less likely in month and years to come, but I think it will take many years before people in Gilston feel they belong to Harlow and vice versa.	Status / policy / administration	Noted. The three District Councils and County Councils are committed to the ongoing work required to make the Garden Town a success. Cohesion and a sense of place across the Garden Town will continued through a variety of ongoing workstreams.
<b>HG58</b>	Public - Epping Forest DC forms	Q2	I love the idea of playful light installations in underpasses but dear they will be vandalised. And we've been hoping for a safe crossing (over-bridge) for years to make it easier to cycle from Eastwick to Harlow.	Sustainable movement	Noted. Proposed improvement to routes connecting either side of the Stort Valley will help encourage walking and cycling.
<b>HG58</b>	Public - Epping Forest DC forms	Q2	The most realistic and tangible principles are to do with sustainable movement but other parts of the vision are too dependent on the market - can they be delivered?	Sustainable movement	Noted. The three District Councils and County Councils are committed to the ongoing work required to make the Garden Town a success. More detail will be detailed within the ongoing Garden Town infrastructure delivery workstreams work.
<b>HG58</b>	Public - Epping Forest DC forms	Q3	Sir Frederick was criticised for some of the roads. I hope we can learn from his mistakes.	Sustainable movement	Noted.
<b>HG58</b>	Public - Epping Forest DC forms	Q3	The sculptures that will come must be cared for and the internet will help in teaching new residents about the history of the town.	Placemaking and homes	Noted. Placemaking and Homes principle D seeks to celebrate the Sculpture Town heritage and expanding its influence.
<b>HG58</b>	Public - Epping Forest DC forms	Q4	That's usually to do with people's general happiness or otherwise - whether they have good relationships etc.	Placemaking and homes	Noted.
<b>HG58</b>	Public - Epping Forest DC forms	Q5	Whatever is built will lower the quality of the countryside as fields, hedgerows and woodland will be sacrificed. New trees will take a long time to grow.	Landscape and green infrastructure	Noted. Landscape and Green Infrastructure principle B advocates taking a landscape-led approach to masterplanning. Principle B4 states 'The existing landscape should shape the pattern of new development and the character of open spaces, using existing woodlands, hedges, trees, meadows and waterways as natural cues'.

<b>HG58</b>	Public - Epping Forest DC forms	Q6	Shopping and meeting friends for coffee. Picking up emails at the library. Gibberd Gallery. I miss M&S very much. Broad Walk's empty shops are depressing - I remember when Harlow used to be a buzzing place!	Town Centre	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan.
<b>HG58</b>	Public - Epping Forest DC forms	Q6	There used to be a really good bus service and this must return and run a bit later. The town centre is a ghost town after 8pm with only McDonalds. Newsagents and bingo hall showing signs of activity!	Sustainable movement	The Sustainable Transport Corridors are set to provide an integrated walking, cycling and public transport network, including a Bus Rapid Transit system. This system would provide a frequent, comfortable and reliable service across the Garden Town. More detail on this is being taken forward within the ongoing Garden Town transport strategy workstreams.
<b>HG58</b>	Public - Epping Forest DC forms	Q6	Some kind of nightlife with shops open later would encourage people to come.	Economy and regeneration	Noted. The regeneration of Harlow Town Centre is essential to the success of the Garden Town and is being addressed through the Harlow Town Centre Area Action Plan. The introduction of resilient uses and an improved evening economy offer will be addressed in the plan.
<b>HG58</b>	Public - Epping Forest DC forms	Q7	Lots more buses going frequently to all parts! I hope the cycle network comes to fruition but fear people will still be wedded to their cars. I don't have a car so await the bus service eagerly!	Sustainable movement	Noted. The Garden Town will seek to encourage sustainable modes of transport to help achieve a modal shift.
<b>HG58</b>	Public - Epping Forest DC forms	Q8	As a Gilston resident who visits Harlow often, I'd like to be invited to meetings to do with the Garden Town.	General	Noted. This has been passed onto the local authorities.