



# **Ingatestone & Fryerning Neighbourhood Plan**

## **Regulation 16**

### **All representations in document order**

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## VISION STATEMENT

30842

Support

**Respondent:** Mr Robert Fletcher

**Summary:**

Agree, but we need to link the various centres of knowledge in the Parish. Otherwise it is fine words....

**Change suggested by respondent:**

-

**Attachments:** None

## INTRODUCTION

30836

Support

**Respondent:** Mr Duncan Stevens

**Summary:**

I support the Ingatestone and Fryerning Development plan and commend the approach to its development. With respect to the Fryerning Conservation Area I suggest that it is extended along Blackmore Road to include the properties and surroundings of Barn Mead, a George Sherrin designed property and of noted Historic Interest, and Little St Leonards a Listed building that was very likely a significant former farm house of the Parish. These two buildings and the surrounding lands and open fields in which they sit are naturally part of the historic properties and lands that contribute significantly to Fryerning's character.

**Change suggested by respondent:**

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**Attachments:** None

30848

Object

**Respondent:** Essex County Council

**Summary:**

Throughout the Neighbourhood Plan, its Glossary and Appendix, the most up to date NPPF (2021) and its paragraph numbers will need to be referenced.

**Change suggested by respondent:**

Refer to the most up to date NPPF and its relevant paragraph numbers throughout the Neighbourhood Plan, its Glossary and Appendix.

**Attachments:** None

**30849****Object****Respondent:** Essex County Council**Summary:**

Within the 'Local planning context' part of the Introduction ECC welcome the appropriate reference to the Mineral Planning Authority and Minerals Local Plan which, together with the Waste Local Plan references accurately reflects the Development Plan within Brentwood.

One minor amendment is needed in order to ensure consistency – replace 'Minerals Planning Authority' with 'Mineral Planning Authority'.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Replace 'Minerals Planning Authority' with 'Mineral Planning Authority'.

**Attachments:** None

**HOUSING****30850****Support****Respondent:** Essex County Council**Summary:**

ECC welcomes the inclusion within the proposed housing objectives of the need to ensure that adequate provision is made for infrastructure when planning for residential development, and seeking such development that reduces car travel, supports sustainable modes of travel, and connects well to the wider locality. This reflects paragraphs 104, 110, 112 and 130 of the NPPF.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

**30851****Object****Respondent:** Essex County Council**Summary:**

Reference to housing allocation sites is consistent in principle with those in Brentwood Pre-Submission Local Plan. To ensure consistency between NP and LDP (inc. Main Modifications), and in accordance with NPPF paragraph 29, amend text as follows:

The LDP has allocated around 57 new homes on site R22 (Map 2), Land adjacent to the A12 Ingatestone.

The LDP has also allocated around 161 new homes on Site R21 (Map 2), Land south of Ingatestone.

IFNP Housing Policy 1 allocates Site R22, Land adjacent to the A12 Ingatestone, for the development of around 57 new homes.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Under Housing allocation in the Local Development Plan (LDP) sub section replace wording:

'The LDP has allocated 57 dwellings in the parish on site R21 (Map 2), land adjacent to the A12 bypass on the south eastern edge of Ingatestone.'

with the following wording:

'The LDP has allocated around 57 new homes on site R22 (Map 2), Land adjacent to the A12 Ingatestone.'

Under Housing allocation in the Local Development Plan (LDP) sub section replace wording:

'The LDP has also allocated 161 dwellings on land south of Ingatestone, east of the A12, identified as Site R21 in the Local Plan.'

with the following wording:

'The LDP has also allocated around 161 new homes on Site R21 (Map 2), Land south of Ingatestone.'

Under Ingatestone and Fryerning Neighbourhood Plan housing allocation sub section replace wording:

'IFNP Housing Policy 1 allocates Site R22, land off Roman Road, Ingatestone, for the development of 57 dwellings.'

with the following wording:

'IFNP Housing Policy 1 allocates Site R22, Land adjacent to the A12 Ingatestone, for the development of around 57 new homes.'

**Attachments:** None

**30852****Object****Respondent:** Essex County Council**Summary:**

ECC as the Lead Local Flood Authority, welcomes the inclusion of reference to the Mountnessing Critical Drainage Area (CDA) under the Ingatestone and Fryerning Neighbourhood Plan housing allocation subsection. This ensures factual representation of the current position of Site R22 in respect of flooding, in line with paragraphs 159 and 160 of the NPPF and provides to applicants and decisions makers of the need for consideration of flooding matters at the beginning of the planning process.

The wording should be amended to reflect the most up to date information, including the CDA reference number NBTW\_IN002.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Insert 'NBTW\_IN002' between the words 'Mountnessing' and 'Critical' in the second paragraph under the subsection Ingatestone and Fryerning Neighbourhood Plan housing allocation in the Housing chapter.

**Attachments:** None**30894****Support****Respondent:** Mr James Delafield**Summary:**

Supports the allocation of R22 (Brentwood Local Plan reference). Request the wording be changed to reflect the wording in the Local Plan to state 'allocated for "around" 57 new homes'. Criterion 'a' of the policy is too prescriptive and should be changed to read 'to accord with the recognised British Standards'. Criterion 'b' requires infrastructure contribution. Our client is prepared to make the required infrastructure contribution however infrastructure requests will need to demonstrate there is an unmet need that directly needs to be addressed as part of the development in order to ensure compliance with the CIL regulations. Criterion 'c' refers to ECC Parking Standards which are dated and should be changed to allow greater flexibility.

**Change suggested by respondent:**

Request the wording be changed to reflect the wording in the Local Plan to state 'allocated for "around" 57 new homes'. Criterion 'a' too prescriptive and should be changed to read 'in line with recognised British Standards'. Criterion 'b' should be changed to reflect the requirements as outlined in the CIL Regulations. Criterion 'c' to be amended to remove reference to ECC Parking Standards 2009 and rather best practice and latest guidance and standards required by the Highway Authority.

**Attachments:**

30896

Object

**Respondent:** Mr James Delafield**Summary:**

Policy conflicts with the policy requirements set out in the emerging Brentwood Local Plan which requires 5% M4(3) Building Regulations for developments of 60 or more new homes. The neighbourhood plan requires 5% for developments of 20 or more new homes. This policy should match the requirements of the Local Plan to avoid confusion.

**Change suggested by respondent:**

Amend the policy to reflect the requirements within the emerging Brentwood Local Plan.

**Attachments:**

30901

Object

**Respondent:** Mr Niel Gregory**Summary:**

Object to the inclusion of R22. Main reasons being flooding concerns, increased traffic, air pollution, congestion, spoil the village character, lack of parking, site is green belt and should remain as such, GP surgery and schools at capacity, 20 mph speed limit not necessary as traffic calming measures are already in place.

**Change suggested by respondent:**

Remove R22 from the plan.

**Attachments:** None

30915

Support

**Respondent:** Historic England**Summary:**

We can confirm that we have no concerns regarding this allocation for development. We also note the inclusion of design policies that we consider will also help to reinforce the protection of Ingatestone's character. Overall, we consider it to meet the Basic Conditions with regard to the historic environment.

**Change suggested by respondent:**

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**Attachments:****POLICY 1: HOUSING**

30832

Support

**Respondent:** Mr Roy Pittman**Summary:**

The loss of many small residences to use as a second home or as a development opportunity will only force up the age demographic. Retention of small properties for local people starting out should be encouraged and their removal actively discouraged.

**Change suggested by respondent:**

-

**Attachments:** None

30833

Object

**Respondent:** Mr Martin Leyland**Summary:**

The purpose of the green belt is to prevent urban sprawl, ie to stop small villages and towns merging into single, continuously developed areas. I don't see anything in this plan to address that.

To the contrary, much of the recent development in Ingatestone, and both of the proposed sites for new housing detailed in the plan, move the outskirts of the village towards Mountnessing, such that it would be easy to view the two villages as a single "super village"

**Change suggested by respondent:**

I would like to see a buffer zone established around the village which would prevent development towards Mountnessing and Margaretting.

**Attachments:** None

30853

Support

**Respondent:** Essex County Council**Summary:**

ECC as the Lead Local Flood Authority, welcomes the inclusion of the bullets in sections a) and c) of Policy 1 on surface water management. The site allocation lies within a Critical Drainage Area (CDA) and the inclusion of this bullet ensures flood risk is taken into account when considering planning applications for the site, in line with paragraphs 159 and 167 of the NPPF.

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

30854

Object

**Respondent:** Essex County Council**Summary:**

Reference to the requirement for street tree planting in section a) of Policy 1 (Housing) should make clear that appropriate measures need to be in place to secure the long-term maintenance of newly-planted trees, in line with paragraph 131 of the NPPF, which is also reflected in the ECC Developers' Guide to infrastructure Contributions.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend wording to street tree bullet in section a) of Policy 1 (Housing) to include reference to securing the long-term maintenance of newly-planted trees.

**Attachments:** None

30857

Object

**Respondent:** Essex County Council**Summary:**

ECC is an infrastructure provider and welcomes Policy 1 section b) requirement for contributions towards ALL necessary infrastructure to mitigate developments impacts, in line with NPPF paragraphs 28 and 34.

As currently worded, it doesn't allow for direct provision of infrastructure, and specifically listing certain infrastructure effectively excludes other essential infrastructure to mitigate development impacts (highways/transportation, flooding, digital, or energy and environmental) from being sought.

Policy should refer to direct provision of infrastructure and if the list remains it should include:

Highways and transportation provision  
 Flood and water management  
 Digital infrastructure  
 Energy and environmental provision

This reaffirms ECC's Reg.14 rep

**Change suggested by respondent:**

Reword section b) of Policy 1 to include reference to direct provision of infrastructure as well as contributions towards infrastructure as follows:

'...provide and/or contribute towards all necessary infrastructure to ensure it is secured and delivered...'

Include the following as additional bullets under section b) of Policy 1:

- Highways and transportation provision
- Flood and water management
- Digital infrastructure
- Energy and environmental provision

**Attachments:** None

30858

Object

**Respondent:** Essex County Council**Summary:**

ECC supports the principle of development being accessible to local services and facilities by good quality walking and cycling routes (set out in section c) of Policy 1), in line with paragraphs 104, 106 and 112 of the NPPF.

The bullet should also make it clear that consideration is also required to be given to the location of the connections within the existing network.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend bullet in section c) of Policy 1 relating to 'good quality walking and cycling routes' to include consideration of connections with the existing walking and cycling network.

**Attachments:** None

30859

Object

**Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority, welcomes the requirements in section c) of Policy 1 (Housing) for development to provide appropriate parking. This is in line with paragraphs 104, 106, 107 and 110 of the NPPF.

The relevant bullet points in section c) of Policy 1 should be amended to reference the car parking standards accurately and to ensure effective policy wording as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend end of bullet relating to parking in section c) of Policy 1 as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

**Attachments:** None

**HOUSING DESIGN**

30893

Support

**Respondent:** Sports England**Summary:**

In line with the Government's NPPF (including Section 8) and its Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing planning policies and developing or assessing individual proposals.

Active Design, which includes a model planning policy, provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of developing a neighbourhood plan to help undertake an assessment of how the design and layout of the area currently enables people to lead active lifestyles and what could be improved. Guidance provided on how to achieve the above outcomes.

**Change suggested by respondent:**

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**Attachments:** None

**30916****Support****Respondent:** Historic England**Summary:**

We can confirm that we have no concerns regarding this allocation for development. We also note the inclusion of design policies that we consider will also help to reinforce the protection of Ingatestone's character. Overall, we consider it to meet the Basic Conditions with regard to the historic environment.

**Change suggested by respondent:**

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**Attachments:****POLICY 2: HOUSING DESIGN****30855****Object****Respondent:** Essex County Council**Summary:**

Reference to the requirement for street tree planting in section A. of Policy 2 (Housing Design) should make clear that appropriate measures need to be in place to secure the long-term maintenance of newly-planted trees, in line with paragraph 131 of the NPPF, which is also reflected in the ECC Developers' Guide to infrastructure Contributions.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend wording to street tree bullet in section A. of Policy 2 (Housing Design) to include reference to securing the long-term maintenance of newly-planted trees.

**Attachments:** None**30860****Object****Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority, welcomes the requirements in section A. of Policy 2 (Housing Design) for development to provide appropriate off-street car parking and to limit the visual impact of car parking, in line with paragraphs 104, 106, 107 and 110 of the NPPF.

The relevant bullet points in section A. of Policy 2 should be amended to reference the car parking standards accurately and to ensure effective policy wording as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend end of bullets relating to car parking in section A. of Policy 2 as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

**Attachments:** None

**30861****Support****Respondent:** Essex County Council**Summary:**

ECC supports Policy 2 Section B requirement (min.5% new homes built to BRegs Part M4 (3) and HAPPI principles.

ECC(statutory Adult Social Care provider) ensuring people can live longer in their homes without needing care due to inadequate housing.2011 Census data (approx.2% households wheelchair user), now likely higher (evidence ageing population nationally). NP housing context indicates higher older households in Parish compared to national.

As population ages, number of disabled people will increase. 5% figure should be sought to ensure enough properties to meet demand within Plan period. This is in line with NPPF paragraph and addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None**30862****Support****Respondent:** Essex County Council**Summary:**

ECC as the Mineral and Waste Planning Authority welcomes references to sustainable mineral and waste management in Section A of Policy 2 (Housing Design).

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

-

**Attachments:** None

**30863****Object****Respondent:** Essex County Council**Summary:**

ECC as Lead Local Flood Authority, welcomes the inclusion of the bullet in section A. of Policy 2 on SuDS. The consideration of the SuDS management train ensures flood risk is taken into account when designing development and when considering planning applications for the site, in line with paragraphs 159 and 167 of the NPPF.

Additional wording 'and water quality' should be included between words 'source' and 'using'

It is also recommended that the final bullet in section a) of Policy 1 is deleted to avoid duplication.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Insert wording 'and water quality' between words 'source' and 'using' in bullet 7 of section A of Policy 2.

Delete final bullet in section A. of Policy 2 to avoid duplication.

**Attachments:** None

**30864****Support****Respondent:** Essex County Council**Summary:**

ECC welcomes the inclusion of the bullet in section A of Policy 2 on consideration on layout and building orientation in relation to achieving energy efficiency, energy conservation and efficiency, flood resilience, and sustainable waste and water management. This is in line with paragraphs 154, 157 and 167 of the NPPF.

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

**30865****Object****Respondent:** Essex County Council**Summary:**

ECC welcomes inclusion of the bullet in section A. of Policy 2 on sustainable design, which references energy efficiency, innovative low carbon technology and energy conservation. This is in line with paragraphs 154, 155 and 158 of the NPPF.

This bullet should be strengthened to mandate maximisation of renewable energy generation onsite and include smart local energy systems. Reference to relevant net zero standards should also be included.

Reference to the relevant energy and built environment recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral can assist in providing support for this matter.

**Change suggested by respondent:**

Amend bullet 16 in section A. of Policy 2 relating to 'sustainable design features' to include standards on net zero, the maximisation of renewable energy generation onsite and include smart local energy systems, and reference to the relevant recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Attachments:** None**HERITAGE****30839****Object****Respondent:** Mrs Bianca Hallett**Summary:**

There is reference to a list of non-designated heritage assets. We would like to see a copy of this list as there is not one included in the plan.

**Change suggested by respondent:**

We think that all information should be available for review, if it's being used as part of the local plan.

**Attachments:** None

30866

Object

**Respondent:** Essex County Council**Summary:**

Designated and non-designated heritage assets also include all archaeological sites and deposits, and the presence of any archaeological assets should also be assessed. Archaeological assets should also be included within the definition of heritage assets in the Context section of the Heritage Chapter.

Reference should also be made in this section to the Essex Historic Environment Record, which provides a list of heritage assets within the area.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend the first paragraph in the Context section of the Heritage chapter to include all archaeological sites and deposits in the definition of Designated and non-designated heritage assets.

Include the following wording at the end of the first paragraph in the Context section of the Heritage chapter:

'The Essex Historic Environment Record provides a list of heritage assets within the area.'

**Attachments:** None

30902

Object

**Respondent:** Ms Kirsty Towler**Summary:**

The Heritage Chapter is generally well written but there is insufficient information for it to be supported without clarification. The section headed CONTEXT (page 19) refers to "the BBC local list of non-designated assets". Where exactly is this local list? If it is to be relied upon for policy reasons it must be provided in full in the IFNP and in the Development Plan. In the absence of such a local list and a clear indication of the methodology employed to prepare a local list, as well as its publication, the text should be reworded to make it clear that there may be an intention to create a local list. At the moment the text suggests such a local list exists but I have been unable to find any such local list published by BBC.

**Change suggested by respondent:**

For my part I wish to see the local list if it exists. If it does not exist then all wording and purported reliance on such a local list should be excised from the IFNP.

**Attachments:**

30914

Support

**Respondent:** Historic England**Summary:**

Support that the plan emphasises the importance of Ingatestone's historic environment and welcome the specific objectives and Policy 3 aimed at the protection and enhancement of this irreplaceable resource.

**Change suggested by respondent:**

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**Attachments:**

## POLICY 3: HERITAGE

30827

Support

**Respondent:** Mr Roy Pittman

**Summary:**

The area is one of few places left with an original character and habitat. It is home to several endangered species and the habitat should be protected. I think there should be more attention paid to areas such as light pollution; the loss of hedgerows and the gradual loss of many suburban trees and natural areas. I would support extending the conservation area to cover all of the Mill Green and Fryerning area.

**Change suggested by respondent:**

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**Attachments:** None

## ECONOMY

30867

Object

**Respondent:** Essex County Council

**Summary:**

ECC as Highway Authority, welcomes reference (paragraph 3 -page 24) for need to explore sustainable travel for employees to address numbers working in Ingatestone currently arriving by car.

Paragraph should be reworded placing emphasis on measures and infrastructure that can provide sustainable travel alternatives rather than using car travel as justification for further car parking. This is in line with NPPF paragraphs 105, 106, 110 and 112.

Direct engagement with businesses and employees on travel patterns and requirements can be used to look at future pedestrian and cycle links as well as passenger transport services.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Reword paragraph 3 on page 24 to ensure the emphasis is placed on encouraging employees to travel sustainably rather than using travelling by car as justification for further car parking.

**Attachments:** None

30868

Object

**Respondent:** Essex County Council

**Summary:**

ECC as Lead Local Flood Authority requires Mountnessing Critical Drainage Area (CDA) referenced after first paragraph of subsection 'Employment allocation in Brentwood Borough LP' in Economy chapter, to ensure consistency with other parts of NP and factual representation of current flooding position of Site E08, in line with NPPF paragraphs 159 and 160 and provide applicants and decisions makers of need for consideration of flooding matters at beginning of planning process.

The same wording as included in Housing chapter should be used, amended to include CDA reference number NBTW\_IN002. reflecting most up to date information.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

After the first paragraph of subsection 'Employment allocation in the Brentwood Borough Local Plan' insert the wording from the second paragraph under the subsection Ingatestone and Fryerning Neighbourhood Plan housing allocation in the Housing chapter and insert 'NBTW\_IN002' between the words 'Mountnessing' and 'Critical'.

**Attachments:** None

## POLICY 4: ECONOMY

30828

Support

**Respondent:** Mr Roy Pittman

**Summary:**

The success of the recent seasonal markets suggest that regular similar events would encourage footfall to the area and would generally bring the desired benefits. However with the increase in footfall, the range and diversity of amenities would need to be monitored and managed.

**Change suggested by respondent:**

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**Attachments:** None

30869

Object

**Respondent:** Essex County Council**Summary:**

Allocation of Site E08 within NP is consistent with Pre-Submission LDP(inc. Main Modifications), but inclusion of additional land uses within NP allocation is not consistent.

ECC undertook assessment of requirement for EYCC provision as part of LDP process (did not identify need for EYCC onsite). ECC Developers' Guide to Infrastructure Contributions (2020) also does not specifically require delivery of EYCC facilities as part employment development.

Given site's close proximity to strategic road network (noise/air pollution concerns) any EYCC facilities proposals need to undertake full land compliance study to establish site acceptability to accommodate EYCC facilities.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend the proposed employment allocation policy and supporting text in the Neighbourhood Plan to be consistent with the Brentwood LDP (including Main Modifications) employment allocation E08.

**Attachments:** None

30870

Object

**Respondent:** Essex County Council**Summary:**

'The future economy of the parish' subsection of Environment chapter should include examples of actions to protect existing employment in parish and increase employment, especially for skilled workers.

ECC welcomes reference to strengthening and growth of health and care sectors given demographic data, and other areas such as advanced technologies, creative arts, education, renewable energy and low carbon, and tourism. Actions on how future investment in employment and skills can enhance these sectors should also be included.

Specific measures to improve skills should be included in order to address responses from businesses (40%) citing skills as a barrier to recruitment.

**Change suggested by respondent:**

Within the subsection 'The future economy of the parish' of the Environment chapter and in Policy 4 reference should be made to the following:

Actions to protect existing employment in parish and increase employment, especially for skilled workers.

Actions on how future investment in employment and skills can enhance the sectors identified in the Neighbourhood Plan.

Specific measures to improve skills in the parish to aid recruitment and retention.

**Attachments:** None

30871

Object

**Respondent:** Essex County Council**Summary:**

ECC welcomes recognition of transport/transport connections role to act as catalyst for emerging business. Consideration should also be given to promotion and improvement of sustainable transport offering for emerging business.

Consideration of how to operate more sustainably will form an increasing focus, and given Ingatestone's rail/bus connections, opportunities for sustainable trip chaining are advantageous at this location.

The positive benefits of changes in working and travelling patterns and behaviours of people and businesses during Pandemic (increased working from home, relying on local neighbourhood/High Street businesses/services/facilities, accessing by sustainable modes of transport) should be captured.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Within the subsection 'The future economy of the parish' of the Environment chapter and in Policy 4 reference should be made to the following:

Promotion and improvement of the sustainable transport offering for emerging business.

Opportunities for sustainable trip chaining

Positive benefits from changes in working and travelling patterns on local businesses.

**Attachments:** None

30872

Support

**Respondent:** Essex County Council**Summary:**

ECC welcomes the Neighbourhood Plan's supportive approach to development proposals which provide infrastructure which supports and enhances economic activity, particularly in enhanced provision of mobile services and ultra-fast broadband of at least superfast speeds, as set out in both the supporting text to the Economy chapter (page 37) and in Policy 4.

**Change suggested by respondent:**

-

**Attachments:** None

30873

Support

**Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority and responsibilities for sustainable travel and passenger transport, welcomes the inclusion of the wording 'sustainable transport network including public transport services and cycle and pedestrian routes' in bullet 5 of section b) of Policy 4. This is in line with paragraph 105, 106, 110 and 112 of the NPPF.

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

30874

Object

**Respondent:** Essex County Council**Summary:**

The employment site allocation lies within a Critical Drainage Area (CDA). ECC as Lead Local Flood Authority requires Policy 4 to include requirement for development to provide appropriate surface water management in accordance with LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide, to ensure flood risk is taken into account when considering planning applications for site, in line with NPPF paragraphs 159 and 167.

Include following wording as requirement in Policy 4:

'Provide appropriate surface water management in accordance with the LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide.'

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Include an additional requirement in Policy 4 as follows:

'Provide appropriate surface water management in accordance with the LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide.'

**Attachments:** None

## TRANSPORT

30843

Support

**Respondent:** Mr Robert Fletcher**Summary:**

More needs to be done re cycling and walking provision. There were fine words in 2020 but little positive action

**Change suggested by respondent:**

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**Attachments:** None

30844

Support

**Respondent:** Mr Robert Fletcher**Summary:**

The notion of asking the rail operator for additional car parking is naive and shows a lack of understanding of the logistics of the station

**Change suggested by respondent:**

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**Attachments:** None

30875

Object

**Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority and responsibilities for sustainable travel and passenger transport, notes the supporting text on transport offers strong support for looking at increased levels of parking provision, which contradicts other sustainable travel objectives in the Neighbourhood Plan. Stronger emphasis should be placed on the provision of facilities for active and sustainable travel, rather than increasing parking levels which is likely to encourage car usage. This is in line with paragraphs 105, 106, 110 and 112 of the NPPF.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Reword the supporting text of the Transport chapter to ensure the emphasis is placed on active and sustainable travel rather than increased levels of car parking and car use, which contradicts the NPPF.

**Attachments:** None

30876

Support

**Respondent:** Essex County Council**Summary:**

It is clear in subsection 'Safety' of the Transport chapter that extensive work has been undertaken in respect of safe walking routes, and the aspirations for school clear zones, which is welcomed.

Reference to consideration of the environment around schools is also noted and discussions can be continued with the Brentwood Local Highways Panel as well as the Safer Journeys to School team in this regard.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

30877

Object

**Respondent:** Essex County Council**Summary:**

Aspirations, in subsection 'Safety', to reduce speed limits within Ingatestone town centre need to be compliant with ECC Speed Management Strategy and considered in close cooperation with ECC (Highway Authority) and Police (Enforcement Authority).

Matters to consider include:

Ability and means to enforce specific and blanket speed limit reductions

Implications of physical speed deflection equipment (speed humps/chicanes etc) as appropriate and safe progression of vehicles (bus/other large vehicle movements) using the highway

How Plan would fund these measures (initial delivery and on-going costs)

High Street is a relief road for A12 –must consider its strategic function

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

After paragraph 5 of the subsection 'Safety' of the Transport chapter insert additional text in relation to speed limits changes needed to be compliant with the ECC Speed Management Strategy and in close cooperation with ECC Highway Authority and Police (Enforcement Authority), and consideration of the following matters are required:

- ability and means to enforce blanket speed limit reductions
- implications of physical speed deflection equipment (speed humps, chicanes etc) on appropriate and safe progression of vehicles (including bus and other large vehicle movements) using the road
- how the Plan would fund any measures (initial delivery and on-going costs)
- High Street is also a relief road for A12 - its strategic function must be considered

**Attachments:** None

30891

Support

**Respondent:** Highways England**Summary:**

Supports and encourages any proposed negotiations with Council and ECC on way to improve access and sustainable transport. Transport Assessment should be undertaken in accordance with NH protocols and consulted on with ECC and NH. No third party drainage will be allowed to be connected to Highways drainage system.

**Change suggested by respondent:**

N/A

**Attachments:**

**30895****Object****Respondent:** Mr James Delafield**Summary:**

The policy sites that new development should provide car and cycle parking in accordance with the Essex County Council Standards.

As we have already highlighted, we are of the opinion that the standards referred to above are now very dated, and no longer reflect best practice in relation to promoting modal shift. Indeed, there is a reference at evidence base documents. Options Development Report produced by JMP Consultants Ltd in 2016 is listed.

The policy needs to be flexible in order that parking solutions reflect the latest guidance and standards required by the Highway Authority. Consequently, the policy needs to be amended accordingly.

**Change suggested by respondent:**

Amend policy to be more flexible in regards to parking standards

**Attachments:****30898****Support****Respondent:** Dr ANDREW BRIGGS**Summary:**

Additional detail should be added into the neighbourhood plan such as - Speed restrictions. These need to be set at 20 mph from Station road through to the end of Seymour Field. In the other direction from the A12 to at least the railway bridge on Stock Lane. Speed restrictions need to be monitored and policed by CCTV. The narrow pavements in the High Street. Very little can be done about widening these. Suggest 10 mph speed limit here and for all Private Roads in the village.

**Change suggested by respondent:**

Add additional detail into the plan in regards to speed limits and CCTV for monitoring and policing speed limits.

**Attachments:** None**30900****Object****Respondent:** Mr William Bradford**Summary:**

Support for the Parish Council in preparing the neighbourhood plan. Transport policy needs to take into consideration how to reduce unnecessary traffic flows and ways of enforcing the 20 mph speed limits.

**Change suggested by respondent:**

Action should be taken to ensure that traffic is discouraged from unnecessarily driving through the Village instead of using the by-pass other than on the rare occasions when one or other of the lanes on the by-pass are closed. An effective system of controlling traffic speed should also be put in place.

**Attachments:** None

30903

Object

**Respondent:** Mr Michael White**Summary:**

Measures are needed to address the the excess vehicle speeding. The highway design for Roman Road leading onto the A12 London bound is inappropriate, unsafe and unclear.

**Change suggested by respondent:**

-

**Attachments:** None**POLICY 5: TRANSPORT**

30829

Support

**Respondent:** Mr Roy Pittman**Summary:**

Although I support the aims I believe the order of priority is wrong. If we address the transport need of the local community first, then we will have a clearer picture of the requirement for car parking within the village. As an example a local small bus service using an electrically powered vehicle running on a regular route at regular times would facilitate a reduction in the need 'to pop to the shop' in the car. If it were correctly priced it could even return a small profit for community or the provider.

**Change suggested by respondent:**

-

**Attachments:** None

30837

Object

**Respondent:** Mrs Genevieve Stewart**Summary:**

I appreciate the enormity of your task to provide parking spaces for people working in Ingatestone. I live at <address> and you have located a space outside my front door, near to the junction of our road. This is not a safe place to park. The parked car creates a visibility issue as the brow of the hill does not allow you to see cars coming from the A12 until it is too late and you have placed parking which increases the risk of an accident outside my house.

**Change suggested by respondent:**

If these spaces were moved further towards Ingatestone and they were made a permit bay for those owning and working in businesses in Ingatestone. You will provide a safe place for people to park, closer to the town centre which would not be abused by london day trippers trying to avoid car park charges.

**Attachments:** None

**30838****Object****Respondent:** Mrs Genevieve Stewart**Summary:**

This is with regards to the 20 MPH and air quality issues.

Since the 20 MPH speed limit has been introduced, it has created somewhat of a race track after the 20MPH and before the 40 MPH.

I completely understand why the centre of the village should be protected but the pavement is still narrow for those walking from the hey-bridge to the station or are they not as important!!!

There really is not need for any of the B1003 to be above 30MPH, especially with all the new housing development near the A12.

**Change suggested by respondent:**

Make the whole of Ingatestone 20MPH, improving the air-quality for all residents. removing the 3 tiered speed restriction. removing the 40MPH along the rest of the route. Making it 30MPH from Mountnessing to Ingatestone and improving the air quality for all.

There is no enforcement of these speed limits and living where I do I can see that people who travel through Ingatestone are aware of that... they never travel at correct speed and the are using Ingatestone as a cut through only to bottle-neck in the centre of the village. This area is worse than before with people ignoring the double yellows.

Are we not in an age where we can issue parking tickets based on CCTV?

**Attachments:** None

30878

Object

**Respondent:** Essex County Council**Summary:**

ECC as Highway Authority welcomes Policy 5 (Transport) requirement for development to provide parking. This is in line with paragraphs 104, 106, 107 and 110 of NPPF.

Amend first bullet point to reference the car parking standards accurately and to ensure effective policy wording as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

Brentwood Borough Council adopted Parking Standards: Design and Good Practice 2009 as Supplementary Planning Document (SPD) on 10th March 2011. Amend car parking bullet under 'Relevant evidence base documents' to remove 'ECC'.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend end of first bullet of Policy 5 as follows:

'... in accordance with the Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

Remove 'ECC' from second bullet under Relevant evidence base document section of Policy 5.

**Attachments:** None

30879

Object

**Respondent:** Essex County Council**Summary:**

The inclusion of the bullet in Policy 5 regarding 'improved/additional car parking facilities' contradicts other Policy bullets that are seeking to reduce congestion and promote sustainable travel, improve highway safety and create safe, healthy, accessible, and attractive environments for businesses and residents.

ECC as Highway Authority requires a review of Policy 5 to ensure no contradictions, and the emphasis is on seeking to reduce congestion and promote sustainable travel, improving highway safety and creating safe, healthy, accessible, and attractive environments for businesses and residents, rather than additional car parking which can encourage greater car use.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Review Policy 5's bullets to ensure there are no contradictions, and that the emphasis is on seeking to reduce congestion and promote sustainable travel, improving highway safety and creating safe, healthy, accessible, and attractive environments for businesses and residents, rather than additional car parking facilities.

**Attachments:** None

**30880****Object****Respondent:** Essex County Council**Summary:**

ECC has responsibilities for passenger transport and welcomes recognition of public transport contributing towards sustainable modes of travel in 'Sustainable transport' subsection, and requirement in Policy 5 to provide or contribute towards public transport improvements.

The supporting text and policy should also make clear it relates to both public transport services and its infrastructure. Considerations include routes, timings and frequencies of services, as well as location of stops, the waiting facilities, accessibility – physical mobility, timetables, digital/electronic information etc.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend supporting text to reflect the current position and aspirations for public transport.

Amend bullet 7 of Policy 5 to include public transport infrastructure.

**Attachments:** None

**30881****Object****Respondent:** Essex County Council**Summary:**

Bullet 8 in Policy 5 requires proposals for new development to 'Provide effective enforcement to signed speed restrictions.'

Enforcement of speed restrictions are a legal matter for the Police, they are not a planning consideration.

It should be noted that reductions in speed limits need to be compliant with ECC Speed Management Strategy and considered in close cooperation with ECC Officers and the Police as Enforcement Authority. New developments should seek to be as connected, accessible and safe as possible. Specific physical measures and road layouts can assist in self-enforcing speed limits.

Bullet 8 should be deleted.

**Change suggested by respondent:**

Delete bullet 8 from Policy 5.

**Attachments:** None

**30882****Object****Respondent:** Essex County Council**Summary:**

A transport statement to assess the number of trips generated by a development is only required by ECC as Highway Authority (ECC Development Management Policy) for development of 25+ dwellings.

The requirement under Policy 5 for proposals for 10 dwellings or more should be amended to reflect the ECC position.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend paragraph in Policy 5 relating to assessing transport impacts as follows:

Replace words 'Major development (10 dwellings or more<sup>27</sup>) proposals' with words 'Proposals for 25 or more dwellings'

**Attachments:** None

**ENVIRONMENT****30845****Support****Respondent:** Mr Robert Fletcher**Summary:**

I think the original doc didn't give the precise area of Mill Green Common Public Open Space?

**Change suggested by respondent:**

-

**Attachments:** None

**30846****Object****Respondent:** Chelmsford City Council**Summary:**

The Council feels the strategic importance of RAMS is underplayed in the draft Neighbourhood Plan; alternative wording is proposed.

**Change suggested by respondent:**

The draft Ingatestone and Fryerning Neighbourhood Plan states in the Environment section (Page 39) the following: 'Account should be taken by developers of the Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) as this impacts the parish.'

Chelmsford City Council is one of 12 Essex local planning authorities to adopt the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy. The Council feels the strategic importance of this is underplayed in the draft Neighbourhood Plan, and would propose the following replacement text:

'Ingatestone and Fryerning falls within a zone of influence where additional residential development may increase visitor numbers to sensitive coastal areas, potentially increasing disturbance to birds and their habitats. An Essex-wide strategy (called the Recreational disturbance Avoidance and Mitigation Strategy, or RAMS) has been prepared, identifying the potential for disturbance and the types of mitigation that might be needed. Requirements are set out in detail in Policy NE02 of the Brentwood Local Plan Pre-Submission Document (February 2019). Contributions will be secured from qualifying development towards mitigation measures in accordance with the RAMS.'

In addition, the RAMS should be included in the evidence base documents listed in the Appendix, and in the Glossary.

**Attachments:** None**30883****Object****Respondent:** Essex County Council**Summary:**

The sub section 'Climate Change' in the Environment chapter should be updated to include references to the current Government net-zero targets and standards, and the relevant recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Change suggested by respondent:**

Update 'Climate Change' sub section in Environment chapter to include references to current Government net-zero targets and standards, and relevant recommendations from the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Attachments:** None

30884

Object

**Respondent:** Essex County Council**Summary:**

ECC as Lead Local Flood Authority requires reference to the two Critical Drainage Areas within the Parish to be included under 'Extreme weather and flooding' sub-section to ensure factual representation of the current flooding position in respect of flooding, to make clear to applicants and decisions makers of the need for consideration of flooding matters at the beginning of the planning process, in line with NPPF paragraphs 159 and 160. This would also ensure consistency on this matter in the NP.

SuDS management train wording (in Housing Design Section) should be included in Environment Section.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Insert the following under the Extreme weather and flooding sub-section of the Environment chapter:

'There are two Critical Drainage Area's (CDA) within the parish. Any development within the CDA's should be directed away from areas of existing flooding and where possible should try to have a positive impact on existing areas of flood risk downstream of the development. Early engagement with the LLFA and consideration of the most up to date Surface Water Management Plan (SWMP) Action Plan, is critical to ensure that existing and potential flood risk is properly managed.'

'Development should be designed to manage surface water at its source and water quality using a variety of SuDS methods such as infiltration, interception, rainwater harvesting, and greywater recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds and detention basins.'

**Attachments:** None

30885

Object

**Respondent:** Essex County Council**Summary:**

ECC welcomes and supports the text on community energy and sustainable energy plan for the Parish in the sub section 'Renewable Energy' in the Environment chapter.

The reference to a 2020 target is outdated. The Government's Energy White Paper (December 2020) details more relevant upcoming targets, including a commitment from Government for 100% clean electricity by 2035.

Reference should also be made to the relevant recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Change suggested by respondent:**

Update 'Renewable Energy' sub section in Environment chapter to include references to current Government energy targets and standards, and relevant recommendations from the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Attachments:** None

30897

Object

**Respondent:** Mr James Delafield**Summary:**

Reference is made towards the end of the policy to the fact that proposals for new development should not detrimentally impact air quality and public health within the parish as a result of increased traffic flows and congestion. It then goes on to state that all major development proposals will be required to contribute towards the provision of air quality monitoring to demonstrate an understanding of the current air quality surrounding the development site and outline the potential wider air quality implications of the proposed development on the parish.

In relation to Site R22, we would point out that the Air Quality Assessment produced to support the planning application concluded that this would not be an issue. Its findings demonstrate that the development of our site would not result in a level of development that would worsen air quality. Consequently, any such contribution sought would not be justified. Indeed, it would be contrary to the tests of reasonableness set out in the CIL Regulations.

**Change suggested by respondent:**

-

**Attachments:**

30899

Support

**Respondent:** Dr ANDREW BRIGGS**Summary:**

Additional detail can be added to include - more frequent and diligent street sweeping. Leaves accumulate, rain comes, pavements become treacherously slippery. Improved signage and surveillance including fines for offenders of litter and dog fouling. More dog faeces bins Fairfield and elsewhere. Clearing of leaves around drains to prevent surface water flooding. Replacement or new driveways use more sustainable construction materials.

**Change suggested by respondent:**

Addition detail within the policies for improving street cleaning, reducing surface water flooding and requirements for more sustainable construction materials for replacement and new driveways.

**Attachments:** None**POLICY 6: ENVIRONMENT**

30830

Support

**Respondent:** Mr Roy Pittman**Summary:**

As previously mentioned I think the habitat is a vital asset and must be maintained for future generations. One aspect that is essential in ensuring this happens is policing and enforcement! Unfortunately there are some who do not care and frequently escape any responsibility for the mess they leave, from disposable nappies to cans and sandwich boxes. Many times it is residents who end up clearing the mess left from vehicle littering.

**Change suggested by respondent:**

-

**Attachments:** None

30834

Object

**Respondent:** Mr Martin Leyland**Summary:**

The areas for new development noted in the plan are aimed squarely at younger families, probably with a high proportion of young children. Yet all the sites identified are right on top of the A12. Obviously, the A12 is a very busy highway, I suggest with awful air quality. As noted, it's bad enough that all three of Ingatestone's schools border it, but at least at those points it's in a cutting. I don't believe that's the case on these new sites.

**Change suggested by respondent:**

The plan identifies brown field sites as desirable for development, which is sensible. However, while having a storage depot immediately adjacent to a busy road makes sense, repurposing that land for housing does not. I have no doubt that people will buy these houses if built. But people also buy cigarettes, and no one would argue that's good for their health.

The plan should make air quality monitoring of new sites mandatory before granting permission for any development.

**Attachments:** None

30835

Object

**Respondent:** Mr Martin Leyland**Summary:**

Clarification of my last comment.

**Change suggested by respondent:**

The plan calls for development not to detriment air quality. So by implication, if we have an area where air quality is already bad (eg adjacent to the A12) then as long as it doesn't make that air quality worse, putting houses there is OK. Particularly in light of the Ella Adoo-Kissi-Debrah ruling, this seems like a poor policy

Development should be limited to areas where air quality is of an acceptable level. An independent air quality report should be a prerequisite for new developments of this type. And this is particularly important if that development targets younger families.

**Attachments:** None

30847

Support

**Respondent:** Mrs Nicky Harper**Summary:**

I support this but urge the council to go further and not simply plant trees to soak up carbon but to think of planting a diversity of trees to benefit plant and animal habitats

**Change suggested by respondent:**

-

**Attachments:** None

**30856****Object****Respondent:** Essex County Council**Summary:**

Reference to the requirement for street tree planting in Policy 6 (Environment) should make clear that appropriate measures need to be in place to secure the long-term maintenance of newly-planted trees, in line with paragraph 131 of the NPPF, which is also reflected in the ECC Developers' Guide to infrastructure Contributions.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend wording to street tree bullet in Policy 6 (Environment) to include reference to securing the long-term maintenance of newly-planted trees.

**Attachments:** None**30886****Object****Respondent:** Essex County Council**Summary:**

ECC welcomes the inclusion of the bullet in Policy 6 on sustainable design, which references energy efficiency, innovative low carbon technology and energy conservation. This is in line with paragraphs 154, 155 and 158 of the NPPF.

This bullet should be strengthened to mandate maximisation of renewable energy generation onsite and include smart local energy systems. Reference to relevant net zero standards should also be included.

Reference to the relevant energy and built environment recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral can assist in providing support for this matter.

**Change suggested by respondent:**

Amend bullet in Policy 6 relating to 'sustainable design features' to include standards on net zero, the maximisation of renewable energy generation onsite and include smart local energy systems, and reference to the relevant recommendations of the Essex Climate Action Commission (ECAC) Report – Net Zero: Making Essex Carbon Neutral.

**Attachments:** None

**30887****Object****Respondent:** Essex County Council**Summary:**

ECC supports the principle of development providing safe walking and cycling routes to surrounding public transport and local services and facilities (set out in the first bullet under the 5th section Policy 6), in line with paragraphs 104, 106 and 112 of the NPPF.

The bullet should also make it clear that consideration is also required to be given to the location of the connections within the existing network.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend first bullet under the 5th section Policy 6 referring to 'safe walking and cycling routes' to include consideration of connections with the existing walking and cycling network.

**Attachments:** None**30888****Support****Respondent:** Essex County Council**Summary:**

ECC as the Mineral and Waste Planning Authority welcomes references to sustainable mineral and waste management in Policy 6 (Environment).

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

30889

Object

**Respondent:** Essex County Council

**Summary:**

ECC as Lead Local Flood Authority welcomes principle of Policy 6 paragraph relating to SuDS. It should be amended as follows:

- New development proposals should incorporate sustainable urban drainage (SuDS) where appropriate to manage greenfield runoff rates of surface water runoff to reduce the potential for flooding. SuDS schemes should be designed to deliver multi-purpose space to enhance biodiversity net gain and ecosystems within development proposals.

In line with NPPF paragraphs 159 and 167, further paragraph should be included in Policy 6 requiring SuDS to be designed in accordance with the SuDS management train.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend paragraph on SuDS in Policy 6 as follows:

Insert words 'greenfield runoff' between words 'manage' and 'rates'

Insert words 'be designed to deliver multi-purpose space' between words 'schemes should' and 'to enhance'

Insert words 'net gain' between words 'biodiversity' and 'and ecosystems'

Insert additional paragraph after SuDS paragraph in Policy 6 as follows:

'SuDS proposals should be designed appropriately to manage surface water at its source and water quality using a variety of SuDS methods such as infiltration, interception, rainwater harvesting, and grey water recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds, and detention basins.'

**Attachments:** None

30890

Object

**Respondent:** Essex County Council

**Summary:**

ECC welcomes in principle Policy 6 requirement for new development proposals to seek opportunities to reduce carbon emissions by 'encouraging home working by designing homes to be adaptable and ensuring good quality mobile phone and broadband connections'.

Bullet 2 of this section of Policy 6 should be amended to ensure consistency with Bullet 8 of section b) of Policy 4, referencing 'ultrafast broadband and 5G mobile telecommunications infrastructure', rather than 'good quality mobile phone and broadband connections'.

This reaffirms ECC's Reg.14 rep.

**Change suggested by respondent:**

Amend bullet 2 under section 5 ('reduce carbon emissions') of Policy 6 to read as follows:

'Encouraging home working by designing homes to be adaptable and ensuring ultrafast broadband and 5G mobile telecommunications infrastructure.'

**Attachments:** None

## WELLBEING, LEISURE AND COMMUNITY FACILITIES

30892

Support

**Respondent:** Sports England

**Summary:**

Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part of planning. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this. It is essential therefore that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Pars 98 and 99. It is important that a neighbourhood plan reflects the recommendations and actions set out in any sports strategies, including those which may specifically relate to the neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery. Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Guidance is provided on how to achieve the above outcomes.

**Change suggested by respondent:**

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**Attachments:** None

**POLICY 7: WELLBEING, LEISURE AND COMMUNITY FACILITIES****30831****Support****Respondent:** Mr Roy Pittman**Summary:**

We need more facilities for teenagers, they are usually treated as a single group but the difference in interests between a 13 year old and a 17 year old are vast and all should be catered for.

**Change suggested by respondent:**

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**Attachments:** None**REFERENCES****30904****Object****Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority, requires Nos. 14 and 16 under the References section to be amended to reference the car parking standards accurately as follows:

'Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

**Change suggested by respondent:**

'Parking Standards – Design and Good Practice (2009), or as subsequently amended.'

**Attachments:** None**GLOSSARY****30905****Support****Respondent:** Essex County Council**Summary:**

ECC welcomes the inclusion and correct reference to ECC's responsibilities and statutory services in the Glossary.

**Change suggested by respondent:**

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**Attachments:** None**30906****Support****Respondent:** Essex County Council**Summary:**

ECC welcomes the inclusion of the Essex Design Guide (EDG) 2018 in the Glossary and references included in the Explanation column to important elements that are relevant to the proposed Neighbourhood Plan.

**Change suggested by respondent:**

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**Attachments:** None

30907

Support

**Respondent:** Essex County Council**Summary:**

Reference the most up to date NPPF (2021).

**Change suggested by respondent:**

Amend Explanation column in Glossary for NPPF to read as follows:

The National Planning Policy Framework 2021 sets out the government's planning policies for England and how these should be applied.

**Attachments:** None

30908

Object

**Respondent:** Essex County Council**Summary:**

ECC as the Highway Authority, require the Explanation for Parking Standards to be amended to reference the car parking standards accurately as follows: 'Brentwood Borough Council adopted the Parking Standards – Design and Good Practice 2009 as a Supplementary Planning Document (SPD) as of 10th March 2011. Development should be in accordance with these Standards, or as subsequently amended.'

**Change suggested by respondent:**

Replace Explanation wording for Parking Standards with the following:

'Brentwood Borough Council adopted the Parking Standards – Design and Good Practice 2009 as a Supplementary Planning Document (SPD) as of 10th March 2011. Development should be in accordance with these Standards, or as subsequently amended.'

**Attachments:** None

30909

Object

**Respondent:** Essex County Council**Summary:**

The Explanation for Site R21 does not reflect the Brentwood Pre-Submission Local Plan (inc. Main Modifications).

It is recommended that for consistency the Neighbourhood Plan should be amended to read as follows:

'The BBC LDP has allocated around 161 new homes on Land south of Ingatestone, identified as Site R21. This site is outside the Neighbourhood Plan Area.'

**Change suggested by respondent:**

Replace Explanation wording for Site R21 with the following:

'The BBC LDP has allocated around 161 new homes on Land south of Ingatestone, identified as Site R21. This site is outside the Neighbourhood Plan Area.'

**Attachments:** None

**30910****Object****Respondent:** Essex County Council**Summary:**

The Explanation for Site R22 does not reflect the Brentwood Pre-Submission Local Plan (inc. Main Modifications).

It is recommended that for consistency the Neighbourhood Plan should be amended to read as follows:

'The BBC LDP has allocated around 57 new homes on Land adjacent to the A12 Ingatestone, identified as Site R22. This site is within the Neighbourhood Plan Area and is also allocated in the Neighbourhood Plan under Policy 1 – Housing.'

**Change suggested by respondent:**

Replace Explanation wording for Site R21 with the following:

'The BBC LDP has allocated around 57 new homes on Land adjacent to the A12 Ingatestone, identified as Site R22. This site is within the Neighbourhood Plan Area and is also allocated in the Neighbourhood Plan under Policy 1 – Housing.'

**Attachments:** None**30911****Object****Respondent:** Essex County Council**Summary:**

For consistency the Glossary should also include reference to the employment site allocated in the BBC LDP (inc. Main Modifications) and the Neighbourhood Plan. A new entry in the Glossary should read as follows:

Subject – Site E08

Explanation – The BBC LDP has allocated around 2.06ha of land for employment development on Land adjacent to A12 and slip road Ingatestone, identified as Site E08. This site is within the Neighbourhood Plan Area and is also allocated in the Neighbourhood Plan under Policy 4 – Economy.'

**Change suggested by respondent:**

Replace Explanation wording for Site R21 with the following:

'The BBC LDP has allocated around 2.06ha of land for employment development on Land adjacent to A12 and slip road Ingatestone, identified as Site E08. This site is within the Neighbourhood Plan Area and is also allocated in the Neighbourhood Plan under Policy 4 – Economy.'

**Attachments:** None**APPENDIX****30912****Support****Respondent:** Essex County Council**Summary:**

ECC supports the inclusion in the Appendix of the correct reference to the Essex Green Infrastructure Strategy 2020.

This addresses ECC's Reg.14 rep.

**Change suggested by respondent:**

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**Attachments:** None

30913

Object

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**Respondent:** Essex County Council

**Summary:**

Reference the most up to date NPPF (2021) under No.19.

**Change suggested by respondent:**

Amend No.19 in the Appendix to read:  
National Planning Policy Framework 2021

**Attachments:** None