Thaxted Neighbourhood Plan

CONSULTATION STATEMENT

Regulation 15 ISSUE : 20/04/2018

Project conducted by a Steering Group of local people and supported by the Parish Council

2017 - 2033

Thaxted Neighbourhood Plan – Consultation Statement

Contents

CONSULTATION STATEMENT

This Consultation Statement has been produced to accompany the Submission Draft of the Thaxted Neighbourhood Plan. The Consultation Statement is required under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended) to include information on the following:

- *Details of the people and bodies that were consulted about the proposed Neighbourhood Plan.*
- *An explanation of how they were consulted*
- *A summary of the main issues and concerns raised by the people consulted*
- *A description of how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.*

1.INTRODUCTION

The principle behind any neighbourhood plan is that it is prepared by the community for the benefit of the community. This, the final draft of Thaxted's Neighbourhood Plan reflects the views and aspirations of the residents of the village and has been compiled based entirely upon the feedback obtained as a result of an extensive consultation process carried out over a period of more than two years. Whilst it has been enhanced by inputs from professional specialists (on topics such as heritage and landscape assessment) their reports have been endorsed by the majority of residents and the findings written into the policies and narrative of this document.

It is of course impossible to please everyone and policies have been based on a majority view. Where those views have been obtained from questionnaires and other forms of public fact-finding, the majority view expressed has in almost all cases however, been a very substantial one.

The lead figures in the preparation of the Plan are all residents of Thaxted. They were drawn from existing interest groups and therefore already, naturally represented the views of a wide cross-section of the local population. Their task however was to seek out and understand the views of the wider community, the 3,000 inhabitants of the village.

It is not an easy task to enthuse an entire population; to persuade them to consider a wide range of topics; and then to get them to express their thoughts to a lead body (who they may view with an element of suspicion), which is trying to establish a consensus. It was going to be necessary to gain trust and to become fully involved in all aspects of community life with extensive publicity, newsletters, exhibitions and one to one conversations. It was generally clear from the local knowledge of the people leading the project what issues were most likely to be important. The nature of Thaxted as an historic and picturesque village made it certain that guardianship of their heritage would be at the forefront of people's minds both in terms of the historic core and the landscape in which

it was set. Infrastructure and community facilities would also be important for a village that, although only some 45 miles from central London, was essentially remote with limited scope for ready access to larger centres. Housing would inevitably be another major issue, both in terms of the provision of accommodation

that was both affordable to local residents and that was suited to their needs. These and other topics represented a starter with which to open a community dialogue.

It was apparent that a proper understanding of the physical characteristics of Thaxted was necessary to guide discussion; to form the basis for questions; and as a stimulus for extracting opinions. A lot has been written about Thaxted and to an extent the Steering Group were to be guided by existing data. It was considered necessary however to undertake a comprehensive analysis of what currently existed, its qualities and its shortcomings, on a street by street and almost building by building basis, if we were to establish what opportunities existed for enhancement. It was also considered appropriate to commission professional opinions on the quality of the Thaxted landscape and on the setting of its important heritage. These detailed assessments were then to be put to residents to establish if they agreed with the conclusions.

This statement is principally concerned with the process of consultation; the extent to which people were consulted; the scope of that consultation; and its outcomes. For convenience the explanation of the process and its findings has been divided into four stages of the Plan leading up to its current form:

- **Inception** – October 2015 – March 2016
- **Initial Plan development** – April 2016 – October 2016
- **Advanced Plan development – November 2016 – November 2017**
- **Regulation 14 Pre-submission consultation** – January/February 2018

2. APPROACH AND OVERVIEW

First steps

The background to the inception of the Neighbourhood Plan was that Thaxted had just seen what most residents would regard as a major battle within the town planning process. Gladman, a speculative development company, had submitted a planning application for the development of 120 houses to be set within a particularly important valley landscape. Permission had been refused at first instance and resulted in a three week appeal inquiry. The local community had come together to fight the appeal with the formation of a Rule 6 Party consisting of the Parish Council and a community group known as Hands Off Thaxted (HOT). Ultimately the appeal was dismissed but local residents had been made aware of the threat posed by inappropriate speculative applications and were determined to do something which would ensure that any future development was appropriate both in terms of scale and location.

A meeting was held in the Guildhall with the then Director of Planning at Uttlesford Council who explained the process of Neighbourhood Planning. A detailed discussion

followed between the Parish Council and interested groups such as HOT and The Thaxted Society, as to the implications and merits of embarking on what was inevitably going to be a long and time-consuming process but ultimately a decision was taken to proceed.

Developing an understanding of the process

It was necessary for those who would be leading the process to first develop a proper understanding themselves, of what was required of them. Whilst the group did include two former Chartered Surveyors with a good general understanding of the planning process none of the group had had any direct involvement with the production of a neighbourhood plan. Uttlesford had appointed a consultant, Rachel Hogger of Modicum Planning to assist communities wishing to undertake the preparation of a neighbourhood plan and, as well as internet research by individuals, we relied heavily on her advice in the early stages. This included various ‘workshops’ at which members of the Steering Group were present.

Key themes – a preliminary view

Whilst not wanting to guide people's views it was thought necessary to try to anticipate the most popular subject matter. A list of key themes was identified therefore upon which opinions could be sought. These included the following: • Landscape • Heritage • Housing – needs, location and design • Employment • Community facilities • Healthcare, education and transport. The latter category would inevitably generate considerable discussion but since there was a limit to the extent that the Neighbourhood Plan could influence these matters they were merged at a fairly early stage into a general Infrastructure category.

Key people/groups

The three local groups most concerned with the future development of Thaxted, the Parish Council, The Thaxted Society and Hands Off Thaxted were all involved at the outset and were represented on the Steering Group. It was agreed however that as well as individuals living within the parish, it was also important to try to establish a dialogue with as many groups as possible. This included the local churches, sports clubs, voluntary bodies and a diverse range of very specific interest groups. In reality, for many of these organisations who perhaps just met on an occasional basis using hired facilities, the Neighbourhood Plan would have little direct relevance but contacting them would at least generate additional publicity.

The other sector of the community that we needed to contact was local business. In Thaxted's case this principally related to small shopkeepers. It was agreed that a separate questionnaire with business specific questions should be prepared for this group.

Process, feedback and reporting

It was agreed at the outset that the project should be led by a Steering Group who would guide the various processes involved and who would ultimately be responsible for the production of the Plan itself. The Steering Group would report to the Parish Council on a monthly basis and the Parish Council would be represented on it, but it was to be an arm's length body.

The Steering Group would generally meet on a monthly basis but a core group of four individuals to be known as the Lead Focus Group would take forward all of the agreed initiatives between meetings and in fact, ended up meeting at least once a week. Individual members of the Steering Group were allocated different themes with responsibility for fact finding, data collection and collating community responses. This was based largely on their individual interests.

A salaried administrative assistant (the Neighbourhood Plan Co-ordinator) was to be appointed who would work with the Lead Focus Group and Steering Group up to two days a week. Part of the co-ordinator's responsibility was to administer the budget for the project which was set at £34,500 of which some £19,000 was available from external funding sources – Uttlesford District Council and Locality (an agency of

DCLG). The money was to cover the co-ordinator's salary, externally commissioned supporting evidence and all publicity material.

Consultation and publicity strategy

There was considerable discussion at the outset as to how best to involve the community, to generate enthusiasm and to obtain as wide a range of opinion as possible. A detailed project plan covering every element of the process was prepared based on the work that was necessary in relation to each theme. Whilst this inevitably became out of date very quickly as dates slipped or individual items were moved forward it nonetheless acted as a useful check-list in the early stages of the programme. Publicity and opinion gathering was an important factor within that programme and a member of the Steering Group, was given responsibility for implementing the publicity campaign. His role included the preparation of newsletters, exhibition material, questionnaires, banners, and press releases.

The key elements of the consultation

The key elements of the consultation process which were designed to attract publicity and to generate both interest and responses were as follows:

• website • public events • newsletters • questionnaires • specific survey of housing need • direct discussion with individual interest groups • local publicity (banners; posters; press articles; street stall)

3. INCEPTION STAGE – October 2015 – March 2016

Parish Council resolution

Thaxted Parish Council resolved to proceed with the development of a Neighbourhood Plan at a full council meeting in October 2015 and their decision was publicised in a minute which subsequently appeared on the Parish Council website.

Thaxted Neighbourhood Plan Area

The whole of the Parish of Thaxted was designated as the Thaxted Neighbourhood Plan area by Uttlesford District Council on 11th December 2015.

Parish Plan Survey 2013

In 2013 the Parish Council had carried out a survey of local residents to establish what was important to them in order to help guide Council policy and decisions for the future. 305 households had responded to the questionnaire and a detailed note on the outcomes was prepared by the Parish Clerk dated 27th September 2013. Many of the topics covered were outside the scope of a neighbourhood plan but it nonetheless gave members of the Steering Group an early indication of some of the issues that were of most concern to residents. Specifically, in relation to housing what demand existed was for small affordable units (a conclusion endorsed by the results of the subsequent Housing Needs Survey). Parking was a major topic of debate particularly in relation to the problems associated with parking along Newbiggen Street. Other relevant matters included highways and traffic and community buildings.

First newsletter announcement

A first newsletter was prepared and delivered to every household in the village on 22nd October 2015. This briefly outlined what a Neighbourhood Plan was and what it would do for the village. It was explained that an evidence base would be developed including a landscape sensitivity assessment and an assessment of heritage setting, both externally commissioned. The nature of the consultation process was also covered indicating that there would be several stages at which the views of the community would be sought.

Website and Facebook

A website (www.thaxtednp.com) and a Facebook page were set up at an early stage. Clearly there was little information to display initially but we were able to add data and progress documents on a regular basis. The set-up and management of the site were administered by the Neighbourhood Plan Co-ordinator and the Steering Group member responsible for publicity.

First public exhibition

In order to explain the process further and to stimulate initial dialogue an exhibition/open day was held in the Guildhall on 25th/26th February 2016. This was intended as an informative exercise and it was not proposed to gather specific opinions at this stage. We wanted to better understand the level of enthusiasm for the Plan and to establish the topics that were of greatest interest. Visitors were however encouraged to talk to Steering Group members and feed-back any general thoughts.

Invitations to the event were sent to all residents by way of a further newsletter and to local businesses and landowners. Posters and banners were also erected in the village to publicise the event. We had 111 visitors over the two days, almost all local residents.

The first point that we were able to establish was the most effective way of communicating with residents. The great majority (63%) came as a result of seeing either the Newsletter or the posters. Newspaper advertising accounted for only 6% while Facebook persuaded 14% to attend. A summary explanation of the Neighbourhood Plan process was given to all attendees and the opportunity was taken to promote the Housing Needs Survey which was in the course of preparation. At the same time a photographic competition was launched, the best 12 entries to be used in a Neighbourhood Plan calendar. Visitors were also asked however what they most liked about Thaxted and conversely, what could be improved. This generated considerable interest. Many comments in the former category related to the beauty of the historic environment and surrounding countryside while improvements, as expected, related principally to traffic, drainage, inappropriate housing development and community facilities.

A more detailed analysis of the outcomes is provided on the website.

Parish magazine/local press

Brief articles appeared in local newspapers – The Saffron Walden Reporter and the Walden Local and an article explaining the Plan process also appeared in the Parish Magazine and The Thaxted Society's Journal.

Key issues emerging and identification of the themes

The principal purpose of the inception stage was to promote the Neighbourhood Plan initiative but also to establish the topics that were most of interest to the local community. In this regard the preliminary consultation really just confirmed the views that had been formed by the Parish Council and Steering Group at the outset and this gave us the confidence to proceed with the themes already identified.

4. INITIAL PLAN DEVELOPMENT – April 2016 – October 2016

The specialist studies and professional recommendations

The nature of Thaxted as an historic settlement in a high quality rural environment meant that heritage and landscape were going to be of major significance in determining future development and in the formulation of appropriate planning policies. Everyone involved in the Plan process was very aware of the importance of the Thaxted environment but it was decided that we needed objective professional opinions in order to inform the Plan development and to provide unbiased evidence to support it.

It was necessary in the view of the Steering Group to commission a Landscape Assessment which would consider on a parcel by parcel basis the nature and qualities of Thaxted's hinterland and also to assess the quality of views and the impact development would have on them. A brief was submitted to three Landscape Architect practices and Liz Lake Associates were ultimately selected to provide what turned out to be a very thorough and comprehensive analysis which would guide Plan policies.

In terms of heritage analysis much has been written about the physical nature and qualities of Thaxted's historic buildings. What was lacking however was an analysis of their setting, something which was of direct relevance in determining where development should and should not take place. Heritage Consultants, Grover Lewis were therefore commissioned to undertake such a study categorising the sensitivities associated with different areas and sites around the periphery of the town.

Both of these studies were completed during the initial plan development phase and were made available to the local community as a part of the consultation process in order to establish the level of support for their conclusions.

The Central Area Assessment

It was also necessary to have a comprehensive analysis of the central area of the village – not just the buildings that were historically important but everything that went into the urban mix. This was to be undertaken by ten willing local volunteers, each responsible for a different part of the village but coming together to discuss common issues and to identify qualities, problems and opportunities. Although representing a diverse crosssection of the community, these ten volunteers all had a particular interest in the quality of the Thaxted environment and good local knowledge.

The submitted inputs were moderated and set into a common form and were then published as a street by street analysis with a large photographic appendix. For each street, as well as factual statement, recommendations were made as to the scope for improvement.

This document too, was consulted on as a part of the community engagement process and was ultimately used in the formulation of policies and the accompanying narrative.

Housing Needs Survey

In January 2016 the Rural Community Council for Essex (RCCE) was commissioned to carry out a Housing Needs Assessment. This involved a questionnaire which was distributed to every household, seeking information with regard to any current or anticipated housing need.

The results were helpful in understanding housing need in the village and in formulating relevant policies. 242 householder forms were returned representing 554 residents. Much of the information requested related to the existing circumstances of recipients but specific questions about future housing requirements enabled us to develop a clear picture of overall housing need. Only 16% indicated that someone in the household would have a need for housing at some point in the next five years and a further 7% indicated a need for housing beyond 5 years . Of those looking for housing in the parish,.much the greatest demand (57%) would be for 2 bedroom units and only 7% indicated a need for 4 bedrooms or more. The overall analysis concluded, using standard planning policy practice, that future demand could be considered to be for 15 open market units and 9 affordable units. This analysis has been used in considering our approach to housing development sites.

A full copy of the results of the survey and accompanying analysis can be viewed on the www.thaxtednp.com website.

The Questionnaires

Perhaps the most significant element of the community engagement process was in the form of questionnaires. These were issued to all 1300 households in Thaxted in February 2017 and sought views on a wide range of topics but with questions categorised under headings including Protecting the Village and Countryside; Housing; Local Economy; Services/Infrastructure; and Community Facilities.

There were 342 returned questionnaires representing approximately 26% of the population. Considering the size of the questionnaire and the time that was required to complete it, this was considered to be a good response rate.

A copy of the questionnaire and a full analysis of the results with details are available on the website www.thaxtednp.com Some key points however are as follows:

• 83% of respondents supported the conclusions of the heritage and landscape assessments

• 75% supported the conclusions of the Central Area Assessment

• There was strong support for heritage, landscape and green space protection

• In terms of new housing for the next 20 years the greatest support (38%) was for no more than 50 units whilst only 3% thought that a lot more housing was required.

• In terms of specific development site options there was strong support for development on Claypits Farm Buildings and on the Brethren Meeting Hall site, but much less support for development at Warner's Field.

These and other conclusions from the survey have formed the bedrock of our draft policies and general aspirations.

A separate questionnaire was submitted to local businesses but resulted in only 17 returns which reflects the limited commercial activity in the village.

Initial postings on the website

During this phase we were able to populate the website with more comprehensive information. This included the Heritage and Landscape assessments; the Housing Needs data; the Central Area Assessment; the analysis of the feed-back from the initial public exhibition; and ultimately the analysis of the community questionnaire.

Specific meetings

Whilst our principal engagement was with the community as a whole it was necessary also to consult with individual groups and bodies with a relevant interest. One to one meetings were therefore held with both the local primary school and Essex County Council as education authority. This provided us with a good understanding in relation to policy for future education provision and the fact that a new school in Thaxted was highly unlikely. We also met with Thaxted surgery to better understand their plans for expansion and we met with Uttlesford's Conservation Officer to discuss Article 4 directions and other protective measures.

It was also decided to set up an evening for local clubs and societies to come and discuss their future needs. Details were circulated to all interest groups but in the final analysis only the Scouts turned up. This however has resulted in a specific requirement in the Plan

draft that their interests be protected by way of the provision of alternative accommodation for them in the event that they lose their existing facility to development.

Second public exhibition

Over a three day period a further public exhibition was held on 29th/30th September and 1st October 2016. By this stage we had a lot of information to present based on the findings of our survey work and the specialist reports that had been prepared. We were therefore able prepare display boards covering all of the various topics that had attracted interest during this initial consultation stage. We deliberately did not, at this stage get too specific about intended policies, priorities, or site allocations but wanted instead to prompt further discussion on the major topics.

The event was again advertised by a newsletter (see appendix 3) on posters and banners and leaflets were handed out in Town Street on the Friday morning (market day). About 175 local residents attended the exhibition and a good response was received in terms of considered comment.

Inevitably much of the interest was concerned with issues such as transport (heavy vehicles) and car parking (particularly the problems associated with parking in Newbiggen Street) with 65 specific comments received. The protection of green spaces and the importance of Thaxted's historic environment were also major topics. In terms of housing the emphasis was very much on the need for affordable homes, bungalows and 1-2 bed starter units.

A more detailed summary of comments made is available on the website www.thaxtednp.com together with a display of some of the presentation boards used.

Key issues

Our consultation during this phase had undoubtedly been exhaustive. We had obtained an excellent understanding of the issues of greatest concern to local residents and also had a very good knowledge of local circumstances. We were able to build on this to form a detailed structure for the Plan document.

5. ADVANCED PLAN DEVELOPMENT – November 2016 – November 2017

Finalising theme categories and content

From the outset the steering group had had a fairly clear understanding of the concerns and aspirations of the local community – the benefit of having a steering group made up entirely of local residents with a broad cross-section of interests. The consultation largely confirmed what had been anticipated. It was relatively easy then to categorise the various issues under headings which were to form chapters in the Plan. Those chapters were to be:

- Heritage and Conservation
- Landscape and Countryside
- Housing and Design
- Tourism and the Economy
- Infrastructure

Reliance on the Findings of the Consultation and Specialist Reports

The text of the various chapters flowed quite naturally from the consultation events and also from the specialist studies that had been commissioned from outside professionals. The specialist studies had achieved an 83% approval rating in the community questionnaire and so we were quite confident in relying on their findings. Our narrative in relation to the constraints and opportunities for development were to be determined very largely by the assessment of landscape quality and heritage setting provided by our consultants but supported by a very large proportion of the local community.

The Housing Needs Survey and analysis similarly had given a very clear understanding of the level of demand, and the type of demand, for housing in Thaxted. It was clear that there was in fact, relatively little demand for housing from within the community and what demand there was, was largely for small and affordable units.

Strong views had been expressed at the exhibitions on issues such as heavy lorries, car parking, drainage, the preservation of green spaces and education and healthcare. Whilst the scope for drafting policies to cover all of this was limited, it was essential to cover it in the associated narrative and to state community aspirations which bodies such as the Parish Council would be required to take forward.

The accompanying narrative was in general written before the policies themselves were drafted. This enabled a proper assessment by the steering group of what we were trying to achieve and ultimately to draft policies which properly met the requirements outlined in the narrative.

Use of the Central Area Assessment

The Central Area Assessment was also of immense value in looking at specific opportunities and constraints. It had considered the Thaxted environment at a truly micro level and conclusions had been reached on very specific issues. In identifying and assessing sites in the central area; in looking at heritage related constraints; and opportunities for improvement, it was invaluable. The large collection of photographs helped with an understanding of the issues and was a valuable aid in explaining them to the community throughout the consultation process.

The fact that this document too, had a high approval rating (75%) meant that again, we could rely on its recommendations with confidence.

Development of policies

Policies were in most cases, drafted following completion of the associated text. They were discussed in some detail amongst the steering group and through many iterations before the group were reasonably satisfied that they achieved what was required and importantly that they did not conflict with one another. At that point we entered into discussion with officers at Uttlesford District Council. A draft was submitted and circulated to interested staff including planning, housing, conservation and landscape. A meeting was then held with planning and policy officers at which the document was considered on a page by page basis, the comments of other officers being fed into the debate as they arose.

The document had at this stage been consulted on not just by the local community but also by Uttlesford officers.

Publication of all supporting documents and analysis

By this stage all available evidence was available for public viewing on the website.

Further consultation with specific interest groups

Following feed-back particularly from the school, the surgery and one or two landowners further one to one discussions were held and this led to small amendments to the text of the document prior to its presentation at the final public exhibition.

Third and Final Public Exhibition

On 25th/26th August 2017 a final public exhibition was held, this time with specific draft policies presented to the community on display boards that can be viewed on the website www.thaxtednp.com. The event was widely advertised with a notice going to every household and large posters displayed around the village. Copies of the then current draft of the Neighbourhood Plan were available for inspection. A total of 207 people attended and included people from the hamlets of Monk Street, Cutler's Green and Stanbrook as well as from the village itself. In all, 156 comments were posted and these were summarised and analysed.

In essence it is fair to say that there was strong support for the Plan with an emphasis on the importance of protecting Thaxted's heritage and rural setting and the need to ensure that new development was what was appropriate for the village. Whilst there was an acceptance that some change was necessary and that there was scope for improvement it was crucial that the historical sense of place should not be harmed and the sense of community should not be lost.

There were misunderstandings as to what the Plan could achieve and in most cases these could be corrected by members of the steering group. Traffic and parking were again highlighted as major concerns. Perhaps most importantly a lot of people

expressed the view that infrastructure was not properly considered in the assessment of planning applications. The capacity of the school, the surgery, roads and drainage were all mentioned leading to the conclusion that in most cases development in Thaxted would not be sustainable due to a lack of capacity. This is something that we have sought to address in drafting development policies.

Comments on housing reflected the findings of the Housing Needs Survey with demand expressed for small units, affordable housing and bungalows. There was also concern over the design of new housing and the fact that so much of it had little or no regard for its surroundings. There was general acceptance of development on the sites proposed, principally Claypits Farm Buildings, Levetts Farm and the Brethren Meeting Hall.

There were a few adverse comments about policy matters such as car parking, the retention of shop fronts and the effect of Article 4 directions. These were motivated by self-interest and they were very much of a minority view, thus reflecting the results of the community questionnaire which had established the policies in the first place.

A fuller summary of the feed-back obtained can be viewed on the website.

Overall, the event was hugely successful. A few minor amendments were made to the draft text of the Plan but overall the view of the majority of Thaxted residents was favourable.

6. REGULATION 14 PRE-SUBMISSION CONSULTATION – January 2018 – February 2018

Consultation Period

Pre-submission consultation was undertaken during the period 8th January to 28th February 2018 as required by Regulation 14 of the Neighbourhood Planning (General) Regulations 2014. This allowed a period of seven and a half weeks, a little longer than the minimum six week period.

Process

The consultation process commenced with an announcement on the website. At the same time letters were distributed to every household in the parish. The letter provided information on the website address where the draft Plan and evidence documents could be viewed. It also confirmed that hard copy documents were available for inspection at the Community Information Centre. It set out the ways in which comments on the pre-submission draft could be made, either by e-mail or hard copy written response, but additionally included a template which could be filled in and returned to the CIC. A copy of the letter sent to residents is attached at appendix 5.

One of our District Councillors noted that several residents could not attend the CIC nor did they have access to a computer. We confirmed that in those circumstances

we would be happy to print copies of the draft Neighbourhood Plan and deliver and collect responses as necessary.

Additional Local Publicity

Posters with similar information were displayed in the Community Information Office, on the Parish Notice Board, at the Post Office and at other prominent sites around the village.

In addition we also held two open mornings at the CIC on market day inviting residents to come in and discuss any aspects of the Plan over a cup of tea.

Statutory and other Specifically Identified Consultees

As required by Regulations 14, the qualifying body (Thaxted Parish Council) should consult with any body listed in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals. A copy of the letter inviting statutory bodies and others to comment is included in Appendix 2.

The statutory bodies and other consultees contacted are listed in appendix 3.

Summary of Responses

Table 1 - written responses received from residents/business during Regulation 14 pre submission community consultation (8th January 2018 – 28th February 2018)

Consultee	ID	Consultee Type
Parker Family	R1	Resident
John Wittman	R2	Resident
Sara Andrews	R3	Resident
Mr Joe Allsup	R4	Resident
Mr and Mrs D. Brown	R5	Resident
Sue Roderick	R6	Resident
Nigel Roberts	R7	Resident
Anthony Wordsworth	R8	Resident
Adrian &Delphine Sharp	R9	Resident
Peter Gurney	R10	Resident
Nikki Bertoya	R11	Resident
Jane Presland	R12	Resident
Thaxted Pharmacy	B1	Business
Brian Harris	R13	Resident
Ian Roberts	R14	Resident
Trevor Haynes	R15	Resident
Sandra and Bob Bass	R16	Resident
Nick Weakley	R17	Resident
Ann Corke	R18	Resident
Unknown	R19	Resident

Nigel Bird	R20	Resident
Ian Stewart	R21	Resident
Jamie Hunnable	R22	Resident
Italianjob 80@yahoo.co.uk	R23	Resident
Michelle	R24	Resident
Kristie Rulten	R25	Resident
Anne Harding	R26	Resident
Neil Brookes	R27	Resident
John and Jennifer Bewley	R28	Resident
Toby Briant	R29	Resident
Donna Briant	R30	Resident
Jessica Tiarks	R31	Resident
David McPherson	R32	Resident
April Denham	R33	Resident
Sylvia Eldred	R34	Resident
Mr P & Mrs C Allars	R35	Resident
Jo and Roy Reynolds	R36	Resident
Oliver Wilson	R37	Resident
Ray and Rita Williams	R38	Resident
Mr MJ Goatcher	R39	Resident
Victoria Knight	R40	Resident

Consultation Statement – Appendix 8

Paragraph Number/ Policy no	Consultee ID	Comment	Steering Group response/changes to plan
General	R1	Congratulations for producing a comprehensive plan. Lack of options for excellent schooling a real concern.	Noted
8.4.5.5	R1	Pleased issue of parking on Newbiggen Street is being addressed.	Noted
8.5.5.1.2	R1	Support plan to rehouse Scout Hut	Noted
Policy HC2	R2	Opposition to 'Palette of approved Colours'and traditional colours only. Who approves the palette and what is a traditional colour. I suggest it will be some non accountable Council officer who thinks He or she knows best. Let us keep Thaxted alive. At least a non traditional colour not on the palette will give us inhabitants something to talk about!	A palette of traditional colours would still offer a very wide choice, Approval by Uttlesford's

			Conservation officer
General	R3	Excellent piece of work.	Noted
8.4.5.3 8.4.5.4	R3	Proposal to disallow parking in Stoney Lane and Newbiggen Street appears to be seriously flawed. Banning parking would only work if there were to be alternative provision. No evidence presented in the plan to alternative parking.	See below
8.4.5.5	R3	Cars parked on the left hand side of Newbiggen Street coming from Saffron Walden on the B184 act as a calming measure for traffic approaching. If proposals were to go ahead I would expect it would be the right hand side which would be subject to double yellow lines as this side the traffic has been slowed by the sharp bend at The Swan	Noted
8.4.5/8.4.5.1 /8.4.5.2/ 8.4.5.3/8.4.5 .4/8.4.5.5	R4	In respect to the Central area assessment view onparking along Stoney lane. Apparently 75% supported the findings in regards to changes to parking rules in the Town centre. I would like to point out 100% of Stoney lane residents, believe this proposal to be totally unacceptable.The only possible method to enforce "No Parking" on Stoney lane would be to erect "London" style cast iron bollards at the main junction between Stoney lane and the High street. All residents would be totally against this idea if proposed, as it would stop emergency vehicles from entering the lane if any urgency occurred. There is no other option avalible, as yellow lines cannot be painted over cobbles. This idea, if proposed, is not acceptable to the residents of the Lane. Many of the Stoney lane residents spend a great deal of their own money, on the maintainance of the unique listed buildings along the lane, which require access to allow trades to park on the lane with their tools and materials. Where do the Council propose these individuals should park?When parking restrictions were introduced along Stoney lane several years ago, it was agreed to pay The North Essex Parking Partnership a £70 per year fee to administer enforcement. This has been successful to date, in reducing congestion on the lane, which suffered from Ad-Hoc and haphazard parking with no thought for the residents of the lane. It was often difficult to even gain entry, to our own homes! Preventing residents from parking on Stoney lane, will lead to chaos once again. At this point, it is worth mentioning, that the Parish Councils lack of interest up to this point, in regards to the actual fabric of the unique cobbled surface on Stoney lane. These stones date from 1900, and are not as old as they first appear. They appear old and worn out, due to lack of both money and maintainance. No funds have ever been made available to refurbish the cobbles; and this is badly required. It is apparent that certain members of the Parish Council would rather annoy the inhabitants of Stoney lane with petty burocracey, then to concentrate on the real issues of gradual erosion of the cobble surface that needs a cash injection urgently. I query as where all of the dispossessed cars will park when removed from Newbiggin street? This again will lead to chaos,confusion and confrontation, when the dispossessed are forced to park elsewhere.	The plan is based on the views of the majority of Thaxted residents. There are other options (lockable bollards etc)
8.4.5.4		I utterly disagree with the suggested proposed in regards to the restrictions on commercial vehicles parking in Park street and Margaret street car parks. I use both car parks, so where am I expected to park? Once again this will lead to chaos and confusion. This will surely mean persons from Thaxted will subsidize free parking for non-residents,whilst being penalized themselves. Are the Parish Council really serious on this proposal? Again totally unacceptable.	Residents of Newbiggen St without a garage would be able to apply for a resident's permit
8.4.5.5	R4		Noted but it is anticipated that the parking arrangements will be changing with a charging regime introduced
8.4.5.4	R5	It is clear that 75% of the residents of Stoney Lane that pay for the privilege to park out side their own homes do not agree with this plan. The 75% support of the finding did not specifically mention Stoney Lane, also there is no evidence provided for the statement of "strong support for the removal of all cars from Stoney Lane". These homes have no access to park on a drive or are limited by the double yellow lines that already exist in Fish Market Street. Page 67 - Parking Limited to one side of Newbiggin Street. Page 66 - Restrictions imposed on Park Street and Margaret Street car parks. No Vehicle is to be parked for more than 10 hours.	See previous response
8.4.5.4	R5	If these Policies were all to be agreed, they would add to the problems of parking in Thaxted. Also what would happen to residents that do not have parking facilities when they go away for a few days? Parking fines?	
8.4.5.2	R5		

		Each resident that parks in Stoney Lane, does so considerately to allow access and always removes the vechicle when local events are on, i.e Christmas and the Morris dance event. If anything parking in Stoney Lane should be Resident Parking 24 hours a day and not just between 8am and 6pm! as the main issue is with inconsiderate non resident parking after 6pm, and with no signage or double yellow lines, I fail to see how this would be addressed or policed, especially after 6pm with visitors coming to eat or drink in Thaxted. I have recently purchased our property and the Resident parking permit was a consideration in my offer, the removal of parking could have the effect of lowering the value of my home if I decided to sell in the future. As a resident of Stoney Lane, I feel our concerns should bare more weight than those residents that these issues do not directly affect.	Consideration will be given to a system of permits for restricted car park parking for dispossessed cars from Stoney Lane
General	R6	Excellent document of Thaxted Neighourhood Plan incorporates everything especially conservation and housing. Very well done	Noted
General	R7	We acknowledge that the situation relating to density and speed of traffic coupled with on going parking issues are areas which need addressing here in Thaxted. In any attempt to resolve such problems, we feel that those charged with the responsibility of bringing about such improvements should do so intelligently and with due care and consideration to the residents of Thaxted.	Noted
		The most dangerous aspect of traffic congestion remains (despite Community Watch efforts) the speed of passing vehicles. We would like to see this prioritised.	Noted
8.4.5		In the proposals outlined, we note a change in parking arrangements in Newbiggen St, Fishmarket St, Stoney Lane and the two public car parks. Such a proposal will inevitably displace a significant number of vehicles. From our research of other towns where similar has taken place, the council has reacted sensitively and creatively by providing alternative safe parking. We can only assume you are looking into this given the unrealistic 10 hours parking which the proposal describes. We are surprised at this as during a conversation at the church with a council representative, he indicated to us that alternative arrangements would have to be made for displaced cars.	Proposed change to Fishmarket St is very minor
8.4.5.4/5		We are however heartened to read finally of genuine interest in preserving Stoney Lane as an area of historic beauty. We are proud to live in our Grade 1* listed home and continue to make every effort to preserve our house. It is a shame that the lane is in such need of repair, on wet days full of mud and with loose cobbles a danger to those less steady on their feet . We have a long way to go if we are to rival Elm Hill, Gold Hill or the streets of Rye.	See comment under R5 above
		All plans require monitoring. Whether we are talking about parking on Fishmarket St, parking on one side of Newbiggen St or 10 hrs maximum parking for some residents of Thaxted , this would all require more time and finance to allow for sufficient proactivity from enforcements officers to ensure the success of the plan. We would like to know how you will be addressing this in the light of the continued parking infringements in the town. It would be churlish to site examples at this stage of the consultation.	Noted
		We sincerely hope however that a resolution will be reached quickly so that it is possible to concentrate on the issues which are of over-arching significance to the town, such as education, housing and employment. We are sure that future generations would appreciate our efforts in these areas.	Noted
4.1.2	R8	Largest church in Essex? Saffron Walden is 1358 sq metres. Thaxted is 1212 sq mtrs	Noted
4.8.3	R8	Planters in front of Guildhall are maintained by volunteers and should certainly not be removed	Noted
4.10.2	R8	Why is the recreation ground not shown ‘green’ on the map	Rec. ground is dealt with separately
5.3.4	R8	The Liz Lake ,map 6, is illegible. Where are the 3 medium LPLC’s	Medium LPLC’s can be viewed in the report on the website

In the 8.4.2	R8	Sampford Road needs 30mph speed limit signs and yellow lines also pavement is not continuous and road markings worn	Noted
7.2.2 8.4.3.2 Page75-82 Liz Lake	R8 R8 R8	Church stewarding rota? Who? Remove flashing signage but safety first. It is not all bad. There is no index nor addresses to identify LPLCA number and the earlier map was illegible Otherwise , many congratulations. A very good report	Noted Noted See report on website which is in appendix 1 of plan document Noted
	R9 R9 R9	We wish to make a response to (draft 11) of the Thaxted Neighbourhood Plan as follows :- Firstly may we thank and congratulate the Steering Group for their considerable work and for the production of what is, in the main, a very good document, particularly in relation to future development. Such a set of policies will assist the planning process in the future. However, the section of the plan which deals with Highways appears muddled and contradictory with other sections and, in a sense, not relevant to a neighbourhood plan. It does not relate to real life in the 21st century but seems to want to take us back to medieval times. As we understand it, whilst a neighbourhood plan may express community views it may not propose policies regarding traffic and parking which are not planning matters. We make the following points :- 1. The plan rightly talks of :- ○ The need for business, commerce, employment and tourism in Thaxted. ○ The need and the inevitable expansion of housing in and around the town. ○ The need for the doctors surgery to remain in the town and for it to expand its services as well as meeting the needs of the expanding population. 2. At the same time the plan talks of ○ “Parked cars and other vehicles will always interfere with the proper appreciation of an historic streetscape and, purely from a heritage perspective, their complete removal out of sight will always be the preferred option.” This is totally unrealistic. ○ The reduction of signage, particularly in relation to “modern County Highways Authority signage” ○ Restrictions on the public car parks including restricted hours. 3. How will (1) and (2) be reconciled? 4. Where will all the cars displaced, by your proposed policies, from Newbiggen Street, Fishmarket Street and Stoney Lane be expected to park? Clearly they will not be able to use the public car parks as getting up to move cars from the car parks in the middle of the night (after 10 hours parking) will not be an attractive option for most people. We suggest that the answer to this question is that these cars will end up outside other people’s houses, wherever space can be found causing upset and chaos for many people. 5. We dispute the need for hearses to use Fishmarket Street. Access to the burial ground should be via Bolford Street hall car park. 6. We dispute the need to remove parking from Newbiggen Street which has the space to accommodate the current parking and which slows down through traffic. 7. To achieve no parking in Stoney Lane would require either – ○ Yellow lines – this is totally inappropriate on this lane – a point already recognised with the draft plan ○ Large signs of similar size to those already in place for the residents parking scheme and criticised within the draft plan ○ A physical barrier. This would prevent access for residents and emergency vehicles and is totally unacceptable. None of these three options is either practical or possible. <u>In summary :-</u>	Noted but they are not stated as planning policies **The** Plan seeks a compromise which is aimed at reconciling the two See comment under R5 above Apparently this is the route in for hearses Justification is based on the results of the consultation See previous comments

		The section on traffic and parking should be amended by - **<u>Remove</u> the proposed policies to :-** Ø **Remove all parking from Stoney Lane** Ø **Limit parking in Fishmarket Street** Ø **Remove parking from one side of Newbiggen Street** Ø **Limit parking in public car parks to 10 hours** **and ...** In order to give the plan credibility, reconsider whether all proposed policies in the section on traffic and parking should be amended to aspirations rather than policies.	Noted but these are based on interpretation of the expressed wishes of the community
	R10	Let me begin by congratulating all those involved in the preparation of this report. It is excellent and deals comprehensively with all of the issues raised by the residents, including my family and I. I think that the proposals for the future of parking have been analysed and the suggested way forward should satisfy those of us who find breaches of the highways legislation particularly annoying. I refer to the abuse of the free parking offered at all the car parks together with those along Newbiggen Street, who seem to think that the concessions to residents extends the whole length of the road. I think the proposal to restrict residents to one space, if the have no other options, is a sensible compromise and could work. However, it will only do so if it is managed effectively. I am not sure that the parking partnership company used by Essex County Council will be effective. I have witnessed the introduction of the recent restricted parking in Saffron Walden, and can confirm that every day it is abused with impunity. Good luck with getting the whole plan accepted.	Noted
8.4.5.5	R11 R11	I would just like to make some comments on the Thaxted Local Plan (draft 11) The following are the paragraphs upon which I will comment:- P23 para 4.7.2 – signage in Thaxted P66 para 8.4.5 - car park restrictions in Margaret Street and Park Street P67 para 8.4.5.5 - Parking in Newbiggen Street In the Plan Thaxted is referred to as being a mediaeval town. Indeed it was but we are no longer living in mediaeval times. The world has moved on and the motor vehicle is here to stay. Many of the houses in Newbiggen Street were built in the 15th century and therefore were never equipped to deal with the traffic that is on the roads in the 21st century. They are timber framed and vulnerable. The police did advise a few years ago that the parking on Newbiggen Street had the effect of slowing down the traffic as it comes through in both directions. The fact that this is a 30mph area seems to escape many drivers and we have seen cars and lorries travelling at more than 50 mph. The parked cars do slow it down somewhat as drivers negotiate their way through but there have been several nasty accidents in the 5 years we have been living here mainly caused by speeding cars and it is clear to anyone living on the street that if the parked cars hadn't been there at the time of the accident the speeding car would have crashed into the front of the house and caused a considerable amount of damage to the property and possibly to the inhabitants if they had happened to be in the front room at the time. We are constantly worried that the next accident may cause serious injury or even a death. The proposal to put double yellow lines on one side of Newbiggen Street and make the other side a residents' only parking area is very unpopular with the residents to whom I have spoken. Most homes these days have one vehicle; many have two; some, with young adults still living at home, have more. If the householders are only to be allowed one parking permit per house, and only if there is no garage or hard standing available, where will these additional cars be parked? Under the proposals, not in either Margaret Street or Park Street car parks with the 10 hour restriction, but in other streets outside someone else's house. Not a desirable prospect for the neighbouring streets. Some residents in Newbiggen Street have not only a family car but also a business vehicle for their own business run from home. Under the proposals no commercial vehicles will be permitted in Margaret Street car park	This is why the community have been pressing for weight limits Noted The proposed parking arrangements for Newbiggen Street are a compromise. They were however the most popular option in the responses to

	R11 R11	between 4.30 pm and 9.00 am so again I ask – where will these vehicles be parked? Outside someone else's house. We do not consider that there is a parking problem in Newbiggen Street. We all park our cars outside the white spots on the pavement to allow the passing of wheel chairs and baby buggies. If these could be replaced with permanent markers then the current situation could be maintained. There is a group of people who take exception to cars parked in Newbiggen Street saying it spoils the street scene. I would agree that the street no longer looks as it did in the 1950s, but the world has moved on from there for better or worse. Thaxted has to move on to accommodate the current number of vehicles using the town, and can't do it simply by excluding them. If the proposals come into being, instead of reducing street signage in Thaxted, it will have to be increased in Newbiggen Street. There will be yellow lines. There will have to be parking bays painted in the road. There will have to be signs erected stating that Newbiggen Street is a residential parking area. It will also have to be policed. If parking is restricted to 10 hours in Margaret Street and Park Street car parks more signs will have to be erected there explaining this, and again it will have to be policed. Will Parking Partnership really send out patrols in the early hours of the morning to penalise infringers? Will there have to be cameras installed? These things will cost the town money to implement, which in a time such as this will cause upset in the town. Would it not be more feasible, if parking is to be restricted on Newbiggen Street, to issue all residents of Thaxted with a 'Thaxted Resident' parking permit allowing them to park in either car park without restriction? There is a proposal to enlarge the available to Thaxted residents. Tourists are welcomed in Thaxted, and more tourism is to be encouraged, (Policy TLE 1). These visitors need to be able to park somewhere. If these proposals are put into effect I feel that visitors will simply drive on and go somewhere else. Thaxted is a wonderful town, we love it here and wanted to move here for many years. I have to say, however, that if the proposed parking restrictions had been in place then we would not have bought our house 5 years ago. We have very recently had our house valued by a local agent and we have been told that if residents' parking is implemented then there should be no real affect on the value of our house. However, we do have a small garage, although, because of its size, it is not possible to park either of our cars in it, so we may not be allowed a parking permit at all. That, the estate agent said would render our house virtually unsellable. I would be most grateful if you would pass these comments to the Steering Group	the community questionnaire Noted There are 3 principal issues associated with car parking in Newbiggen St. 1, Degradation of an important street scene within the Conservation Area 2.Obstruction of the pavements (see photos attached to the Central Area Assessment) 3. Traffic congestion when two lorries meet. The solution proposed was a compromise but that which was most favoured in the residents questionnaire Noted It will be based on random checking as the Town Street parking is now. Consideration is being given to some form of permit for residents Noted Noted but there is no right to park a car on the highway
8.4.5.5	R12 R12	● ○ **Subject** Parking I live with my husband in Newbiggen Street and agree that parking down both sides of the street is annoying. We have no garage or private parking and have double yellow lines outside our house (no 9). We each have a car which we use most days for both work and leisure and have to regularly find somewhere in the local vicinity to park. If one of us had residents parking in Newbiggen Street that would solve the issue for one of us. However if restrictions in the car parks and local lanes such as Margaret Street were brought in (ie 10 hours), this would make it impossible for one of us to park and would end up being a total nightmare and far worse than it is now. Please do not bring in these 10 hour restrictions because it will not help local residents like us. **Sent on:** 15 February, 2018	Consideration may be given to some form of residents' exemption to the 10 hour restriction
	B1	Thank you for forwarding me Thaxted's Neighbourhood Plan (version above) which is in the consultation stage.	

General		Firstly it is very encouraging to know that the Parish Council and the Steering Group are acknowledging the vital part that the local businesses make to the Thaxted community. We were delighted to hear that Thaxted Pharmacy received 100% approval rating from the Neighbourhood Plan Questionnaire. We value our customers greatly and we are committed to always striving to provide the best pharmaceutical service we can.	Noted
4.5.4	B1	Having read the plan I have a few comments to make which I have listed out below, in turn: 1. Para 4.5.4 & Policy HC6 — Like the G.P. surgery Thaxted Pharmacy is also running out of space to provide the ever-increasing services the NHS are requiring pharmacies to provide. We will be looking for another Town Street location within the next few years to relocate to but to date no premises has become available. Therefore, we support the proposal for the current retail premises to remain for business use rather than that of a residential nature in Town Street. It is important that we retain a commercial centre of shops in Thaxted.	
Policy HC6			Noted
Policy HC2	B1	2. Policy HC2 — colour treatments — The different colours of the buildings enhance Thaxted and give it its unique features. We feel that by restricting the colours to a prescribed colour pallet is rather losing the spirt and difference of the buildings in Thaxted. There may be times when some buildings colours are not to everyone's taste which is inevitable but the danger with enforcing such rules is that the vibrancy of the town is lost.	A palette of traditional colours will still offer a very wide choice
Policy HC4	B1	3. Policy HC4 — Signage in the Conservation Area — Whilst we totally appreciate that too much signage can take away from the historic nature of Town Street by not permitting illuminated signage within Town Street is unreasonable. The general public would benefit greatly by say having the pharmacy's 'green cross' sign tastefully illuminated. Perhaps with the old fashioned bespoke lamps over it. This would ensure in the winter when it is dark at 4pm that the pharmacy could be seen by those passing through Thaxted so they know that the pharmacy is there and open for business	Illuminated signage can be very damaging to the historic environment Noted
PolicyHC5		4.Retention of Shop Fronts-we are in agreement with the proposals.	Noted
4.8.2	B1	5.Para. 4.8.2 — Thaxted Pharmacy is located at the bottom of Town Street and the draft states that 'It is however important also, that the signage and display windows are in keeping with the character of the village. several shops at the bottom of Town Street are out of keeping with their surroundings'. Could we respectfully ask that if members of the Steering Group or Parish Council have any issues with Thaxted Pharmacy that they inform either Karen Frost or myself of the concerns. This is the first we have heard of any issues being raised about the	There is room for improvement in regard to the fascia of the pharmacy. Display windows are not an'issue'

	B1	shops signage at the bottom of Town Street. With regards to display windows Thaxted Pharmacy has numerous obligations under its NHS contract to advertise and promote our NHS services, private services and engage in wider health promotion the majority of which require us to display.	
8.4.5	B1	6 Para 8.4.5 — Parking — we were extremely concerned to read the proposals around the restrictions on parking proposed in Park Street car park in particular the section that states: '. any use by commercial vehicles shall only be between 9am — 4.30pm. No vehicle, either private or commercial, is to be parked for more than 10 hours with no return within one hour period. ' As you may be aware Thaxted Pharmacy provides a delivery service to some of the most vulnerable people in Thaxted who require their medication to be delivered to them as they are house bound and/or too unwell to collect their prescriptions from the pharmacy. This is a service that is absolutely necessary to ensure that all patients have access to the pharmacy and their medications. We park the pharmacy van (it classifies as a commercial vehicle) in Park Street car park. If these restrictions were to come into force we would have no where to park the pharmacy van which could result in us having to remove the service. This I believe would be detrimental to the community in Thaxted who need us most. The pharmacy van is parked most days of the week, when it's not doing deliveries, and all night in Park Street car park. The van is used at different times throughout the day and therefore as with the doctor's surgery car parking requirements, the pharmacy van needs to be able to come and go at different times of day. We very much hope that the Steering Group and the Parish Council agree with us that the pharmacy delivery service is vital and that being the case, we need to park the van in the vicinity of the pharmacy. If this means a designated car parking space for the van in Park Street car park please can this be seriously considered. '.	Noted. Consideration may be given to a special permit
8.4.5.4 8.4.5.5		7. Para 8.4.5.4 & para 8.4.5.5 — parking in Stoney Lane and Newbiggen Street — whilst we understand that protecting the heritage and historic features of Thaxted is important it is also imperative to consider that by restricting car parking for Thaxted's residents in Stoney Lane and in Newbiggen Street it will inevitably mean that they will need to rely on general car parking in the town's car parks. The residents of both these streets need to have vehicles so they can commute to work and the neighbourhood plan clearly shows that the majority of residents do not work in Thaxted and the public transport links are variable. The parking can be restricted in certain streets but that does in turn mean that the car parking problem will be pushed to other streets in Thaxted and the already well used car parks. If such significant restrictions on parking are to be imposed on the residents of these streets further car park development within the town will be needed. If the car parking restrictions are put in place for both these streets, please can consideration be given to allocating a car parking space in Park Street car park for the pharmacist. Although the pharmacist does not come and go from the pharmacy during the day, it is very important that they can park their car. If the parking pressure on the car park became so great it would be unsatisfactory if the pharmacist could not park his/her car when he/she arrives to provide a vital service to the town.	Noted

	B1	In general we would like to support the majority of the proposals in the plan. We think they are sensible and intended to secure the future of Thaxted whilst maintaining the delightful heritage that we hold so dear and indeed why most of us live and work here. I have highlighted our issues from a practical perspective and very much hope that they are given consideration.	Noted Noted
	R13 R13 R13	These observations to the online published Thaxted Neighbourhood Plan Policies Issue Draft 11: 28/12/2017 are to be attached to the leaflet that was delivered to my home. For clarity, I have copied and pasted the TNP Policy that concerns me in bold type, my observations follow in normal type. 8.4.5 PARKING 8.4.5.1. Thaxted has two public car parks, one in Park Street and one in Margaret Street, the latter having the larger capacity. There is also a limited amount of car parking, limited to one hour, available for shoppers in Town Street. Generally, this is thought to be adequate for most of the time (something which is borne out by the responses to the community questionnaire) but parking on Friday mornings when the market is in progress and when, for example, there is a major concert on at the church, parking can be difficult. Some increased capacity would therefore be welcomed. 8.4.5.2. One particular problem is with regard to the parking of commercial vehicles often for long periods of time other than in designated spaces and also people catching the bus to commute to Stansted Airport. For the present therefore it would seem that the availability of parking for short- term shopping or visiting use could be improved by imposing restrictions that would make long term parking more difficult. Restrictions are therefore to be imposed on the use of both Park Street car park and Margaret Street car park such that any use by commercial vehicles shall only be between 9.00 am and 4.30 pm. No vehicle, either private or commercial, is to be parked for more than 10 hours with no return within a one hour period. These restrictions are to be signed and enforced by the Parish Council as a part of their management of car parks in the village. There is a long-term objective to provide additional car parking in Thaxted. Now, as can be seen from reading the above NO private or commercial vehicles will be allowed to park in either car park for more than 10 hours at a time. I believe this to be short sighted and probably unmanageable without employing additional staff to police such a policy at a cost to local residents. I can see where this initiative has come from, mainly because of people from outside the town driving in and parking for days or weeks at a time when they take the bus to Stansted Airport for a holiday or business trip rather than paying the extortionate parking fees at the airport. Might I suggest that if Thaxted residents are to be forced to use either of these car parks then a THAXTED CAR PARK permit be issued and displayed in the windscreen of resident's cars to allow them to park as now, unrestricted. There may well be a small cost element here but if kept to a reasonable level similar to that charged for a proposed residents parking permit (see below) then a reasonable compromise will have been reached. If I'm reading the 10 hour commercial vehicle and private car restriction proposal correctly how would the Parish	Permits for some residents are being considered

		Council 'enforcement team' know at what time a vehicle was parked unless there is to be a timed parking machine installed. If not, who is to say if I parked my car at midnight or 8 in the morning…is the Parish Council really going to have enforcement officers on duty through the night to enforce the 10 hour rule…I doubt it. This has to be thought through again. As a rider to the above, it may be that your car-van insurance could be invalidated by parking in an unmanned open car park overnight instead of on the road near your house. I have checked with my insurance company, Aviva, and they say there will be no increase in premium but that policy may not apply to other insurance companies. From the Thaxted Neighbourhood Plan 8.4.5.5. The most contentious car parking issue in Thaxted however relates to the parking of cars on the pavement along Newbiggen Street. Newbiggen Street is another historically important thoroughfare in Thaxted whose jumble of medieval cottages potentially offers an outstanding streetscape. It is however blighted by parking along its whole length, some wholly on the pavement and some partially on the road. Such an arrangement was introduced in 2014 as an experiment for two years only, following a study by Essex County Council. This however, has caused problems for both pedestrians and through traffic. In places, particularly where steps extend out from the front door of houses, it is impossible for wheelchairs or child 'buggies' to get through. Some residents of Newbiggen Street have nowhere else to park. Others however, have garages to the rear but some choose not to use them. Views were sought from the community as a part of the questionnaire survey. Three options were suggested – double yellow lines; residents' parking only; or maintaining limited 'on-pavement' parking. The results were as follows : Residents parking only - 117 'most preferred' votes. Double yellow lines on both side - 102 'most preferred' votes Maintain limited parking - 70 'most preferred' votes 'Votes' were also invited for 'mid preference' and 'least preferred'. Whichever way the voting was analysed however, the overall preference was for residents only parking. In terms of comments a number of suggestions were made to the effect that the best solution would be to allow parking down one side of the road only but then impose restrictions to limit the amount of residents' parking permitted. This would seem to be the optimum overall solution. The option of parking restrictions and particularly the removal of parking from the pavement was strongly supported by comments at the public exhibition in August 2017. The Parish Council is to request that car parking should be limited to one side of Newbiggen Street only with double yellow lines on the other side. Parking shall be limited to residents of Newbiggen Street only on the basis of one car per household where the property has no garage or off-street parking. The choice of side and location of parking bays shall be determined following consultation with Essex County Council. Newbiggen Street –11am on 7th of February 2018 – There doesn't seem to be a parking problem here 4 …and in this photograph taken at 12.30pm on 15th of January, there doesn't seem to be a parking problem I moved into Thaxted in 2013 and parking was as adhoc then as now and NOT introduced by ECC in 2014 in fact I believe the adhoc parking has existed since the early 1990's after the road was resurfaced and the then existing single yellow lines were not replaced partly on the recommendation of the local police. The white marker points on the pavement were introduced in 2014 as an experiment to keep cars at least one metre from house walls or steps to allow baby buggies and wheelchairs through. (I seem to remember that when the 'markers' were painted on the pavement this was supposed to be for a period	Random checks. Parking enforcement is contracted out Noted
	R13 R13 R13 R13		

		before permanent studs were installed). In my opinion most, but not all, drivers observe the one metre rule, and any that don't soon find a polite note on their windscreen pointing out the error of their ways. I talked to an elderly gentleman this morning Wed 7 Feb - who uses his Motorbility Scooter on the pavement to go up and down to the town center most days, he lives locally in Clare Court. When asked if he ever had a problem driving his Scooter on the pavement because of badly parked cars he said 'No, hardly ever…maybe once or twice if people from outside town park here (on Newbiggen Street) like for a wedding or during the Thaxted Festival…but the locals who live here all observe the rules by parking outside the white marks on the pavement'. I've also spoken with 'mums with children'…'have you had a problem walking along the pavement ?'…so far, I have not had any negative responses.	Most people out at work then
	R13	5 If a parking restriction comes into force on Newbiggen Street as proposed on one side only the result will probably lead to more speeding as it will give the driver a clear run either north or south. The existing parking arrangement, according to local police some time back, acts as a funnel and, up to a point, slows drivers down as well as acting as a barrier between the road and the houses that front very close to the road. I fear that if one side of Newbiggen Street is devoid of parked cars then it will only be a matter of time before there is an accident involving a car or HGV lorry, crashing into a house with all the terrible consequences imaginable.	Noted but doesn't impact on conclusions of the consultation
	R13	On the 25th of April 2016 the driver of the red car heading north through Thaxted on Newbiggen Street managed to crash into the white car pushing it some 12 feet forward into the blue car - the red car is now facing in the opposite direction, such was the force of the crash…had those cars not been parked here the red car would have gone straight into the green house on the left. The parked cars acted as a barrier. Cars damaged but no residents hurt and no houses damaged here. 6 This accident occurred on 29th of January 2017. Once again some damage to parked cars as the offending vehicle spun around, but no damage to residents or houses thanks to the barrier of parked cars here.	Noted
	R13	I note that in the TNP there is a proposal…'Parking shall be limited to residents of Newbiggen Street only on the basis of one car per household where the property has no garage or off-street parking'…Although I am against the introduction of any parking restrictions on Newbiggen Street I can see that if this is to be introduced then this policy of restricting 'One resident's parking permit per household…as long as you don't have a garage or off street parking' could maybe work as long as there is somewhere else nearby to park in Thaxted (see my points re Margaret Street Car Park and Park Street Car Park parking restrictions). Families that use their cars for business and pleasure, as we do, will quite often have two vehicles, maybe two cars, or a car and a work vehicle such as a van. To restrict the number of resident's car parking passes to ONE per household will only encourage the driver of the other vehicle to park nearby in a side street (Margaret Street Car Park being subject to the 10 hour rule) such as Bolford Street or Clare Court or further up Newbiggen Street unless the entire road is to be yellow lined. In any event, the cars that have no permits and are restricted by the 10 hour rule at Margaret Street Car Park will have to park 'somewhere' and that	Equally it can cause serious congestion when two lorries are trying to pass Noted

		‘somewhere’ will be outside someone else’s home creating tension and friction within our community.	
	R13	7 The proposed rebuilding of the Thaxted Surgery will put more pressure on parking in Margaret Street Car Park. Last week I noted that the surgery had 11 vehicles parked on their site and I further noted that there were only 13 empty spaces at that moment in Margaret Street car park opposite. Not a scientific analysis I admit but worthy of note. I understand that the surgery is investigating staff parking some 200 yards away at the Recreation Grounds car park. I can’t see that going down well with staff on a wet rainy morning, so I suspect after an initial period the wonderful surgery staff will once again put pressure on the limited parking at Margaret Street car park.	Discussions are taking place to resolve the issue of surgery parking. If parking charges (say after 2 hours) are imposed at Margaret St staff will use the rec. The surgery are aware of this.
	R13	The proposal to deny a resident a pass if they have a garage also stretches common sense. Most garages here in Thaxted were built in the 1960’s and 1970’s…they are far too small for modern cars. I have a small garage backing onto Vicarage Lane, I certainly couldn’t get my car, a Saab Estate into the garage and close the doors…and my partner who drives a Fiat 500 could get into the garage, but she can’t get out of the car as the car doors are too big to open, we know, as we tried it when we first moved here in 2013. Thaxted was never destined to have cars and vans parked on the streets…in the same way Thaxted was never destined to have hundreds of planes flying over the centre into Stansted Airport. Maybe in the halcyon days of the 1950’s or 1960’s when the majority of people didn’t own a car things were very different but that was half a century ago, the world has moved on, most families have at least one car, many have two and if there are young adults still at home the number increases. Thaxted and residents have to accept that things have changed, maybe not all to the good, but that change has happened, society has changed, the ‘car’ for good or bad is here to stay. Back in 2013 I would never have bought my property if there were ‘parking restrictions’ as proposed. I have already asked to have my house valued by a major local agent as to have these draconian restrictions to my way of life imposed upon myself and my partner would have a detrimental effect upon the enjoyment of our home and we would have to move. The agent said your house is worth XXXX as long as there are no parking restrictions apart from resident permits (at worst)…but if you have restrictions and NO parking permits then your home is virtually unsellable. Conclusions 1. Leave the parking on Newbiggen Street as it is. It works for the majority. Maybe replace the white spots with brass studs as intended and that are more visible and permanent.	
	R13	2. Any restriction on Newbiggen Street will have to be sign posted to conform with current legislation and parking bays will have to be painted on the pavement and road surface. This will be going against proposals earlier in the TNP document where there is a call for less signage throughout the town. 8 3. Leaving the cars parked as they are now creates a barrier against any car or lorry involved in an accident from crashing into houses on Newbiggen Street. There have been at least three such accidents on Newbiggen Street in the past 5 years. If there were no cars parked the offenders would have crashed into and possibly through the front of several houses on Newbiggen Street. Most houses here are constructed from wood and lathe and plaster rendering.	Noted Noted, but parking is not being removed entirely. This is a compromise arrangement recognising these points

	R13	4. Leaving the cars as parked now creates a 'funnel' which slows down most speeding cars or lorries. This was agreed by the police in the early 1990's. Lorry tyre track marks up on the pavement in Newbiggen Street towards The Swan, removing parked vehicles will allow more heavy lorries and trucks to pass each other using the pavement as additional road space. 5. If there is to be any restriction on parking on Newbiggen Street then residents parking permits must be available for ALL Newbiggen Street residents and all their vehicles regardless of whether they have a garage or hard standing. 6. If Newbiggen Street residents are to be forced to use Margaret Street or Park Street car parks then they must be issued with a Thaxted Car Park permit to allow them to stay more than the proposed 10 hours at a time and with NO maximum time limit. 9 7. It should also be noted that many residents on Newbiggen Street do not have a computer or use the internet and therefore have not read the 84 page TNP report. Some residents do not recall the TNP Community Consultation leaflet being delivered. I have had to print several copies of this leaflet for my neighbours and talk to them about the TNP report as they had very little knowledge of the planned proposals. 8. If there is to be a major restructuring of the existing parking arrangements on Newbiggen Street might I suggest that every resident on the street is asked for their opinion, a referendum with a designated percentage response…maybe 75%. At the moment, it seems to me that less than 5% of the population of Thaxted is determining the future for the remaining 95%.	There is no right to park a car on the public highway This will not work. It would just become 'first come, first served' Every householder has had several notices delivered. For those without a computer, hard copy of everything is available at the CIC The NP is for all residents . The 'vote' is therefore taken across the whole parish. The response to the questionnaire was 27%
	R13	Yet another broken car wing mirror on Newbiggen Street caused by a speeding motorist clipping a car…but better a car than a pedestrian or a house. It is my contention that there really isn't a parking problem on Newbiggen Street but that there is a small group of vociferous persons, some who don't live on the street and some who don't even have a car who would like to take Thaxted in its entirety back to the middle ages with horse drawn carts and probably TB, Diphtheria and Rickets as well…this sentiment was expressed to me, unprompted, by a very senior Thaxted born and bred member of the local community last week. END.	Noted
Heritage/Conservation HC4 4.7.3 Landscape/countryside	R14	I am broadly in agreement with the content of this chapter and fully support the policies within chapter 4 bringing value to the heritage of Thaxted. Policy HC4- all signage should be appropriate and sympathetic to its surroundings I consider planters to be an important feature to the enhancement of the highway and the street scene. They must though be appropriately located and maintained to enhance the street scene and not detract. The landscape and countryside is an integral part of Thaxted and immediately identifiable with it, whether approaching from North, South East or West. Travelling from then south the rolling countryside gives a unique character to Thaxted with its dominant features of Windmill and Parish church in all seasons. The approach from Elsenham, Debden, Saffron Walden and Bardfield equally show of the uniqueness of Thaxted's location within the countryside and needs to be preserved to preserve the heritage of Thaxted. I fully support the content of this chapter and the policies within chapter 5	Noted Noted Noted

Housing and Design 6.8.7 Tourism and economy Infrastructure 8.4.5.2 8.5.5.5	R14 R14	I am broadly in agreement with the content of this chapter and fully support the policies within chapter 6 with the exception of HD8. I consider the Coach Park should be retained for parking purposes . It is important not only to provide safe parking to the school at the beginning and end of the school day, but to provide for ample parking to encourage tourism and should be sign posted accordingly. Parking here and walking through Mill End gives a unique perspective of Thaxted, the Guildhall and Parish Church. I am fully in agreement with the content of this chapter and fully support the policies within chapter 7 I am fully in agreement with the content of this chapter and fully support the policies within chapter 8 I have concerns over the restrictions to be imposed in both Park Street and Margaret Street car parks. Although I appreciate the reasons for restrictions and consider these justified I consider the proposals will have a direct impact on local residents and some businesses. Some local B&B's highlight use of the car parks for people staying with them. Also the proposals at 8.4.5.5 for Newbiggen Street parking may directly impact ion residents who may use Margaret Street overnight for alternative parking. I suggest some sort of residence parking permit be introduced for local residents to apply for and issued annually and short-term visitor permits. We need to eliminate abuse of free parking by people travelling or working at Stansted and by commercial vehicles but not penalise local residents. Refer to comments above regarding Newbiggen Stret	It is stated that coach parking should be retained Noted Noted This is being considered Noted
	R15 R15	Dear Steering Group Congratulations on producing an excellent draft Thaxted Neighbourhood Plan. I have the following comments in respect of pages 26, 32 & 33 - paras 4.10,5.4 & 5.5: I live opposite the deciduous spinney situated East of Dunmow Road and South of the Tennis Court and have reason to believe this wooded area to be a valuable wildlife habitat. Tawney & barn owls are heard in the spinney; bats are frequently seen at tree top level and no doubt use the spinney for way marking purposes. I believe this small wooded area is worthy of inclusion in the Neighbourhood Plan List of Important Wildlife Habitats.	Noted Yes we can include
HC3 LSC1	R16 R16	After our visit and discussion this morning I would like to make the following comment. Section 4.10 Green Spaces Thatchers Grange open space meadow is not included within the plan as a green space.. This area is designated as Public open space ,partly landscaped and is currently part of a S106 Agreement to be given to TPC as a Public open space. The meadow when properly established should make a good habitat to encourage wildlife. We believe that this meadow adds value to Thaxted's open spaces and we see more and more people walking along the cut footpaths in the meadow, particularly dog walkers. We both think that the TNP is very comprehensive and we hope that Policy HC3 and LSC1 in particular will help avoid any further large concentrations of new housing on the outskirts of Thaxted. The aim to retain gateway views of the Church steeple from all approaches into Thaxted is something we strongly support.	Consideration has been given as to whether this land meets the requirements of para 77 of the NPPF.We do not believe however that it meets the criteria set
	R17	/a n/a General Comment. This document is comprehensive and well argued throughout. Irrespective of whether any of the ideas may be contrary to personally held views (and there would be very few of these) the document argues its case well and I can support its intent. However, my concerns over the potential effectiveness of the document are expressed in the points below. 1 n/a The statement that the project is supported by the Parish Council may be correct. However, I have attended Parish Council meetings regarding a proposed development at Monk Street and the Chair of the Parish Council has repeatedly stated that where he is in	Noted. . The Parish Council who are the qualifying body for the neighbourhood plan have delegated responsibility for preparing

6.1.1.2 6.1.3	R17 R17 R17	disagreement with the proposed NP Policies he and the Council will override it. Therefore whilst the project itself may be supported the document and its policies clearly are not. This is an extremely concerning position and one which calls into question not only the validity and use of the NP but also whether this whole process is democratic, worthwhile and effective. There has clearly been a lot of goodwill and good work done by the majority of the Steering Group, but the fact that the Chair of the Parish Council is also a member of the NP Steering Group shows a conflict of interest between those who wish to establish the legislation and the administration of that legislation. I would suggest that as the Chair has already expressed his intent to negate the implementation of the Plan should it contradict his personal views then he should no longer be a representative on the Steering Group as it would seem pointless to approve a statutory document that will have no teeth. It should not be for the administrators of the plan to be the authors of it as that is a direct conflict of interest. It needs to be clearly spelt out within this document as to the purpose and authority that this plan has to enforce elected officials to enact based upon its policies, and if there are to be easy overrule opportunities then this needs to be clearly highlighted in order that supporters of, and contributors to, the NP may know its true value. 6 1.1.2 The last sentence refers to the ability to “direct and control future development to align with what is needed rather than having it imposed by a rather more remote authority”. As the Parish Council has identified its right to ignore and/or overrule the NP for whatever reason, it seems this plan does not appear to remove the risk of the imposition of developments unwanted by the local community. As a resident of Monk Street and seeing how a personal bias by a Council member wishes to change the character of a local Hamlet without any consultation (until forced by the residents who discovered that in-private discussions were taking place to undertake the development) I would wish to see that this NP had the power to ensure that its policies could not be overridden without clear checks and balances at a higher level than a biased local whim. 6 1.1.3 If this is a statutory document then it is critical that residents who are to be affected by developments are informed at the very earliest stage of any development to ensure that their voice is heard. It is not sufficient to leave it to rumour that developments are being discussed and for residents to be only involved once a plan has already been agreed with local officials and developers. This is particularly important where the local council is able to direct developers as to means by which plans may be more easily accepted by the Council despite the detriment to local residents. That process indicates a lack of the openness and transparency which I believe everything in the NP actually points towards. If the NP is to have credibility and purpose then it has to be assured that the policies which it outlines are enforceable and not merely hopeful platitudes which are easily overridden.	the NP to a steering group whose responsibility is simply to interpret and then commit to policy, the wishes of the community. The Parish Council chairman is not a member of the Steering Group but does sit in on meetings as an observer. The Parish Council are only a consultee on planning applications and cannot make decisions. They are however entitled to submit jointly with others anyapplications they choose (like anybody else) but must accept that the application will be judged by Uttlesford D.C. in relation to planning policy be it National policy, Local Plan policy or Neighbourhood Plan policy. In other words the Steering Group are formulating a Plan based on the majority wishes of the residents of Thaxted . The Parish Council can then act as it wants in applying for a planning permission but must accept that its application will be judged against policy, part of which will ultimately be Neighbourhood Plan policy
5.5.1	R18	I have read the Neighbourhood Plan and in my opinion it is in tune with the needs of Thaxted and its residents. Well done to all those who put in much time and effort required in planning and producing such a thorough and well balanced document. If it is not too late , I propose the inclusion of the copse next to the tennis courts for inclusion in the list of wildlife habitats deserving protection. This is situated across the road to where I live. I have seen owls and bats in and around the wood.	Included

5.7.1	R19	Having gone through your plan there is an awful lot to take in. .However generally we are pleased to know it is compiled taking into consideration, concerns and wishes of the residents of Thaxted and surrounding areas NOT what Government and local authorities THINK we should have. Affecting us directly is the discussed proposal of a housing estate in Monk Street and that the Parish Council feel Monk Street needs 'regenerating'. People move to Monk Street/Folly Mill/Sibleys Green because it offered rural living in a quiet hamlet without all the pavements, lighting and traffic associated with a larger community. The proposal of an increase in houses of 50% with the added probability of additional houses on the plot (retention of a strip at the end of a road being held by the Council) would be completely out of place. The most worrying aspect of the situation is that the Parish Council have stated that they would approve the planning as it contained Free Social Housing but admitted it would NOT approve it without the Free Social Housing element. Surely that states that they are NOT voting on WHAT IS THE BEST PLANNING FOR MONK STREET more WHAT IS BEST FOR THE COUNCIL'S BANK ACCOUNT? This obviously contravenes the section Page 34 5.7.1 in the Neighbourhood Plan covering hamlets such as Monk Street. How can our elected Councillors vote against the wishes compiled by residents of Thaxted and surrounding areas as stated in the Neighbourhood Plan? They were elected to represent OUR opinions not their OWN	Noted and see comment in relation to R17 above
	R20	As a resident of Newbiggen Street living in a property with no off street parking, I would like to express my concerns about permit parking. I live in one of the few houses which has an amenity area at the front of the property with nothing at the back. When I first moved to Thaxted nearly five years ago I looked into using part of my garden for parking, however, both UDC and ECC pointed out that it may be difficult to obtain permission. ECC also pointed out that I would need an area 8mx12m's to give me enough area to drive on, turn round and drive off again. Having lived in the area I appreciated the difficulty (and legalities) of backing onto such a road. The size of the area was also of concern to me as it is about half the size of my garden. I eventually decided against it as I can normally park outside or near to my property without any problem, or failing that, the car park in Margaret Street is available to me.	There doesn't have to be limited hours. The arrangements are to be agreed between the Parish Council and ECC
8.4.5.2	R20	I notice that in another area of Thaxted the permit parking is restricted to the hours of 8.00am to 6.00pm Monday to Saturday. Assuming that the same hours would apply in Newbiggen Street, this would be of no benefit to me as for at least five days a week, I leave for work before 8.00am and arrive home after 6.00pm. Should I not be able to park in Newbiggen Street because of the restrictions, I observe that I would also not be able to use the car park in Margaret Street as the proposed scheme does not allow commercial vehicles to be left there overnight, my works vehicle falls into this category. My next concern is, that as a two vehicle owner, there is clearly no allowance made as to where I (and no doubt other residents) would be able to keep other vehicles if a 10hour restriction is put on to the car park.	Permit arrangements for car parks remain to be discussed
8.4.5.2	R20	A further concern I have is visitors parking. Over the years, many of my family and friends have moved further afield. This has resulted in extended weekend visits. It has to be said that all my visitors enjoy Thaxted and everything it has to offer, however, these new proposals limit my visitors to arriving after 6.00pm on a Saturday and leaving before 8.00am on a Monday or having to move their vehicle every 10hours from the car park.....hardly a basis for a relaxed and extended weekend which I have been able to offer to my visitors up to now. Parking on the pavement can be an issue, especially for those using wheelchairs and pushchairs. I have noticed, however, that unfortunately it is only a minority of drivers that do not adhere to the markings on the pavement, maybe a more prominent awareness of these markings could somehow be set up? I have always told my visitors about it, but maybe there are still visitors that are not aware of these restrictions. I have to be honest, I have never seen such a scheme anywhere else and on one occasion, when a parking warden was in this area even he asked what they were for!	See above This is one of the problems with current arrangements
8.4.5.2	R20	Speeding is another concern along this road. I have always observed that while there is parking on both sides of the road, it does mean that drivers have to slow down or stop to give way to oncoming traffic. If parking is restricted to one side of Newbiggen Street, this may create a corridor effect and give enough space for two vehicles to pass without needing to give way or slow down, furthermore, with no oncoming traffic, I feel there would be a temptation for some drivers not to slow down at all, even use the clear road to drive faster. As much as I am not against any changes or improvements that could be made, I do feel there is a lot more consideration and discussion to be had	Parked cars cannot be used for traffic calming. The current arrangement regularly causes jams Noted and there will be in regard to the specifics

		before any final decision is reached.	
HC1	R21	‘ Policy HC1 Did Thaxted residents intend for their Neighbourhood plan to remove their permitted development rights? I don’t think that they did. RESPONSE FROM TNP - it relates to one of the key strands of the Central Area Assessment for which there was 75% support. It is however supported by both Uttlesford and Historic England as well	
HC2		Policy HC2. Residents should have the freedom to choose the colour of their home and not have it dictated by either the planning authority or any guardian of the town's tastes. Nobody should have to apply for planning permission to paint their home. Engage with the community to promote a vision of what is possible and respect that Thaxted attracts nonconformists . RESPONSE FROM TNP - A specific question was asked of residents – would they accept restrictions on colours. 68% were in favour of restrictions	
4.7.2	R21	Flashing signage The awareness of road safety within our 30MPH zone and particularly around the school is raised by flashing signage. This should take precedence above tradition. RESPONSE FROM TNP - Flashing signage has very little additional impact and the detrimental effect it has outweighs any advantage	
HC4		Policy HC4 Shop owners should not have to apply for planning permission to change their signage. Engage with business owners to produce voluntary standards, don't mandate. RESPONSE FROM TNP - If the building is listed and many are, then they have to apply already. This merely extends the requirements to the non-listed buildings for the good of the Conservation Area. Street Furniture Placing of street furniture should be decided by the Parish Council.	
HC6	R21	RESPONSE FROM TNP - It will be but within the constraints of policy designed to protect the Conservation Area Policy HC6 Where there is no call for a business, there is no reason to decline change of use. Better to have a property occupied than empty. Encourage business to Thaxted by making it more attractive to visitors and increase footfall. RESPONSE FROM TNP - The protection of retails uses is critical to both conservation and the local economy	
HC7		Policy HC7 Shop owners should not have to apply for planning permission to change their frontage. Engage with business owners to produce voluntary standards, don't mandate. RESPONSE FROM TNP - See above comment	
LSC6	R21	Policy LSC6 All communities are accepting expansion, why exclude rural hamlets? RESPONSE FROM TNP - The test has to be based on sustainability	
8.4.1.1.2 8.4.4.2 8.4.3.2		Traffic relief. A by-pass may be an answer to making the town more tourist-friendly and make the centre a more welcoming, safe and traffic-free environment. Further development out of the centre, can therefore facilitate preservation of the historic town. REPONSE FROM TNP - The amount of development necessary to finance and build a by-pass would change the character of Thaxted out of all recognition and would be unsustainable in the context of Thaxted’s infrastructure . Flashing signage is required to alert drivers to the school. This should not be removed . SEE EARLIER COMMENT A weight restriction will have little effect on the volume of HGV traffic through the centre. Most of the HGV traffic is transporting building materials for the numerous developments in the area, so those 32 tonne 4 axle trucks	

8.4.5.2 8.4.5.5 Policy IFS6		will have an exemption to the weight limit. The only effective solution is to have a route around the town. RESPONSE FROM TNP – No, trucks with building materials for Saffron Walden, Elsenham and Dunmow need not come through Thaxted Parking restrictions may help to free space for visitors, but there are several suggested policies within the plan which will push vehicles into Margaret Street car park, so this proposal does not join-up with the removal of on street parking, growth of the surgery and attracting more tourists. RESPONSE FROM TNP - Limited parking times and charging regimes will reduce the pressure on Margaret St car park The parking issues need to be addressed as a global policy which requires expansion of parking space in the town. No single policy can stand alone. See above. Newbiggen street would look stunning with no cars, but there is currently no space elsewhere in town to put them, and they will not disappear overnight. It is also widely accepted that the parked cars act as traffic calming, which if removed will significantly increase the speed, and probably volume of traffic on the B184. Single side parking is the worst of all worlds with cars spoiling the street scene and traffic calming removed. Again, this needs to be addressed as a part of a broad traffic management strategy. With current vehicle levels, there are one or two times per week when there are fewer spaces in Margaret street than vehicles in Newbiggen St RESPONSE FROM TNP - The approach proposed was a compromise (i.e.one side only) and based on the solution voted for in the Community questionnaire . The development of the Church hall site to create a community facility and expanded parking may be the centre of the joined-up treatment of the town's parking plans. RESPONSE FROM TNP - Noted. The Parish Council should promote an initiative in this regard involving the various interested parties	
	R22	I would like it noted my support for the Parish Council to keep the current coach park on Bardfield Road, Thaxted to be kept for the use of the community and parking especially for the school and request our Neighbourhood plan to incorporate this. Our NP should support this readily accessible provision for parking space within the Thaxted Primary School vicinity and use any opportunity to enhance this provision especially with an hindsight to expansion of the Primary school. This car park is highly used.	Noted but see response to R40
	R23	I would like it noted my support for the Parish Council to keep the current coach park on Bardfield Road, Thaxted to be kept for the use of the community and parking especially for the school and request our Neighbourhood plan to incorporate this. Our NP should support this readily accessible provision for parking space within the Thaxted Primary School vicinity and use any opportunity to enhance this provision especially with an hindsight to expansion of the Primary school. This car park is very much needed and must be kept.	Noted but see response to R40
	R24	please note my support for the parish council to keep the coach park as parking for the school and would request our neighbourhood plan incorporates this	--ditto—
	R25	I would like it noted my support for the Parish Council to keep the current coach park on Bardfield Road, Thaxted to be kept for the use of the community and parking especially for the school and request our Neighbourhood plan to incorporate this. Our NP should support this readily accessible provision for parking space within the Thaxted Primary School vicinity and use any opportunity to enhance this provision especially with an hindsight to expansion of the Primary school. This car park is highly used	--ditto-
HC2	**R26**	Thank you for the opportunity to comment on the plan. My immediate notes are as follows:	There will still be plenty of scope for variety. The

		Policy HC2 - Colour of buildings. I see no need for planning permission to be sought regarding paint colours. The variety of colours adds vibrancy to the street scene, the matter of a 'suitable' colour is a matter of personal taste & opinion. Regarding who decides what traditional colours are - the Conservation Officer has been very fickle in the past over her personal taste and what could be allowed ie Recorders House.	restriction was supported by 69% of the community and is also supported by Uttlesford and HistoricEngland .
HC4 **4.7.3**		Policy HC4 Signage. 4.7.3 Removal of the litter bin next to the pump in Town Street is likely to result in even more litter around the town.	There are plenty of other litter bins .
HC7		Policy HC7 Preservation & significance of Heritage Assets. Preserve shop fronts etc by all means but the front of Wayletts is a disgrace, it looks as if the building is derelict and detracts from what is often a first view of the Town Street shopping area. Encouragement should be given to sort it out ie decorate the front and at least display something in the windows which at present show the backs of grey metal shelves.	Agreed but this is probably for customers to apply pressure.
HD8		Policy HD8 : Do not develop the Coach Park Site - instead keep it for a drop off/pick up point for the school - this would be safer than stopping on the road. Daytime/summer use for coaches to be encouraged rather than having them parking in Town Street.	See response to R40
HD9		Policy HD9 Brethren Hall Meeting House Site. If this should come up for development keep development to a minimum of small units with plenty of parking provided. Double yellow lines should be enforced outside the development and along the Tanyard as there is already lots of traffic using the restricted access to the main road by Wayletts more cars turning in & out will make it more dangerous.	Proposal is for cottage style units.
8.4.3.2		8.4.3.2. Reduce the speed limit to 20mph near the school (if it is not possible to promote this through the whole of the town) but MAINTAIN the flashing lights as an extra reminder to drivers that they are approaching a school.	See responses elsewhere
8.4.5.2		8.4.5.2. Restrictions to parking in Margaret Street must allow residents parking permits (even at a minimum cost) for those who have no parking associated with their home. Park Street Car park - Remove bushes & shrubs and re-configure to allow a few more spaces.	To be discussed
8.4.5.5		8.4.5.5 Newbiggen Street. Limit parking permits to one car per household where there is no garage, also allow one resident parking permit for Margaret Street or encourage parking in the Recreation Ground. Many don't use their garages for cars but use them for storage or to run a business. Enforce the 1 metre from obstruction (doorstep) rule where there is parking permitted. Less parking will not necessarily increase the traffic speed.	See responses elsewhere.
8.5.4.1.3		8.5.4.1.3. Church Hall Site. Does this have a Church Covenant on it. Despite the survey saying that the hall is not suitable for its function, it is very well used and needed for small functions at a very reasonable rate. If this was to be redeveloped to a larger hall, you would lose the allotment patches and increase the pressure on t Margaret Street car park as event parking will fill the spaces. there is already extra pressure on the carpark for the Surgery parking. Bolford Street Hall could be expanded slightly to provide more usable facilities for events without reducing the parking. it should not be re-developed for housing. The carpark there is used by residents and as an extra town car park. With the U.R.C. encouraging the use of its facilities they will need extra parking which is often in Bolford Street carpark.	It was the least popular community building in the survey. Redevelopment is a long term aspiration if ownership and funding issues can be satisfied.
	R27	My comments on the NP are as follows: Broadly, I welcome the direction of travel of the NP and am grateful to the steering group in their attempts to ensure Thaxted has an appropriate planning tool to complement that of the emerging UDC Local Plan. To that end I'm sorry that my comments have been submitted so late I the process. However: -I absolutely don't accept the proposal to include sites for housing development that HAVE NOT made it into the UDC Regulation 18 Local Plan; in particular, the suggested inclusion of two sites close to Levetts Farm, and also the coach park.	See statement by Gavin Barwell (Housing and Planning Minister) 12th Dec 2016 HCWS 346. It is the point of NP's that they are prepared by members of the local

		-Frankly, I question the validity of potential housing development sites being included in the NP based on the evidence gathered and considered by well meaning volunteers - How can residents be confident of professional, unfettered and without prejudice opinions from laymen? Perhaps I could see the briefing and qualifications of those involved in this element of the plan? Look forward to your thoughts,	community. In this instance tho' the two lead members of the steering group were both ex property professionals one of whom was a development specialist who regularly gave expert evidence in high profile planning cases.
	R28	I have studied the final draft of the Neighbourhood Plan (NP) at some length. I have to say that I am very impressed at the effort, energy and sheer intellectual horsepower that has clearly gone into the drafting. The attention to detail is absolutely commendable. For example, signage, local green spaces and Thaxted Station - closed since September 1952 - are all addressed and policies set out; namely HC4, HC8 and HC9. It has been recognized that it is not just Thaxted that we are all so concerned to look after. Our lovely little town sits in a very special rural environment and that wider locality needs just as much care and protection as the town itself. Thus Policies LSC1, 2, 3 and 4 are to be particularly commended. The issue at the heart of all this is housing and the imposed requirement to have even more new builds than the large number already built and authorised this century. The draft NP, I feel, deals with this in a very thoughtful and considered manner. The solutions offered are both pragmatic and sensible and I very much support the view that we do not need ever more "executive homes". There must be some small units both for those starting out on the housing ladder and also for those at the other end of life. So, well done to all concerned. This final draft of the NP is absolutely excellent and has the full support of me and my wife.	Noted Noted Noted
6.8.7	**R29** **R29**	The Draft Neighbourhood Plan is for the most part well written and broadly reflective of Thaxteds needs going forward. There are a couple of areas that I feel do need more attention and re-writing before the document could be adopted by the Town: **6.8.7 Development Opportunities** **Coach Park Bardfield Road** Unfortunately this whole section is factually inaccurate and needs urgent revision. The coach park is used on a daily basis by parents dropping their children off to Thaxted Primary School. There is no other provision of Parking for school parents and therefore to suggest this as a development site could create a dangerous bottle neck at school drop off and pick up times, causing potential for traffic congestion and accidents involving children. The coach park is also used throughout the day by visitors to the school, as well as community facilities such as the Buffy Bus, as well as providing the only turning circle available to the School busses serving Helena Romanes and Joyce Franklin Academy. I understand that the site is owned by the Parish Council who ars e happy with the use of the site. The plan therefore needs to be changed to reflect accurately the current use and of course the unsuitability for development of the site. **4.5 Conserving the Built Heritage** The description of the Historic centre of Thaxted is accurate. However it is important that there is a balance between preserving the Historic core and not trying to create a 'museum' town of Thaxted. For example the suggestion that all buildings should have permitted development rights removed and that planning applications be required for re-painting of buildings is excessive and potentially dictatorial. There is not a 'proliferation of litter bins' by modern standards The additional references to what may be considered acceptable street furniture, planters, bus stops and shop window displays is also excessive in my opinion. It is important that the neighbourhood plan is inclusive and does not have a preaching tone reflecting the views of only one section of the community. For example, the plan states:	This section was written based on advice from the Parish Council who are the landowner . The wording was as agreed with them. See more detailed response under R40. The comments and policies are consistent with UDC adopted documents (see the Conservation Area Appraisal) and are supported by Historic England. Thaxted's

		There was support for more planters in the community questionnaire but it is important that any extra planters are located appropriately so as to enhance rather than detract from the streetscape. Along Bardfield Road they could provide a significant enhancement but it is debateable whether they contribute anything in Town Street and as stated in the Central Area Assessment are quite out of keeping in front of the Guildhall. If there was support for more planters in the community questionnaire, the plan should reflect that. In my opinion the planters in front of the Guildhall are attractive and enhance the environment.	historic environment is so important as to require special attention.
	R30	I would like to comment on 8.2.1.2.11 and the coach park on Bardfield Road. 'It is little used' is factually incorrect. This parking facility is used by parents and carers taking and collecting their children to Thaxted Primary School. The parking situation is not ideal, but by removing it you would make it much more dangerous, inconvenient and disruptive not only to parents but also local residents. We all would like to walk our children to school, but as I have to take my children to nursery, school and still get to work in reasonable time, this would be impossible. Please do not try to make life harder for working parents than it already is! The coach park on Bardfield Road is also used by the bus transporting secondary school children to Great Dunmow. The driver would find it difficult to safely pick the children up elsewhere. Buffy Bus has visited Thaxted very many years (I personally have been using this facility for 10 years) and it would be a real shame for pre-schoolers and their parents to lose this much loved facility. I do not feel that you are working in the best interest of the local parents and should work with the parish council to make the car park more accessible (and safer) for all those who use it. I hope you take my feedback seriously and will amend your neighbourhood plan accordingly.	See R29 above and for more detail, the response to R40
	R31	Please may I request that you add in the parish councils offer to let the coach park be used as pick up and drop off parking for the school into the neighbourhood plan.	See response to R29
	R32	Nice plan, well written, a few minor comments 4.7.3 If the litter bin outside Wayletts is removed, alternative arrangements should be made otherwise litter may become a problem in Town Street 5.3.3 Map 6, are the arrow colours significant? 5.3.5 the 3 "medium" parcels are not indicated on map. Any new housing development should include adequate, well designed parking to minimise/eliminate on road parking Policy IFS4 – maybe add that important views into and out of Thaxted should be retained (this may be covered by amenity value) 8.4.2 I walk my dog every day on the Walden Road footpath opposite the Recreation ground. Many vehicles including lorries speed along here, despite the flashing sign. Other speed limiting measures e.g rumble strips may help 8.4.5.5 I have some concerns that the parking arrangements proposed would lead to an increase in traffic speed along Newbiggen Street. A 20mph limit may help (8.4.3), the Norfolk Coast Road (A149) has 20mph limits through most villages and appears to have an effect. Occasional policing by the community or Police would help compliance. 8.4.7.1 It would be good if Village link services to from Stansted were better linked to train departures/arrivals, particularly from London, perhaps providing say half hourly services during commuter times and reducing daytime services would be beneficial 8.5.1 Worth mentioning Tennis club as well as this may be under some pressure if adjacent sites get developed	Noted One is distant views, the other closer views. No, policy does not relate. Normal parking standards would apply Not consistent with historic environment Probably beyond the scope of the NP Beyond the scope of the NP Covered by Grover Lewis and the 2009 Historic Settlement survey
	R33	, I am writing I'm regards to the use of the Coach Park near the Thaxted school being used as a pick up and drop off point for school children. My mother in law lives in Magdalen Green and she has frequent issues with parents and teachers parking outside her house and often finds when she comes home that she can't even park her car outside of her own property.	This problem is recognised

		Also this area is used for the Buffy Bus which is a fantastic activity for pre school children (mine included) I think taking away this coach park for yet more houses in Thaxted would be ridiculous and I would like you to take this email as me disagreeing with the plans and that the coach park should continue to be used as a SAFE pick up and drop off point for school children.	This is not proposed
	R34	I would like it noted my support for the Parish Council to keep the current coach park on Bardfield Road, Thaxted to be kept for the use of the community and parking especially for the school and request our Neighbourhood plan to incorporate this. Our NP should support this readily accessible provision for parking space within the Thaxted Primary School vicinity and use any opportunity to enhance this provision especially with an hindsight to expansion of the Primary school. This car park is highly used.	See response under R40
	R35	Having read through the Neighbourhood Plan I believe the document , I its entirety, is a worthwhile basis to control wholesale development in the area.. I live in Monk Street and we are currently opposing a proposed plan for development of the field between the Farmhouse Inn and Mayes Place. This would change the character of Monk Street from a hamlet to an urban area. I attended the Parish Council meeting on Thursday 4th January, chaired by Cllr Frostick, at which, Cllr Frostick publicly stated that the development will go ahead, despite it not being in compliance with the proposed Neighbourhood Plan. (See list below of non-compliance) . The Parish Council whole heartedly Backed the chairman because the Council was being offered, at no cost to the Council, 4no social housing units from a total of 12 units . It is also proposed to handover to the Parish Council a ransom strip. This illusionary offer has not been thought through by the Council and my main concern is that the ransom strip will rapidly disappear, as to make commercial sense the developer would need to recoup the cost of the 4 units being given away. Thereby further planning applications would be submitted for further development. Increasing the total number of units to be built on the land. If this type of development is allowed it will show the Neighbourhood Plan to be a worthless exercise unless it can be given more powers to stop these backdoor proposals. Given that to date any discussions the Parish Council have had with the developer and the land owner have been held in camera , excluding the normal democratic process for the thoughts and wishes of the residents. As Cllr Frostick is also on the committee for the NP his comments are in direct opposition to the views of the NP and therefore it has no teeth. List of Non compliance	See response to R17 but it is confirmed that development on this site would be contrary to a number of policies
5.5 **5.7** **6.5** **6.7.1** **HD4-3** **6.8.3** **HD11.2** **7.3.,5** **8.1** **Pg 61** **8.4.5**	**R35** **R35**	Wildlife habitat eg. Bats and hedgehogs and related hunting ground. Monk Street is an outlying settlement Policy HD2.2.No development should exceed 15 units unless it can demonstrated there will be no harm to surrounding landscape. Good pedestrian links to village core required, (Not feasible from Monk Street) Should have easy access of the village centre. List of unsuitable sites 02 Keston 19THA15 Farmhouse Inn to Mayes Place Maximise safe access routes by linking into existing footpaths & bridleways Green field sites. Support would be given to development of a modest scale. In Thaxted 200 new homes have been built in recent years. Schooling – lack of local schools. Parking – any new development would aggravate parking in the town as no direct footpath access from Monk Street along B184. Liz Lake report. Protect historic field patterns	
2.3.6 **4.9.1** **8.4.5.3** **8.4.5.5**	**R36**	Relates to heavy lorries using the B184. The B184 is a B class road which is carrying A class rod traffic and trunk road traffic. As the B184 passes through mainly rural farmland areas one should be aware of Farm machinery especially combine harvesters which take up the whole area of Newbiggen Street carriageway. We are extremely concerned with the levels of pollution on Newbiggen Street. Since moving to Thaxted, my wife has developed thyroid cancer and I have been suffering with skin cancer., In relation to this we would like to have a survey undertaken to ascertain how much pollution occurs on the B184 through Thaxted Once again thought should be given to the need for a by-pass for Thaxted .. Lorries rumble – Houses crumble!! Much as we feel we should appreciate the streetscapes in Thaxted we should bear in mind it is now 2018 not 1918. Referring to Stoney Lane – strong feeling that double yellow lines would spoil the character of the street scene. Newbiggen Street an outstanding streetscape soon to disappear if there will be parking on one side only, with double yellow lines on the other side ,spoiling the character of the street scene	The NP will require discussion between the PC and ECC with a view to obtaining a weight restriction. There are other ways of controlling parking

		We are in our eighties and we rely on our car to transport.us to Dunmow and Saffron Walden, our knees and kegs not so sprightly since our sixties. If we are given one residents parking permit what would our daughters and grandchildren do with their cars when visiting. As elderly persons we value our family visiting us, thus avoiding loneliness. Double yellow lines will result in cars and lorries increasing their speed on the side where the road is clear. It is already difficult to cross Newbiggen Street because of heavy traffic. Why not keep the existing system which is working. Much of the parking tends to be in the evening when people have come home from work	
HC5 and HC6 **8.4.5.2**	**R37** **R37** **R37**	I have the following observations to make on certain aspects of the Plan. It is my intention to retire from full time business, but I do not wish to move from my home. I feel that the absolute ban on change of use from A1 to residential use is restrictive, particularly in view of the fact that the other half of the shop front has been residential for at least 35 years and that the house on the other side of mine was A1 then residential, then A3 and is now residential again. Crossways in Town Street was fairly recently permitted to change its early 20th century shop front to the domestic style of window and change the front door. In my view this was done very sympathetically. . When I retire I would never under any circumstances even consider changing the shop front (being semi detached I couldn't really change it any way) and in view of the policy's aim it would not be a problem to change as there would be no visual alteration and permission would readily granted for a change of use from A1 or A3 if I, or my estate sold the property. However I doubt that it would be saleable as a commercial property in view of the number of changes that would need to be made to make it comply with modern regulations if there were to be any employees in the premises, e.g. things like no alternative fire exit. It has only been possible for me to work here as I live and work on my own. The very small size would also restrict most other uses. The proposal to restrict parking in Margaret Street car park to a maximum of 10 hours is not thought through as it completely fails to take into account the needs of a number of houses in Watling Street and Stoney Lane if the proposal to ban parking there is enforced. These houses have nowhere else to park in Thaxted and I have, for then35 years that I have lived here had to park in Margaret St car park. If then10 hour restriction were to be applied and I had gone out in my car for any reason and arrived back in Thaxted at, say 4pm, am I seriously expected to set my alarm clock to 2am ,drive out of the car park and put it somewhere else for an hour and then return at 3am? The idea is ridiculous. However it can easily be resolved by issuing those residents with no amenities for parking at their own properties with Resident Parking Permits. I am aware that the pressure in space is very great, but ideally there should be should be Residents Only Parking Bays in the car park. There are many places where this works well. For day visitors to Thaxted 10 hours is ample, if not generous. I know it has only happened to me twice in 35 years but I have on two recent occasions not been able to park legally in Thaxted at all, on one of them I was issued with a parking ticket for parking outside my house, which in spite of being illegal is something other drivers do quite often! In addition to Resident's permits these houses should also be issued with temporary permits for visitors' use, otherwise they will be in the situation described above. The situation with regard to parking is getting progressively worse as time goes by. More houses are built, households tend to have more cars, the population grows but the centre of Thaxted doesn't. I wonder whether the green space opposite the surgery could be put to use as the car park for the enlarged Surgery if that development takes place, and I note that there is a long term objective to increase the amount of parking space which will of course be very welcome.	It is impossible to cater for every individual circumstance! Your list of lost shop fronts however just highlights the problem A system of residents' permits is to be discussed
	R38	Thaxted Neighbourhood Plan Steering Group A big thank you for all your hard work	Noted
8.4.2 **8.4.5.5** **8.4.7.2**	**R39** **R39**	More needs to be done to enforce the 30mph speed limit through Thaxted. The flashings signs are not enough. Parking in Newbiggen Street. It may be a medieval street but the residents do not live medieval lives. The previous single yellow lines were removed over 20 years ago to allow parking which would act as traffic calming and prevent speeding which had become a problem. The present parking arrangement with white dots was introduced in 2014, The dots were placed to take into account any protruding doorsteps etc to allow free passage of wheelchairs and 'buggies'. This arrangement has been most successful. There needs to be a full consultation with the residents of Newbiggen Street Particularly regarding where parking will be permitted for the many cars displaced if any changes are made. If parking is restricted or banned for aesthetic reasons the street will still be full of an ever increasing volume of cars and lorries travelling through it at ever increasing speed. This will do nothing to enhance the streetscape. Public Transport After Stansted Airport add 'railway and bus station'	Beyond the scope of the NP See responses elsewhere particularly R4 and R20 Noted

		In sentence 2 delete from 'but to a large extent' to 'at certain times of the day'. This is because not everyone has a car and the bus services especially the Number 6 is vital to these people. Some buses look empty because people get off at the church.	Noted
	R40	We would like to draw attention to the two extract below THAXTED PRIMARY SCHOOL A particular problem at Thaxted school however is with the delivery of children to and collection from the school ***'Cars cannot park outside the school gates and informal use is made currently of the coach park opposite'*** Primary school Expansion: Expansion of the existing school is supported so ,long as development can be achieved without damage to the character of the original Victorian buildings or the Conservation Area. Support will be given as soon as this practicable in order that no Thaxted child should be denied a place. '***Such support is however dependant upon the school being able to demonstrate that it has satisfactory arrangements in place for the delivery and collection of children to and from the school*** ' COACH PARK, BARDFIELD ROAD A piece of land fronting Bardfield Road an adjacent to Claypits Farm Buildings is owned by the Parish Council and is currently in use a coach park. ***'It is little used'*** however and discussion has taken place as to its future and particularly whether it could be incorporated into a redevelopment of Claypits Buildings. It would certainly help to address the access problem associate with the latter development. To remove the coach parking from Thaxted completely however, would be contrary to the tourism objectives of this Plan and it will be necessary in the event of any planned development to prove that parking for at least one coach can still be achieved either on the existing site or elsewhere in the village. Coach Park Site: ***Support would be given for limited infrastructure development on the Coach Park site provided that satisfactory arrangements can be made for continued coach parking. The site should however ideally be developed on a comprehensive basis with Claypit Buildings and could provide access to it***' The Parish Council has unanimously agreed to make the Coach Park available to the school more formally for school drop off and pickups. This is still not reflected or acknowledged in the Neighbourhood Plan. Do you agree that the Plan should be amended to acknowledge the school's use – accepting the car park may be reconfigured at some point to facilitate some infrastructure. If so, please sign the petition below (see appendix?)	
		RESPONSE FROM THAXTED NP The statement and policy relating to Thaxted Primary School was based on information provided by ECC and was specifically agreed with the headmistress and the Chairman of the Governors. It is quite normal and quite reasonable that any expansion is conditioned such that proper parking and or deliver/collection arrangements are in place. The wording with regard to the coach park was agreed with the Parish Council. The current planning permission for the coach park specifically prohibits parking by any other vehicles. That is not to say that it could not be changed by way of a Certificate of Lawful Development or a new planning permission but the reasons given for the prohibition are highways matters and the amenity of neighbouring occupiers. While those two issues have been highlighted by the planning authority it is not considered appropriate for the NP to specifically allocate the site for school parking purposes. The Parish Council as landowner has agreed to allow its site to be used for infrastructure provision associated with the development of the neighbouring Claypits site. This would provide a very much more satisfactory form of development overall and in relation to Policy HD8 allowance will be made for 'safeguarding' an appropriate corridor. What happens on the rest of the site is for the Parish Council as landowner and UDC as planning authority to decide at a future date. It is important that parking for one coach at least is preserved but other than this, future uses could include school related parking subject to planning issues and landowner aspirations. The text of the policy has been revised.	

Statutory Consultees

Table 2 – Statutory Consultee Responses at community consultation pre-submission stage reg 14

CONSULTEE	ID	CONSULTEE TYPE
Natural England	S1	Statutory
Environment Agency	S2	Statutory
Historic England	S3	Statutory
ECC	S4	Statutory
UDC	S5	Statutory
Savills/Countryside	S6	Statutory
Linden Homes	S7	Statutory

	ID N0	Statutory Consultee	comments
	S1	thaxtednp@outlook.com BY EMAIL ONLY Natural England Hornbeam House Crewe Business Park Electra Way Crewe Cheshire CW1 6GJ T 0300 060 3900 Dear Sir / Madam, Thaxted Neighbourhood Plan Pre-submission Consultation Thank you for your consultation on the above dated 12 January 2018 . Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made..	
	S1	Please be aware that Natural England is working alongside Uttlesford District Council and the National Trust in carrying out research into the visitor patterns and impacts to Hatfield Forest SSSI / NNR. This work will help to establish a "zone of influence" within which new housing will be expected to contribute towards mitigation for recreational impacts. Whilst this work is yet to report, we note that the Neighbourhood Plan proposes some housing developments which may fall within this zone of influence, and may be required to contribute mitigation towards these aims. This may take the form of a financial contribution. We will be working with the Council to ensure its Local Plan integrates these requirements, with which the Neighbourhood Plan will need to align. We refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan. For clarification of any points in this letter, please contact Kate Ginn on 07876034621. For any further consultations on your plan, please contact: consultations@naturalengland.org.uk. Yours faithfully, Kate Ginn Lead Adviser – West Anglia Team Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities Natural environment information sources	Thaxted is probably beyond the 'zone of influence' but if this is to be a district-wide policy then it is better left to the Local Plan.

	S1	The Magic1 website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones). Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available here2. Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found here3. Most of these will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites. National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found here4. There may also be a local landscape character assessment covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online. If your neighbourhood planning area is within or adjacent to a National Park or Area of Outstanding Natural Beauty (AONB), the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website. General mapped information on soil types and Agricultural Land Classification is available (under 'landscape') on the Magic5 website and also from the LandIS website6, which contains more information about obtaining soil data.	This is all noted and reference has been made to the various websites mentioned. There are no specific landscape classifications within Thaxted but policies are included which provide a high level of protection for both landscapes and wildlife habitats.
	S1	Natural environment issues to consider The National Planning Policy Framework7 sets out national planning policy on protecting and enhancing the natural environment. Planning Practice Guidance8 sets out supporting guidance. Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments. Landscape 1 http://magic.defra.gov.uk/ 2 http://www.nbn-nfbr.org.uk/nfbr.php 3http://webarchive.nationalarchives.gov.uk/20140711133551/http:/www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx 4 https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making 5 http://magic.defra.gov.uk/ 6 http://www.landis.org.uk/index.cfm 7 https://www.gov.uk/government/publications/national-planning-policy-framework--2 8 http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/ Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness. If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.	
	S1	Wildlife habitats Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed here9), such as Sites of Special Scientific Interest or Ancient woodland10. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for. Priority and protected species You'll also want to consider whether any proposals might affect priority species (listed here11) or protected species. To help you do this, Natural England has produced advice here12 to help understand the impact of particular developments on protected species. Best and Most Versatile Agricultural Land Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 112. For more information, see our publication Agricultural Land Classification: protecting the best and most versatile agricultural land13	See policies HD11-1; IFS4; LSC3; and LSC3.

	S1	Improving your natural environment Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include: □ Providing a new footpath through the new development to link into existing rights of way. □ Restoring a neglected hedgerow. □ Creating a new pond as an attractive feature on the site. □ Planting trees characteristic to the local area to make a positive contribution to the local landscape. □ Using native plants in landscaping schemes for better nectar and seed sources for bees and birds. □ Incorporating swift boxes or bat boxes into the design of new buildings. □ Think about how lighting can be best managed to encourage wildlife. □ Adding a green roof to new buildings. You may also want to consider enhancing your local area in other ways, for example by: c□ Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community. □ Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision. □ Identifying green areas of particular importance for special protection through Local Green Space designation (see Planning Practice Guidance on this 14). □ Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency). □ Planting additional street trees. □ Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links. □ Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).	See policies LSC1; LSC2; HC8; and IFS5.
	S2	Your ref: Neighbourhood Plan Date: 16 February 2018 Dear Sir/Madam THAXTED NEIGHBOURHOOD PLAN Thank you for your letter dated 12 January 2018 relating to the Thaxted Neighbourhood Plan. We have assessed the draft Neighbourhood plan as submitted and the below letter contains our response and information in relation to environmental issues that should be considered during the development of the Neighbourhood plan. Our principal aims are to protect and improve the environment, and to promote sustainable development, we: □ Act to reduce climate change and its consequences □ Protect and improve water, land and air □ Work with people and communities to create better places □ Work with businesses and other organisations to use resources wisely	

		You may find the following two documents useful. They explain our role in in the planning process in more detail and describe how we work with others; they provide: An overview of our role in development and when you should contact us. Initial advice on how to manage the environmental impact and opportunities of development. Signposting to further information which will help you with development. Links to the consents and permits you or developers may need from us. Building a better environment: Our role in development and how we can help: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289894/LIT_2745_c8ed3d.pdf Environmental Quality in Spatial Planning http://www.englishheritage.org.uk/publications/environmental-quality-in-spatial-planningsupplementary-files/	
	S2	Flood Risk All future development proposals within the Fluvial Flood Zone of the River Chelmer (which includes Flood Zones 2 and 3,as defined by us) shown on the Policies Map, or elsewhere involving sites of 1ha or more, must be accompanied by a Flood Risk Assessment (FRA). Sequential Testing The Neighbourhood Plan should apply the sequential test and use a risk based approach to the location of development. The plan should be supported by a Strategic Flood risk Assessment (SFRA) and should use the NPPF Planning Practice Guidance (PPG). The PPG advises how planning can take account of the risks associated with flooding and coastal change in plan-making and the planning application process. The following advice could be considered when compiling the Neighbourhood Plan to ensure potential development is sequentially sited or if at flood risk it is designed to be safe and sustainable into the future. Sequential Approach The sequential approach should be applied within specific sites in order to direct development to the areas of lowest flood risk. If it isn't possible to locate all of the development in Flood Zone 1, then the most vulnerable elements of the development should be located in the lowest risk parts of the site. If the whole site is at high risk (Flood Zone 3), an FRA should assess the flood characteristics across the site and direct development towards those areas where the risk is lowest.	
	S2	Finished Floor Levels We strongly advise that proposals for "more vulnerable" development should include floor levels set no lower than 300 millimetres above the level of any flooding that would occur in a 1% (1 in 100) / 0.5% (1 in 200) Annual Exceedence Probability (AEP) flood event (including allowances for climate change). We are likely to raise an objection where this is not achieved in line with Paragraphs 060 of the NPPF's Planning Practice Guidance which advises that there should be no internal flooding in more vulnerable developments from a design flood. We recommend "less vulnerable" development also meet this requirement to minimise disruption and costs in a flood event. If this is not achievable then it is recommended that a place of refuge is provided above the 0.1% AEP flood level. Safe Access During a flood, the journey to safe, dry areas completely outside the 1% (1 in 100) / 0.5% (1 in 200) AEP flood event, including allowances for climate change, should not involve crossing areas of potentially fast flowing water. Those venturing out on foot in areas where flooding exceeds 100 millimetres or so would be at risk from a wide range of hazards, including, for example; unmarked drops, or access chambers where the cover has been swept away. Safe access and egress routes should be assessed in accordance with the guidance document 'FD2320 (Flood Risk Assessment Guidance for New Developments)'. We would recommend that you refer your SFRA which has produced hazard maps following a breach/overtopping of the defences? Flood Resilience / Resistance Measures To minimise the disruption and cost implications of a flood event we encourage development to incorporate flood resilience/resistance measures up to the extreme 0.1% AEP climate change flood level. Information on preparing property for flooding can be found in the documents 'Improving the Flood performance of new buildings' and 'Prepare your property for flooding'. Betterment Every effort should be made by development to improve the flood risk to the local area, especially if there are known flooding issues. Opportunities should also be taken to provide environmental enhancements as part of the design, for example naturalising any rivers on the site with a buffer zone on both sides. Increases in Built Footprint When developing in areas at risk of flooding consideration should be given to preventing the loss of floodplain storage. Any increase in built footprint within the 1% AEP, including allowances for climate change, flood extent will need to be directly compensated for to prevent a loss of floodplain storage. If there are no available areas for compensation above the design flood level and compensation will not be possible then a calculation of the offsite flood risk impacts will need to be undertaken. If this shows significant offsite impacts then no increases in built footprint will be allowed. Further guidance on the provision of compensatory flood storage is provided in section A3.3.10 of the CIRIA document C624.	

	S2	Climate Change Our guidance 'Flood risk assessments: climate change allowances' should be used to inform the spatial distribution of growth and the requirements of Flood Risk Assessments (FRA) for individual applications. The National Planning Practice Guidance provides advice on what is considered to be the lifetime of the development in the context of flood risk and coastal change. The 'Flood risk assessments: climate change allowances' guidance provides allowances for future sea level rise, wave height and wind speed to help planners, developers and their advisors to understand likely impact of climate change on coastal flood risk. It also provides peak river flow and peak rainfall intensity allowances to help planners understand likely impact of climate change on river and surface water flood risk. For some development types and locations, it is important to assess a range of risk using more than one allowance. Please refer to this guidance. https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances. This advice updates previous climate change allowances to support NPPF and may result in flood extents being greater than they have been in the past. This does not mean our flood map for planning has changed, as these maps do not consider climate change, but fluvial flood maps that may have been produced as part of SFRAs and other flood risk studies may be out of date. FRAs submitted in support of new development will need to consider the latest climate change allowances. Environmental Permit for Flood Risk Activities An environmental permit for flood risk activities may be required for work in, under, over or within 8 metres (m) from a fluvial main river and from any flood defence structure or culvert or 16m from a tidal main river and from any flood defence structure or culvert. Application forms and further information can be found at: https://www.gov.uk/guidance/flood-risk-activities-environmental-permits. Anyone carrying out these activities without a permit where one is required, is breaking the law. The Local Plan should consider this when allocating development sites adjacent to a 'main river'. A permit may be required and restrictions imposed upon the work as a result in order to ensure the development does not have a detrimental impact upon the environment and flood risk.	All above noted. A new policy in relation to flooding has been included including a requirement for flood risk assessments
	S2	Foul Water Drainage The Neighbourhood Plan draft does not indicate how many new dwellings are proposed, therefore we are not able to advise specifically on waste drainage. However, the LPA need to be aware that the sewage system at Thaxted is served by the water recycling centre at Great Easton. Great Easton is very close to its permit limit in terms of discharge flows, and not much additional development will be needed to push it into a breach of permit. This would prevent a risk to the local environment and compliance with the Water Framework Directive. Uttlesford District Council are currently having a Water Cycle Study prepared, and the findings of this will need to be taken note of in planning housing for Thaxted. If upgrades to Great Easton WRC are needed, the time needed to implement this is potentially 5 to 10 years and development may need to be phased to take this into account. Natural Capital Studies have shown that natural capital assets such as green corridors and green amenity spaces are important in climate change adaptation, flood risk management, increasing biodiversity and for human health and well-being. An overarching strategic framework should be followed to ensure that existing amenities are retained and enhanced. We are pleased to see policy LSC34 looks to support planning applications involving wildlife and landscape features that show the area to be sustained long term. Development management will guide the provision of green infrastructure which should be delivered in a collaborative approach between developers, councilors and the local community. SuDS are often part of building green infrastructure into design, for more information please visit http://www.susdrain.org/delivering-suds/using-suds/background/sustainabledrainage.html	All noted. Similarly, this matter has been dealt with by way of a new policy
	S2	Waste Future development must take into consideration the Waste (England and Wales) Regulations 2011. Compliance with Article 4, the Waste Hierarchy, is a legal obligation. Any site waste strategy should include aspirations for zero waste to landfill, the need for waste prevention, and recycling targets including 'on-the-move' recycling facilities. Any strategy should show that all possible measures will be taken to reduce construction and demolition waste produced during the course of construction, and how this will be achieved, such as preventing the over-ordering of materials, reducing damage to materials before use by careful handling and segregating waste on site into separate skips. Your plan should consider if there are opportunities for increasing reuse and recycling facilities and for decreasing incidents of fly tipping.	Noted but this will be a District -wide issue for the local plan
	S2	Please note that the view expressed in this letter by the Environment Agency is a response to the proposed Neighbourhood Development Plan only and does not represent our final view in relation to any future planning or permit applications that may come forward. We reserve the right to change our position in relation to any such application. Please contact me on the details below should you have any questions or would wish to contact any of our specialist advisors. Please continue to keep us advised on the progress of the plan. We trust this advice is helpful.	

		Yours faithfully Miss Natalie Kermath Planning Advisor Direct dial 02077141064 Direct e-mail natalie.kermath@environment-agency.gov.uk		
	S3 S3 S3 S3	Sir/Madam Thaxted NP Steering Group Direct Dial: 01223 582746 Thaxted Neighbourhood Plan Steering Group Community Information Centre Our ref: PL00283145 7 Town Street Thaxted Essex CM6 2LD 20 February 2018 Dear Sir/Madam Thaxted NP Steering Group Neighbourhood Plan for Thaxted Thank you for consulting Historic England about your Neighbourhood Plan. As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. We are therefore pleased to have the opportunity to comment on your neighbourhood plan at this stage. Your Neighbourhood Plan Area encompasses the Thaxted Conservation Area and includes a number of designated heritage assets including one Scheduled Monument and 215 listed buildings, of which 20 are of very high significance and listed Grade I or II*. Thaxted is also renowned for the remarkable preservation and quality of its historic core, with many outstanding buildings contributing significantly to its character and appearance. It is important that, as a minimum, the strategy you put together for this area safeguards those elements which contribute to the significance of those assets. This will ensure that they can be enjoyed by future generations of the area and make sure it is in line with national planning policy. We are therefore pleased to note the inclusion of reference to the historic character and heritage assets of Thaxted throughout your draft plan, but particularly Section 4, as well as a focus on the design of new developments in both Section 4 and Section 6. The government's National Planning Practice Guidance is clear that, where relevant, Neighbourhood Plans need to include enough information about local heritage to guide local authority planning decisions and to put broader strategic heritage policies from the local authority's local plan into action but at a neighbourhood scale. If appropriate this should include enough information about local non-designated heritage assets, including sites of archaeological interest, locally listed buildings, or identified areas of historic landscape character. Again, we are pleased to note the attention to detail with regard to these factors in your plan, in particular the inclusion of policies regarding street furniture and shopfronts in the historic core of the town We recommend that the wording of Policy HC3 is altered slightly to the following: "…development that is harmful to heritage assets [….] shall be refused, unless that harm can be clearly and convincingly justified". This addition will bring the policy into line with that found in the National Planning Policy Framework, paragraph 132. We welcome the proposal to instigate Article 4 Directions, as set out in Policy HC1. We recommend that a full photographic audit of the area to be covered by the direction be undertaken at the point of inception. This can then be used to aid the proper enforcement of the Article 4, which is the key element of whether they are successful in practice. The conservation officer at Uttlesford will be the best placed person to assist you in the development of the Plan with respect to the historic environment and can help you to consider and clearly articulate how a strategy can address the area's heritage assets. Although the neighbourhood area does contain a high number of designated heritage assets, at this point, given the relatively advanced stage your plan is at, we don't consider there is a need for Historic England to be involved in the detailed development of the strategy for your area, but we offer some further general advice and guidance below. If you have not already done so, we would recommend that you speak to the staff at Essex County Council who look after the Historic Environment Record and give advice on archaeological matters. They should be able to provide details of not only any designated heritage assets but also non designated locally-important buildings, archaeological remains and landscapes. Some Historic Environment Records may be available to view on-line via the Heritage Gateway (www.heritagegateway.org.uk <http://www.heritagegateway.org.uk>). It may also be useful to involve local voluntary groups such as the local Civic Society, local history groups, building preservation trusts, etc. in the production of your Neighbourhood Plan, particularly in the early evidence gathering stages.	Noted but in the context of the development proposed by this plan there should be no justification for causing harm to heritage assets A Conservation Area appraisal has already been undertaken There is nothing of this sort in Thaxted but advice has been provided by several local historians	

	S3	You can also use the neighbourhood plan process to identify any potential Assets of Community Value in the neighbourhood area. Assets of Community Value (ACV) can include things like local public houses, community facilities such as libraries, places of worship, and museums, or green open spaces. Often these can be important elements of the local historic environment, and whether or not they are protected in other ways, designating them as an ACV can offer an additional level of control to the community with regard to how they are conserved. There is useful information on this process on Locality's website here: <http://mycommunity.org.uk/take-action/land-and-buildingassets/assets-of-community-value-right-to-bid/> .	An application for ACV status has been made in respect of the Land East of the Mead	
	S3	Communities that have a neighbourhood plan in force are entitled to claim 25% of Community Infrastructure Levy (CIL) funds raised from development in their area. The Localism Act 2011 allows this CIL money to be used for the maintenance and on-going costs associated with a range of heritage assets including, for example, transport infrastructure such as historic bridges, green and social infrastructure such as historic parks and gardens, civic spaces, and public places. As a Qualifying Body, your neighbourhood forum can either have access to this money or influence how it is spent through the neighbourhood plan process. Historic England recommends that the community therefore identifies the ways in which CIL can be used to facilitate the conservation of the historic environment, heritage assets and their setting, and sets this out in the neighbourhood plan. More information and guidance on this is available from Locality, here: <https://mycommunity.org.uk/resources/community-infrastructurelevy-neighbourhood-planning-toolkit/>	Uttlesford is not a CIL district	
	S3	Further information and guidance on how heritage can best be incorporated into Neighbourhood Plans has been produced by Historic England, including on evidence gathering, design advice and policy writing. This webpage contains links to a number of other documents which your forum might find useful in helping to identify what it is about your area which makes it distinctive, and how you might go about ensuring that the character of the area is protected or improved through appropriate policy wording and a robust evidence base. The guidance document available to download also provides useful links to exemplar neighbourhood plans that may provide you with inspiration for your own. This can be found here: <http://www.historicengland.org.uk/advice/planning/plan-making/improve-yourneighbourhood/>	Noted and seen	
	S3	The following general guidance also published by Historic England may also be useful to the plan forum in preparing the neighbourhood plan, or considering how best to develop a strategy for the conservation and management of heritage assets in the area. It may also be useful to provide links to some of these documents in the plan: HE Advice Note 2 - making changes to heritage assets: <https://historicengland.org.uk/images-books/publications/making-changes-heritageassets-advice-note-2/> HE Good Practice Advice in Planning 3 - the setting of heritage assets: <https://content.historicengland.org.uk/images-books/publications/gpa3-setting-ofheritage-assets/gpa3.pdf/> HE Advice Note 3 - site allocations in local plans: <https://historicengland.org.uk/images-books/publications/historic-environment-andsite-allocations-in-local-plans> We recommend the inclusion of a glossary containing relevant terminology contained in the NPPF, in addition to details about the additional legislative and policy protections that heritage assets enjoy. Finally, we should like to stress that this advice is based on the information provided by the steering group in your correspondence of 12 January 2018. To avoid any doubt, this does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed neighbourhood plan, where we consider these would have an adverse effect on the historic environment. If you have any queries about this matter or would like to discuss anything further, please do not hesitate to contact me. Yours sincerely, Edward James Historic Places Advisor, East of England Edward.James@HistoricEngland.org.uk	Noted Noted Noted	
ECC	S4	Dear Thaxted Neighbourhood Plan Steering Group Re: Thaxted Neighbourhood Plan		

	S4	Thank you for your email enclosing the letter dated 12th January 2018. Essex County Council (ECC) welcome the opportunity to express comments on Neighbourhood Plans and other planning policy documents and frameworks that will impact the future spatial development and distribution throughout the County. ECC appreciate that the Thaxted Neighbourhood Plan is currently engaging in a formal consultation stage as required by Government regulations (see Regulation 14 of the Neighbourhood Planning (General) Regulations (as amended). The plan has now reached Pre Submission stage. It is also acknowledged that the plan has been developed by the Steering Group following extensive discussion with the local community to establish what is important to Thaxted residents and also on detailed analysis by independent consultants. This letter outlines ECC's views on the Pre Submission Neighbourhood Plan; the comments are expressed in terms of thematic matters. In the general response information is referred to, and where appropriate is outlined in appendices 1 – 4. If further clarification is required to assist the Steering Group in developing the plan ECC officers will provide assistance. **ECC Thematic Matter Comments on the Thaxted Neighbourhood Plan** **Minerals and Waste Planning** Paragraph 1.1.2 – ECC acknowledges that paragraph 1.1.2 recognises that local planning is the 'third tier' of planning in England. It should be clear that the Neighbourhood Plan forms part of the Development Plan, alongside the Uttlesford Local Plan, Essex Minerals Local Plan 2014 and the Essex and Southend-on-Sea Waste Local Plan 2017. It should be in conformity with both the Minerals and Waste Plans. In addition, the National Planning Policy for Waste (NPPW) sits alongside the NPPF and is relevant to the neighbourhood planning area. ECC recommends that paragraph 1.1.2 be amended as follows: Additional wording could be inserted between "…the country as a whole" and "At district level…" "*The second planning tier is that of the County. With Thaxted being situated within the county of Essex, it is subject to the policy provisions of the Essex Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017).*"	Wording has been amended accordingly Inserted
	S4	Policy LSC2 – Development beyond the Development Limits – It is recommended that the policy be amended to improve clarity and understanding in terms of the policies applicable from an overarching Development Plan perspective. The Pre Submission Neighbourhood Plan policy states "…where development does not conflict with other policies within this Neighbourhood Plan or the Uttlesford Local Plan", it should state "…where development does not conflict with other policies within the <u>Development Plan"</u> . Policy TLE4 – Redundant Farm Buildings - It is not considered appropriate or justified to limit the conversion of redundant farm buildings to alternative B1 uses only. Paragraph 28 of the National Planning Policy Framework (NPPF) states the need to "support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and welldesigned new buildings", whilst the NPPW states that when identifying suitable sites and areas for new waste facilities, "give priority to the re-use of previously-developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages". To be compliant with national policy, a neighbourhood plan policy should not restrict the employment use that is appropriate on the site; the policy should ensure that the employment use, whatever it may be, is appropriate in the context of the site.	amended Amended
	S4	<u>The Role of the Essex Minerals Local Plan 2014 and the Essex and Southend-onSea Waste Local Plan in relation to the Thaxted</u> <u>Neighbourhood Area/Plan</u> - The Neighbourhood Plan must not include any policies which relate to 'excluded development' as so defined in Section 61K of the Town and Country Planning Act 1990. Such 'excluded development' includes mineral extraction and waste disposal, which are considered to be 'county matters'. In this regard, the emerging Thaxted Neighbourhood Plan is compliant. Such plans should however include context on such matters, as relevant to the area. The Waste and Mineral Plans are part of the Development Plan in Essex. Therefore, in addition to the need for future proposed development to be in accordance with the Neighbourhood Plan and the Uttlesford Local Plan, it is necessary to include reference to the Essex and Southend-on-Sea Waste Local Plan and the Essex Mineral Local Plan. Text is suggested above as a means for the emerging Local Plan to recognise this requirement. It is recommended that the Steering Group review Appendices 1 - 3 which provide relevant waste and minerals policies that may be relevant to the Neighbourhood Plan. **Strategic Environmental Assessment** – It is important to note that the independent examiner will want to be satisfied that the Neighbourhood Plan is compatible with European Union obligations (including under the Strategic Environmental Assessment Directive)	Noted Reviewed. NP has no implications for waste or minerals

		ECC notes that the Neighbourhood Plan does not appear to be accompanied by a Strategic Environmental Assessment (SEA) Screening Report. An SEA Screening Report is an assessment of whether or not the Neighbourhood Plan requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/ EC and associated Environmental Assessment of Plans and Programmes Regulations. The Thaxted Neighbourhood Plan may influence frameworks for future development, or become used ancillary to those plans and programmes that do set such a framework, and as such it can be determined that the Neighbourhood Plan should be screened for the necessary application of the SEA Directive.	Screening has taken place
	S4	**Ecology –** Designated Sites – ECC notes that section 5.5 of the Neighbourhood Plan should recognise that some habitats have been designated as Local Wildlife Sites and Special Roadside Verges. Furthermore there is a Site of Special Scientific Interest approximately 140 metres from the parish boundary (West Wood SSSI). Designated sites should be considered hierarchically- i.e. SSSI's are nationally designated statutory sites and therefore of higher importance than Local Wildlife Sites and Special Roadside Verges, which are designated locally and are nonstatutory. To assist the Steering Group please review the SSSI Impact Risk Zones, which can by accessing the following link – http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx. Ancient woodland is also a Priority habitat and can also be viewed on the Magic map, utilising the web link above. Ancient woodlands should be identified as they are recognised as irreplaceable habitats in Paragraph 118 of the NPPF. Policy LSC 4 – Wildlife Habitats – ECC recommends that policy LSC 4 should consider the following impacts – - Impacts to biodiversity features should also be identified and assessed (bullet point 1). - Bullet point 2: the design should also aim to minimise impacts ,	Will check but NP doesn't impact Noted and agreed
	S4	**Historic Environment** – ECC considers that overall the Pre Submission neighbourhood Plan covers the majority of the heritage elements within the historic town in a well presented and detailed manner. The one area that the document fails to cover appropriately is that of the below ground archaeology. It would be worth adding a section on the importance of the below ground archaeology both within the historic core as well as the surrounding countryside. This should refer to the data held on the Historic Environment Record at Chelmsford and there should be specific reference to the Thaxted Historic Town report 1999 which provides details of the archaeological deposits present within the town. **Environment – Climate Change** – ECC recognises that Neighbourhood planning provides an opportunity for communities to consider and plan for their long-term resilience and climate change. It is recommended that the Steering Group considers the information presented within the Low Carbon Neighbourhood Planning guidebook produced by the Centre for Sustainable Energy which provides guidance to help communities on how to integrate climate change, fuel poverty and environmental sustainability objectives into neighbourhood plans. This information may be accessed from the following link - https://www.cse.org.uk/news/view/2079. **Alterations and Extensions to Existing Builds –** ECC recommends the Neighbourhood Plan includes reference to the Uttlesford District Council Supplementary Planning Document (SPD) on home extensions. This represents an example of best practice in using the planning system to reduce carbon dioxide emissions from existing buildings. This should also be referenced under Policy LSC2 Development beyond the development limits (page 32) under Chapter 5 Landscape and the Countryside regarding small scale developments of alternations to, extensions of or replacing to similar size of existing builds.	Noted Noted but not within scope of NP as drafted Would just reproduce what already exists - - - - do- - -
	S4	**Green Infrastructure –** ECC notes that there is no dedicated chapter to Green Infrastructure, it is positive that its importance is recognised through protecting, enhancing and creating new green spaces. Green Infrastructure is a network of multi-functional high quality green spaces and other environmental features, (such as footpaths, street trees) which together delivers multiple environmental, social and economic benefits. Through contributing to the quality and distinctiveness of the local environment, providing opportunities for physical activity, improving health and wellbeing and generally adding to quality of life. Therefore, planning for green spaces needs to be considered as an integral part of the wider planning for the area. ECC recommends the Neighbourhood Planning: Local Green Spaces by My Community as a useful guide to how Neighbourhood Plans can address green spaces and Green Infrastructure. https://mycommunity.org.uk/wpcontent/uploads/2017/02/NP_Green-Space_0217.pdf . Although the Plan has separate policies that refer to Green Infrastructure such as the Wildlife Policy LSC4 (page 33) and Green Spaces Policy HC8 (Page 27), the latter relating to Conservation Area and already designated Green Spaces only, there is an opportunity to	Development proposals are of a scale that are unlikely to warrant consideration of any significant green infrastructure Wording has been inserted to cover Thatcher,s Grange

	S4	have a policy encompassing the Green Infrastructure as a whole. To specify unprotected areas that is valued by the community and wishes to protect. The Neighbourhood Plan has already identified Green Infrastructure of value through the community surveys. The Neighbourhood Plan can also identify Green Infrastructure deficiencies, which may be address through planning, such as connectivity to existing and new green spaces and types of green facilities in need (i.e. playground, Sustainable Urban Drainage), as well as the provision of new open space as part of the new development. Policy H8: Local Green Spaces on page 27 could include after …purely garden nature… or proposals that enhance the role and function of an identified Local Green Space, Such as SuDs/ rainwater garden. This will provide opportunity to improve and enhance existing green spaces. It also gives scope for any developments to contribute to improvements to a green space based on community need. <u>Connectivity and Green Corridors</u> - ECC considers that it is positive the Neighbourhood plan recognises the need to connect developments with local facilities through existing and creation of new footpaths and cycleways (6.7.1 page 41, Policy HD11-2 page 51 and 8.4.6 and Policy IFS4 page 69). It is appreciated that the Definitive Byways, Bridleways, Footpaths, Public Rights of Way, Cycleways, hedgerows, street trees and the river valley act as a green link for biodiversity, and to existing and new green spaces. ECC welcome planning the Green Infrastructure network in the same way as planning for other networks and facilities ensuring the environment is safeguarded and enhanced and meet the needs of a wide range of people, both now and in the future. It's important to ensure that new developments do not fragment the existing green spaces and footpaths, but instead improve on these and add critical links for a better joined up network.	Inserted
	S4	ECC recommends referencing the Accessible Natural Greenspace Standard (ANGSt) recommends that everyone, wherever they live, should have an accessible natural green space – http://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx ECC recommends strengthening the wording of Policy IFS4: Footpaths on page 69 by amending it to state the following: *New developments should integrate with the current green infrastructure network, seeking to improve the connectivity between wildlife areas and green spaces through measures such as improving and extending the existing footpath and cycle path network, allowing greater access to housing and retail facilities, green spaces and the countryside.* Design – ECC notes that the neighbourhood plan Policies H8: Local Green Spaces (page 27), HD2: Scale and Location of New Development (page 40) refer to all development proposals should conserve and enhance important open spaces. However there is no recommendation for new developments to create new open spaces and this is considered a missed opportunity. It is recommended that the Neighbourhood Plan identify opportunities for new green open spaces, including the creation of green corridors through all new developments (including commercial developments). Furthermore ECC recommends that consideration be given to seeking to encourage good design through the use of green infrastructure (such as bio solar or green roofs), where appropriate to ensure that new development reflects and complements the character of the area.	Not really relevant in the context of the scale of developments proposed Inserted Developments proposed are not of a scale to warrant it. Not appropriate in the context of the Thaxted vernacular.. Would conflict with Design policies
	S4	**<u>Flooding</u>** – ECC recommends that there is a separate section on flooding. Within the section it is recommended it is consistent with the ECC Guidance on surface water drainage (the Essex SuDS Design Guide) (see Appendix 4 to this response) and reference is made to the Essex County Council Flood Investigation report on Thaxted, which highlights that many areas are at risk of surface water flooding.. Furthermore consideration should be given to ensuring the Environment Agency is consulted to discuss fluvial flooding. Flood risk may also be linked into the sustainable development and green space policies. ECC notes that a couple of sites allocated do seem to be at risk of surface water flooding including the Brethren Meeting Hall and allotment gardens. All sites should be checked in terms of flood risk. If all these sites are taken forward it must be confirmed that there are policies that ensure development is sequentially located out of flood risk areas from all forms of flooding and a drainage strategy that is in line with national and local guidance including the Essex SuDS Design Guide is implemented on all the developments.	. Wording added in relation to Brethren Meeting Hall

	S4	**Economic** – ECC welcomes policy HC5 entitled – Retention of Shop Fronts set out in the Neighbourhood Plan, as it seeks to retain retail uses and limit the amount of retail to residential conversations, to preserve the character and appearance of the Conservation Area. ECC also considers that this will assist in maintaining the economic vitality and vibrancy of the community. ECC considers that policy TLE3 entitled Employment is unclear as it sets out restrictions on small scale employment but fails to define the types of employment that are deemed appropriate within Thaxted. ECC recommends that consideration be given to the advice and guidance provided by ECC as Highways Authority to determine whether changes in employment use would generate additional HGV movements that would impact residential amenity and other impacts .	There aren't really any specific types of employment Wording inserted
	S4	**Education** – ECC recommends that the Education section of the Neighbourhood Plan outlined in section 8.2.1 be redrafted to focus on current primary school capacity and the very limited expansion potential on Thaxted Primary School's current site. The Plan may wish to explore potential longer term solutions. Section 8.2.2 should note that the relevant Priority Admissions Area secondary school for Thaxted is Helena Romanes. The school is in excess of three miles from the town and, thereby, tax payer funded school transport has to be provided. To assist in redrafting these sections it is recommended that the Steering Group review the Essex County Council Commissioning School Places 2017 – 2022 document (available from the website), which provide – - Information on the current organisation of school places, and the existing capacities and number of pupils attending those schools; - Forecasts of future pupil numbers; and - Other contextual data. **THAXTED NP RESPONSE: The Steering Group met with the Education Department at ECC and the policies proposed were based on those discussions. Updated school places data was then provided by the school and incorporated into revised text. ECC's advice was that there were no plans for a new school. It is noted that Helena Romanes is the only secondary option**	Noted
	S4	**Infrastructure** - A number schemes are proposed within the Neighbourhood Plan but is not clear how funding for these will be obtained. ECC notes that the Neighbourhood Plan is proposing predominately infill housing. It is unlikely that this type of development will fully fund infrastrucutre through Section 106 arrangements. A Community Infrastructure Levy (CIL) mechanism requiring a contribution from each new house built to fund the infrastructure may be more appropriate and the Parish Council may wish to approach Uttlesford District Council to discuss the feasibility of this approach. **Highways and Transportation** - The B184 is designated a Priority 1 County Route (PR1) and its function is to provide for the safe and effective movement of large volumes of goods and people, accessing centres of economic importance and the trunk road network in support of economic growth. It provides a north south route through district that is not necessarily catered for by other local roads or the M11 and A120. While the highway authority recognises the desire to reduce the impact of traffic on the historic town (Thaxted), the route must be seen in context of the wider district and county. The policy on weight restriction through the town would have to be subject to a study of patterns of travel and origin and destination of HGVs and the identification of where else they could be accommodated on the highway network. The results of this would have to be considered before any decision could be made. The parish council would have to work in consultation with ECC on this scheme. Throughout the Neighbourhood Plan reference is given to parking restrictions including the removing of parking. Consideration should then be given to the possible increase in speeds and the provision of parking elsewhere. The parish council should work in consultation with the North Essex Parking Partnership on any parking restrictions. It is important to note that any proposals to change speed limits should conform to ECC Policy and be taken forward through the Local Highways Panel. While there an obvious desire to reduce the impact of traffic on the town centre no reference is made to providing facilities for cyclists. Short local trips could be made by bike and also facilitate tourists cycling to the town. While the desire to reduce street clutter is noted the sensitively placed, well designed cycle parking should be considered in the town centre, at key locations and within the car parks. In addition cycle access to new dwellings should be considered in the planning process.	For Uttlesford/ Not the NP Noted Noted Noted Not appropriate in Conservation Area
	S4	It is important to note that in highways terms all the proposed development sites must demonstrate safe and suitable access onto the highway for all users and if necessary a transport statement or assessment, to demonstrate the impact on the local network .	

	S4	**Public Transportation** – It is recommended that further consideration is given to the approach that it is taken with regards to public transportation within the Neighbourhood Plan. In reviewing the approach consideration should be given to the towns' main source of industry 'tourism'. The Steering Group should be mindful of the following statistics related to public transportation. It is important to note that the Great Dunmow Bus service links Thaxted to Saffron Walden and Stansted Airport. It operates at an approximately hourly frequency to both destinations from circa 0645 until 2000hrs towards Stansted, returning 0730 through until 2100 with buses to Saffron Walden from 0755 until 2125, returning 0620 until 1920hrs. In addition to this there are school buses available to transport students to both the Joyce Franklin Academy and Saffron Walden County High School. The Steering Group should also note that bus data shows that circa 71,000 bus trips are made to or from Thaxted per annum. Some of these comprise school children, however it is not an insignificant level of bus use. It is also important to note that there is a Demand Responsive Transport facility available until circa 2000hrs Monday to Saturday, facilitating all manner of 'ad-hoc journeys' within a wide zone stretching from Rayne to Radwinter and including the outskirts of Saffron Walden and Great Dunmow, which is bookable on the day and does not have the perceived failing highlighted by the plan of only serving 'fixed destinations'. The Neighbourhood Plan also recommends that the existing coach park (in Bardfield Road), which is 'poorly used' should be put forward for possible housing development. The Steering Group my want to consider utilising this land as a possible coach park to support local tourism market. ECC will provide clarification on any matter raised in this letter. Furthermore ECC hopes that the comments are viewed in a constructive manner to assist in developing the Neighbourhood Plan to adoption. Yours sincerely Zhanine Smith Principal Spatial Planner zhanine.smith@essex.gov.uk	Noted Noted Noted Noted. But is of little relevance to planning policy Yes. Policy provides for the retention of coach parking
UDC	S5 S5	Thaxted Neighbourhood Plan Community Information Centre 7 Town Street Thaxted Essex CM6 2LD 27 February 2018 Please ask for Demetria Macdonald on 01799 510518 email: dmacdonald @uttlesford.gov.uk Dear Sir/Madam, Re: Thaxted Neighbourhood Development Plan Regulation 14 Consultation Thank you for consulting Uttlesford District Council on Thaxted's pre-submission Neighbourhood Plan Draft 11. We welcome the opportunity to comment on the draft Neighbourhood Plan. We have now had the opportunity to review the Draft Plan and can now provide the following officer response. Introduction We note that the draft Neighbourhood Plan has been amended to reflect some of the comments previously provided by the District Council. However, some of the points made in relation to previous drafts still stand. This response to the Neighbourhood Plan does address, in places, some individual policies and projects. However, the District Council considers that there are a series of additional steps required which may involve amending the Neighbourhood Plan. It is recommended that these tasks are undertaken prior to a more detailed response being made to the Plan and individual policies within it. General Points The following observations are made: ? Page numbers should be shown for each Chapter (on page 3) and also for each Policy on the Policy List (on page 4). This would help easier navigation and reference to the document. ? All plans and maps should include a north point, scale and, where appropriate, a legend. All should include a clear caption, with 'Map 1' etc. appearing at the start of the caption. This will make the document easier and clearer for all to use and reference at a later date.	Page numbering will be included when the draft is finalised. Maps similarly will be tidied up and Uttlesford's G.I.S mapping officer will be asked to assist

	S5	2 The source of the map, if extracted from another document, as well as the relevant OS license or similar should also be included, preferably below the map. The proportions of maps inserted into the Neighbourhood Plan should be reviewed. Maps 2, and 5, for example, appear to be stretched. Comments made above in regard to captions equally apply to all tables and charts included within the Neighbourhood Plan. The bar chart on page 40 includes a Figure number for example, but the table in the preceding section (on page 42) does not. The Neighbourhood Plan should be consistent, clear and unambiguous. If the Neighbourhood Plan is successfully 'made' it will form part of the suite of planning policies used by Uttlesford District Council to determine planning applications. To avoid any confusion, policy numbers should avoid replicating those within the current and emerging Local Plan, and any other Neighbourhood Plans within Uttlesford. We recommend prefacing every policy in the neighbourhood plan with the letters 'TX'. Neighbourhood Plan 'Policy HD5' for example would then read 'Policy TX HD5'. All paragraphs should be checked for numbering: there are instances, in section 4.7 for example, where paragraph numbering is missing. The Parish should be confident that policies in the Neighbourhood Plan are not interpreted as being either too restrictive or onerous. Good advice on drafting planning policies can be found via the Locality / My Community Neighbourhood Planning website.See:https://mycommunity.org.uk/resources/writing-planning-policies	Again tidying up will be undertaken at final draft stage and 'TX' designation will be used as suggested.
	S5	Strategic Environmental Assessment (SEA) The plan is being screened for SEA/HRA and the statutory consultees are currently being consulted. The SEA/HRA Screening Report concludes that the Neighbourhood Plan as currently drafted is not likely to have significant effects but UDC still needs to take account of any views from the statutory consultees. Should the outcome of the screening determine that SEA is required then the District Council is happy to provide further assistance.	Noted. A formal request for a screening determination was submitted in December 2017
	S5	Heritage and Conservation The Neighbourhood Plan correctly notes that there are currently no Article 4 directions in force in Thaxted. It is noted in the Neighbourhood Plan that an application will be made to the District Council for various Article 4 Directions to be made in Thaxted. The District Council is happy to consider whether an Article 4 Direction should be made, and whether the evidence can support this. We would be happy to discuss this with you further, including the timeframes associated with making such a Direction.	
	S5	3 Until such time as an Article 4 Direction is made, if indeed one is made, the Parish should delete Policy HC1 and include the Exclusion of Permitted Development Rights in the supporting text. Policies HC2 and HC4 need to be reviewed and rephrased after deletion of Policy HC. As presently worded, these policies would only apply once the Article 4 Direction has been put in place. It is perhaps what happens before this that the Parish are more concerned about. It is suggested that the policies draw out the key features and characteristics of the area, as established in the Design Statement and other supporting evidence documents, and use these to encourage applicants for development to respond in a positive manner.	Reviewed and amendments made as necessary
	S5	Policy HC5 Policy HC5 is unclear and should be reviewed. Is the intent of the policy that all existing shopfronts should remain as they currently are, even if another business takes over a particular premise? Or does it mean that retail units should not be lost to other non-retail uses?	Wording amended accordingly.
	S5	Policy HC6 Policy should be reviewed because it is very restrictive. For example, it would not allow for the change of use from A3 to A1. It would also restrict A2 and A4 uses, as well as civic and community uses, which could help support and sustain the future of the village centre overtime.	- - - ditto - - -
	S5	Green Space Designations The Heritage and Conservation chapter of the Neighbourhood Plan includes, in Map 4 and Policy HC8, a series of designated Local Green Spaces. The District Council suggests that Policy HC8 be expanded to be clear which green spaces are designated: naming these and providing a more detailed plan on an appropriately scaled OS map base that will provide greater clarity.	Uttlesford's G.I.S mapping officer has been asked to assist

		The Parish should also review the proposed designations against criteria in the NPPF and provide, either as an appendix to the Neighbourhood Plan or a supporting document, the rationale for designating these. The NPPF notes, at paragraph 77, that Local Green Space designation should only be used: where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to the local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land.	Noted but regard has been had to para 77
	S5	4 Landscape and the Countryside Policies LSC1, 2 and 3 cover similar issues and could more simply and effectively be combined into one policy. These policies (LSC2 in particular) introduce terms such as 'small scale' and 'exceptional' which would benefit from appearing in a glossary and crossreferencing with similar terminology in the Local Plan to avoid any confusion. Equally, Policy LSC5 should be combined with these policies.	1 and 2 have been merged. 3 is a distinct policy
	S5	Policy LSC4 includes a requirement for planning application material to be submitted in particular circumstances. This should be reviewed against the District Councils existing validation requirements to avoid duplication and carefully consider the addition of any further burdens that are expected of applicants. A more proactive and positive phrasing may be more appropriate.	Noted but the requirements are not considered unreasonable
	S5	Housing Allocations The Neighbourhood Plan includes a series of suggested site allocations, drawing upon Uttlesford District Council's SHLAA and, as outlined in paragraph 6.8.5, additional sites which have been identified in the village.	
	S5	For a site to be allocated in the Neighbourhood Plan it must meet the criteria set out in the NPPF and supporting guidance prepared for Neighbourhood Planning in regard to site identification and assessment. See the toolkit available via the Locality / My Community Neighbourhood Planning website for example: https://mycommunity.org.uk/resources/site-assessment-for-neighbourhood-plans/ Where sites are allocated in a Neighbourhood Plan, they should be supported proportionate by evidence that demonstrates the site is: Suitable, e.g.: a site is suitable if there are no insurmountable physical or environmental factors that would restrict development. Available, e.g.: there is evidence that a landowner or develop is willing to sell or develop the site at a known point in the future, and within the Plan period. Achievable, e.g.: there is evidence that development of the site is economically viable. The Neighbourhood Plan appears to be relying on the Council's Strategic Land Availability Assessment (SLAA) for this evidence.	Discussions have been held with the landowners in all cases and it is only in those cases where we are satisfied that development is suitable, available and achievable that allocations have been made.
	S5	Officers are concerned that the comments in the Conclusion column of the table at 6.8.4 are not entirely based on Uttlesford's analysis as stated in 6.8.4. In particular there are differences in respect of 14Tha15, 15Tha15, 17Tha15. It should be noted that the Call for Sites form for 20Tha15 proposed the site for a Gypsy and Traveller Pitch. It is appreciated that the Neighbourhood Plan can place a different weight on suitability issues but this needs to be clearly explained. It is suggested that the table is amended by accurately reflecting UDC's suitability assessment and adding a further column setting out the Neighbourhood Plan's assessment based on and referencing the evidence (e.g. your landscape and heritage documents, the Bioblitz on Chalky Meadow). This might be more appropriate as an appendix to the Plan. The UDC sites assessments for each site could form an evidence base document. The Council is updating its SLAA and the NP Group should work with the Council to ensure it is referring to the most up to date SLAA Version.	. The table is now presented as an appendix and includes NPSG's own assessment for each site whilst displaying the whole of the Uttlesford assessment for each
	S5	5 The Rescu Site (Policy HD7) was not submitted through the call for sites process and therefore does not form part of the SLAA. The Neighbourhood Plan will need to demonstrate that it is suitable, available and achievable. It is suggested that a Site Assessment is completed for this site to match the exiting assessments. Information can be sourced from the planning applications for the site or contact the policy team if further information is required. The Council will need to be assured that the allocated sites do meet all of the criteria outlined above. The Parish may wish to review site specific policies such that they establish the broad type, quantum and scale of development that would be considered appropriate. The Parish may also wish to consider inclusion of diagrams that illustrate important design considerations for the sites. This would be particularly useful for adjoining sites, such that they can be developed at different times but without development on one site precluding	Considerable discussion has taken place with the applicant and UDC officers and it is considered to be suitable,available and achievable Layouts and specific design/density requirements are

		development of the other. Such an approach would be helpful in regard to site allocations HD5 and HD8.	really beyond the scope of the Plan
	S5	In relation to the Development Opportunity Sites, these sites were not brought forward through the District Council's Call for Sites and have not therefore been assessed through the SLAA. It is suggested that the plan includes an introductory paragraph explaining how these sites have been identified i.e. was an assessment of all Parish Council land undertaken, was all underused land within development limits identified and surveyed? Similar to the allocated sites these development opportunity sites should be supported by a site assessment showing their suitability, achievability and availability and where there are constraints or uncertainties but concluding the opportunities the sites offer. An introductory paragraph could explain that these sites have not been allocated because there are uncertainties over their deliverability.	Site assessments have now been incliuded Noted
		The site allocations are closely linked with policies at the start of this chapter. HD2 for example establishes a threshold development size of fifteen units. The District Council needs to see evidence that supports establishment of such a threshold. Policy HD4 makes reference to affordable housing for people with a strong Thaxted connection. The Neighbourhood Plan needs to define what is meant by this.	Noted
		This chapter of the Neighbourhood Plan also includes, at Policy HD1, a presumption in favour of Sustainable Development. If such a policy is to be included in the Plan it is suggested that it is included before all other policies, and is the hook from which all other policies and projects hang. The emerging Uttlesford Local Plan (see Regulation 18 Version) includes a similar policy (SP1). The Parish may wish to review the wording of their policy such that it more closely aligns with the emerging Local Plan.	It is at the start of the housing development chapter which would appear to be the logical chapter within which it should sit
	S5	Infrastructure Through the review of the Local Plan the District Council is in the process of liaising with the full range of infrastructure service providers and preparing an associated Infrastructure Delivery Plan that will establish the future infrastructure requirements for the District associated with the level of growth being planned for. This information will also inform the District Council's Whole Plan Viability Assessment and Community Infrastructure Levy. We encourage the Parish to review the information emerging through that process and to note the different roles and responsibilities that the service providers have. Following the additional studies suggested (as outlined in the Next Steps section below), the District Council would be happy to work with you to help refine this section.	It is understood that Uttlesford have prepared a flood risk assessment and this is to be referred to in relation for applications for development
	S5	6 Next Steps The District Council recommends that key steps outlined in this response are undertaken, after which a further review of the Neighbourhood Plan should be commenced, including consideration of Policy wording and phrasing. The council will be very happy to assist in this process. To confirm, the key next steps are: □ Depending on outcome of Screening Outcome (Screening being currently undertaken by the Council on your behalf) should an SEA be required the Council will be happy to assist and also ensure that that the SEA outcome are used to inform any necessary amendments to the Plan. □ To outline the rationale for the Local Green Space designations, referring to the criteria outlined within the NPPF. □ To assess the allocated development sites in relation to their suitability, availability and achievability. The District Council is happy to meet to discuss further, including the appropriateness of an Article 4 Direction. Once these documents have been prepared, and the implications of these considered, the District Council is happy to provide further commentary and suggested rephrasing of Policies. Yours Sincerely Demetria Macdonald Planning Policy Officer	This information is available and will be published on the website
	S6	Representations to the Thaxted Neighbourhood Plan, Issue Draft 11: 28/12/17 Savills On behalf of Countryside Properties On behalf of Countryside Properties (UK) Ltd, Savills (UK) Ltd has been instructed to prepare a response to the Thaxted Neighbourhood Plan Issue Draft 11: 28/12/2017. Countryside is promoting Land to the south of Sampford Road (see attached Site Location Plan) through the emerging Uttlesford Local Plan. The site is not identified as a potential allocation in the Regulation 18 Local Plan. However, Uttlesford have failed to identify	

		sufficient sites to make a sound plan and consequently must look to identify additional available and deliverable sites. Land to the south of Sampford Road is an available, sustainable and deliverable site. With care and consideration, this site can help to support the existing community of Thaxted, and help to meet local and District market and affordable housing needs. These representations consequently seek to provide comment on future growth and policy intentions for the area. The representations are set out under relevant subheadings with reference to particular paragraphs and policies of the Neighbourhood Plan. Section 1.1 We welcome the preparation of the Neighbourhood Plan in tandem with the emerging Uttlesford Local Plan. The new Local Plan will replace the adopted Local Plan 2005, which along with its evidence base, is out of date. In support of the emerging Local Plan, Uttlesford is updating its evidence base. It is important that the Neighbourhood Plan considers the findings of these reports when considering future growth. Section 1.2 It appears evident that a key reason for the preparation of the Neighbourhood Plan is to constrain, or even prevent, future development at Thaxted. In our view, the Plan is reactive rather than proactive, and fails to fully consider the needs of future generations and make a positive contribution towards sustainable development.	
	S6	It is important that the Plan acknowledges that not all development is 'inappropriate'. Paragraph 1.2.1 refers to recent development* at Stamford Road and Weadow Road as being inappropriate. Both sites have planning permission, granted by Uttlesford District and a Planning Inspector respectively, and thus the conclusion should be drawn that both sites are sustainable and appropriate in the context of the planning system. Completed properties in the new developments are nearly all occupied which suggests that there is and continues to be a requirement for new homes in Thaxted. There is both a national and local housing crisis, and the requirement to significantly boost the supply of housing is advocated in national policy. The Neighbourhood Plan should acknowledge additional housing is needed, and work with landowners and developers to identify suitable sites so that well thought-out proposals which can ensure community needs are delivered. In order to improve community facilities for both existing and future generations, it should be recognised that new strategic development can help meet and provide for community needs (we discuss this in further detail below).	*we do not recognise these names What is appropriate for Thaxted is explained in considerable detail.
	S6	Sections 1.3 and 1.4 At paragraph 1.3.1 it is noted that in addition to community consultation, the Neighbourhood Plan is supported by a very considerable amount of research and evidence. At times, we question the interpretation of this evidence (see our response to Chapter 5) and also its reliability (see our response to the Housing Needs Survey). In considering development opportunities in the town, it is important that a holistic approach is taken and the beneficial attributes of new development are considered, in addition to any adverse impacts. As noted throughout the National Planning Policy Framework, the purpose of the planning system is to contribute towards sustainable development of which there are three dimensions: economic, social and environmental. As noted at paragraph 8 of the Framework, these roles should not be undertaken in isolation but should be sought jointly and simultaneously. Section 2.3 At paragraph 2.3.2 of the Neighbourhood Plan, it is stated that large-scale housing development would have "disastrous consequences" for the setting of the village and the setting of both the Conservation Area and key heritage assets. It goes on to state that the village is under pressure from developers proposing inappropriate schemes which would bring no benefits. It confirms that the Neighbourhood Plan has to prevent this type of development. We strongly object to this statement. Appropriate large-scale, or strategic, housing development can bring significant benefits to a village such as Thaxted. Importantly, strategic development can provide the means to invest in existing infrastructure, which small-scale development simply cannot provide. Furthermore, strategic housing developments generally provide more affordable homes than smaller developments, something for which this Plan fails to provide for (see our response to Section 6.7 on affordable housing).	
	S6	Chapter 4: Heritage and Conservation Whilst we recognise and support the need to protect Thaxted's historic core and assets, we strongly disagree with the assertion that all new housing development on the periphery of the town will have a damaging impact on their setting. It is arguable that most sensitive edge of the town is that to the south-west. Here the Conservation Area directly abuts the open countryside, whilst the Grade I listed Church of St John the Baptist and John Webb's Windmill are prominent. It is recognised that	Thaxted has seen no benefit from the large scale housing schemes it has already had. They have simply put pressure on existing infrastructure

		development in this location could have a significant impact on the historic setting of the town.	
	S6	However, the same conclusions cannot be drawn for the north-eastern periphery. The town has predominantly expanded in a north-easterly direction away from its historic core. As noted within the Grover Lewis Report prepared in support of the Neighbourhood Plan, other than the views of the church, there is no intervisibility between the Conservation Area and the open countryside to the north of the town. This suggests that providing the long distance views of the church are recognised, development to the north of the town will not impact upon the historic setting of Thaxted. Any planning application made on land south of Sampford Road will carefully consider the long distance views of the church. It is important to note that whilst the previous application on this site was refused as a result of the negative impact upon the setting of the church, the Illustrative Masterplan submitted in support of this scheme did not make any provision for these views. It is considered that careful design and landscaping of a revised proposal could ensure views of the church when approaching the village along Sampford Road are retained.	The framing of the long distance views within their traditional rural setting are of greater importance than the preservation of a narrow viewing corridor (see various supporting documents)
	S6	Policy HC3 – Heritage and Development Whilst we acknowledge that the impact new development could have on Thaxted's historic setting is an important material consideration in any planning application, it is important that this impact is weighed against the public benefits of the proposal in accordance with paragraphs 132, 133 and 134 of the NPPF. This policy should therefore be amended to read as follows: Development within the parish will have regard to the setting and significance of heritage assets and the character and appearance of the village. Development that is harmful to the heritage assets themselves or their setting and significance or to the character of the Conservation Area and its surroundings shall be refused unless the public benefits outweigh the harm or loss.	Impact on heritage has been very carefully considered based on analysis by specialist studies .
	S6	Chapter 5: Landscape and Countryside It is important to note that the landscape which surrounds Thaxted is not protected or valued landscape by virtue of paragraph 109 of the NPPF. As noted in paragraph 113 of the NPPF, any harm to the character and appearance of an area must be afforded limited weight in the overall planning balance as protection must be commensurate with the status of the site and surrounding area. Liz Lake Landscape Report and Policies LSC1 and LSC2 The Landscape Report provides a landscape sensitivity and capacity appraisal of the landscape surrounding Thaxted. This report identifies 16 parcels of land around Thaxted for assessment and draws the following conclusions: □ 11 sectors have a 'low capacity for change' □ 2 sectors have a 'low to medium capacity for change' □ 3 sectors have a 'medium capacity for change'	This matter was debated in the Walden Road appeal where the inspector found that the landscape quality of Thaxted outweighed any development benefit.
	S6	Policy LSC 1 states that development will not be permitted where the capacity of a parcel is identified as having a low or medium to low capacity for change. This policy therefore dictates that development can only come forward in three sectors, however, all three of these sectors are unsuitable for residential development. Sectors 5 and 13 are occupied in large part by existing community facilities, whilst Sector 12 is identified as a potential primary school site and cannot come forward for development unless an alternative site is found for the school. The implementation of Policy LSC1 would thus effectively rule-out any development around Thaxted, solely on landscape grounds. This is contrary to national planning policy which requires decision-makers to take a balanced approach to decision-making and apply the presumption in favour of sustainable development. We consider that it is also unreasonable to refer to the conclusions of a document which is subjective, and has not been subject to any consultation.	This study underlines the importance of the landscape that surrounds the village. The opportunities for development that have been identified are within the existing built envelope.
		Policy LSC2 is effectively the same as Policy LSC1, in that it seeks restrict most forms of development in the village. Such policies restricting growth will result in a failure of the Neighbourhood Plan to meet the needs of the community not just for future generations, but for the existing population. As noted above, Uttlesford is in the midst of a housing crisis and new houses are desperately needed to meet the needs of the community. Turning to the assessment of sector 11, which includes land to the south of Sampford Road, the Landscape Report suggests a number of mitigation measures to reduce the development impact on the landscape. These include the protection of remaining key views to the church and the incorporation of green infrastructure. Countryside takes a landscape-led approach to design and would work to achieve these within their layout.	Again, key views include landscape framing

	S6	Chapter 6: Housing and Design The consensus from the Government is that Britain needs to build more houses, and this is reflected in the NPPF which requires local authorities 'to boost significantly the supply of housing'. The latest report produced in support of the emerging Local Plan suggests there is a need for 14,100 new homes in Uttlesford, although it is arguable that this should be higher. In Uttlesford, house prices are 12.3 times the average salary and it is thus considered one of the most unaffordable Districts in the country. It is therefore imperative that sufficient new homes are built in sustainable locations to try to meet the housing needs of existing and future generations, and to prevent a further escalation in house prices, locking out the young and less well-off. In light of this, we are concerned that the Housing Needs Survey prepared in support of the Neighbourhood Plan does not capture the true extent of housing need in Thaxted and we are thus of the view that it cannot be relied upon as a firm basis for the Plan. The findings are based on survey results, within Thaxted, to which there was only an 18% response – in other words, 82% of people consulted did not express a view. Such a level of response leaves open the distinct possibility that the true level of need within Thaxted has not been properly appreciated or provided for, and fails to provide for those that might wish to move to Thaxted from elsewhere. As noted in the study by Shelter1, "the majority of people (69%) are positive or neutral on homes being built in their local area, indicating a large 'silent majority' who are not opposed to local housebuilding", with local survey results often being skewed by the tendency for "the level of active opposition runs at more than double the rate of active support (10% compared to 4%)" (Summary, p6). In short, we consider that the evidential basis for the level of housing growth provide for in the Plan is inadequate and provides an inaccurate view of the true need.	Increased house building will only increase prices because of the pressure placed on the skilled labour market in the construction sector. Uttlesford are proposing more suitable locations within the District for new housing. The response rate to the questionnaire survey was in fact 26% of households - 342 out of a total,distribution of 1300
	S6	Paragraph 6.1.2 This paragraph is considered misleading. It notes that nearly 200 new homes have been constructed over the last five years. The Uttlesford Regulation 18 Local Plan notes 169 have been constructed. With the exception of Great Chesterford, Thaxted has seen the least development of all the key settlements in Uttlesford. Paragraph 6.2.3 This paragraph sets out the conclusions of the Parish Survey (September 2013) on the type of housing people in Thaxted would like to see. This includes bungalows, a wide mix of housing, affordable housing, good quality accommodation for single people, improved infrastructure and good design. It is highly unlikely that the above needs can be met through the small-scale housing allocations proposed in the Neighbourhood Plan. Larger-scale development is required to fund upgrades to infrastructure and ensure a wide mix of homes including bungalows and affordable housing	Given the very small scale overall housing need identified by the RCCE housing needs survey it is thought that this provision (which includes houses currently under development) can be met within the proposed provision.
	S6	28th February 2018 CAPL402358/A3/JD/RM Page 5 On land to the south of Sampford Road, Countryside can provide a mix of all of the above to meet the housing needs of local people. Policy HD1 – The Presumption in favour of Sustainable Development Whilst we welcome the requirement for proposals to be considered in the context of the presumption in favour of sustainable development, it is important that a holistic approach is taken to sustainable development. We therefore suggest that the policy is amended as follows, in line with national planning policy: The Neighbourhood Plan will take a positive approach to new development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Proposals will be required to demonstrate that they contribute towards the economic, social and environmental needs of Thaxted. Policy HD2 – Scale and Location of New Development Whilst the Neighbourhood Plan references 'insensitive' development on Sampford Road, this is a reference to the visual and character impact of the development, which has been delivered and has helped meet demand for new homes. As we have discussed above in these representations, the Neighbourhood Plan's suggestion that "virtually no new development" can take place around Thaxted without resulting in 'serious harm' to historic views, the Conservation Area or the landscape itself is a narrow-disciplined misinterpretation of the evidence that fails to take into account other aspects of sustainable development.	Sustainability has to be assessed within a local context. Given the circumstances of Thaxted it may be more difficult to ensure that development is truly sustainable than in other parts of the country.

	S6	In terms of Policy HD2, the draft Policy is unclear and would provide decision-makers with little guidance on its intended application – e.g. the requirement to "respect visual sensitivity" in HD2-1. Further, we consider that the artificial limitation of residential proposals to no more than 15 dwellings (irrespective of the site, surroundings, layout or proposed mix of dwellings) is not supported by the evidence base – the requirement that any larger development demonstrate 'no harm' to the character of the village or surrounding landscape again provides little guidance on its intended application – i.e. there is no assistance to a decision-maker as to how to assess whether there will be any 'harm'. Moreover, it essentially precludes any development on greenfield sites as these are by definition 'harmful' to landscape character, and further it prevents the balancing of any harm that would arise with any beneficial impacts of development, thus rendering the policy contrary to national planning policy guidance. Whilst the basic aspirations of Policy HD2 are recognised and supported, we are of the view that the Policy needs reconsideration in its entirety. Policy HD3 – Local Housing Needs Policy HD3 is extremely vague and unclear in its requirement that housing developments "must primarily meet the existing and future needs of the village". There is very little evidence to suggest what the 'existing and future' needs might be – the housing needs survey conveys an idea of the current expressed need for smaller homes (noting our comments above on the survey), which is loosely corroborated by an unevidenced and unquantified statement from a single estate agents. It is also not clear that the two tally as the estate agents comments could easily be interpreted as referring to a strong demand for three-bedroom homes, and a moderate demand for both two and four-bedroom homes; this would run contrary to a policy requirement for at least 50% one and two bedroom homes. In short, we are of the view that if there is to be a policy on housing mix, this should be supported by a far stronger and more consistent evidence base that also considers the potential needs of those moving to Thaxted, not just incumbent residents.	Considerable assistance is available from all of the professional studies that have been undertaken
	S6	Page 6 Section 6.7 – Affordable/Special Needs Housing Paragraph 6.7.1 recognises the need for additional affordable housing needs in the village. However, as national policy stipulates that developments of 10 or less are exempt from affordable housing requirements, the Neighbourhood Plan allows for very few affordable homes to come forward. Claypits Farm is the only site allocated in the Neighbourhood Plan which exceeds 10 units. In accordance with current and expected Local Plan policy, 40% of the units on this site should be affordable. A scheme of 15 units would therefore provide 6 units. However, as acknowledged in the Call for Sites response, this is a brownfield site and the costs associated with the cost of clearance and removal of existing buildings and mitigating the impact on the adjacent listed buildings and conservation area will likely mean that this site is unable to deliver many, if any, affordable homes. It is anticipated that up to 104 new dwellings could be delivered on land to the south of Sampford Road. Thus the site has the potential to deliver up to 42 affordable units which would go some way to meeting Thaxted's affordable housing needs. Section 6.8 – Housing Site Allocations and Development Opportunities Paragraph 6.8.1 notes that development shall generally be contained within the development limits as shown in the 2005 Local Plan. The Neighbourhood Plan is being prepared in tandem with the emerging Local Plan, which will replace the 2005 Local Plan upon adoption. Consequently, references to the adopted Local Plan within Neighbourhood Plan policies will render them out of date and reference should instead be made to policies in from the emerging Local Plan. Chapter 8 Infrastructure The Neighbourhood Plan notes that ECC Education have confirmed that there will not be a new primary school at Thaxted, but we understand that this should instead be conveyed as ECC Education having confirmed that there are no current plans for a new school. The Plan continues to explain that this is on the basis that a "very large number of houses" would have to be allocated to Thaxted to deliver the necessary funding for a new school, something that is "thought (and hoped)" to be unlikely. However, the Plan does not quantify what might be considered a 'very large number', nor does it consider what the options might be if a lesser number of homes were proposed and funding for a replacement	Demand for affordable homes as identified by the housing needs survey was for nothing like 42 units. The current adopted Local Plan is the 2005 Plan and that is what we must have regard to at present. Emerging draft UDC documents for the new plan have however been taken into account and are generally aligned with the draft NP

	S6	school delivered through other means, e.g. redevelopment of the current site, use of existing financial contributions and contributions from elsewhere, etc. Instead the Plan proposes a very restrictive Policy IFS1 that will effectively prevent any new residential development from coming forward until ECC Education have put in place expansion plans for the school (it being predicted that the existing school will soon reach capacity). Policy IFS1 also seeks to prevent development until sufficient places are demonstrated to be available at Thaxted Primary School, on the basis that a high proportion of survey respondents said it was important for children from Thaxted to be educated in Thaxted. Such a matter is not a planning matter other than the ensuring that there is sufficient education capacity, and presupposes that all (new) parents will exercise parental education choices in line with the majority of survey respondents; we thus consider the policy to be excessively over-restrictive. We trust that you find these representations of assistance in your further development of the Neighbourhood Plan. Countryside would welcome the opportunity to brief you on their proposals for the site to the south of Sampford Road. Should this be of interest, please let us know. Yours faithfully, Jonathan Dixon BA (Hons) MA MRTPI FRSA Associate Director Enc. cc: Countryside Properties	EEC have confirmed that there is no intention to build a new school and no funding available for it. The existing site is too small for any significant expansion and is constrained by its inclusion in the Conservation Area
	S7 S7	27th February 2018 SUBJECT TO CONTRACT, WITHOUT PREJUDICE Linden Homes Dear Sir / Madam Re: Thaxted Neighbourhood Plan Thank you for providing the opportunity to comment on the emerging Thaxted Neighbourhood Plan. Linden Homes is currently building the site at Meadow Gardens, off Wedow Road, which has sold very well and is nearing completion, making a significant contribution to the village and the community as a whole. We are in the process of acquiring the adjacent land, detailed on the attached map at Appendix 1. This additional site represents a very sensible extension to the village that is contained within the landscape and has not been adequately assessed by the local authority in the SHLAA process. The previous assessment takes into account the lower field to the southwest, which is heavily constrained. The site in question is free from planning constraints and creates a definitive edge to the settlement in this location. With the recent permissions being built out on this side of the village, this field is the only one left undeveloped and as such, the only potential amenity impact would be on the properties built in the last 5 years. Uttlesford Local Plan Whilst the Neighbourhood Plan must be in conformity with the local authority's Local Plan, there are serious concerns about the deliverability of the most recent local plan consultation document and its associated strategy. It places a huge degree of reliance on the contribution that Garden Communities can make over the plan period and in its current state, it is considered to be unjustified and unsound. The deliverability of concentrating this number of dwellings in such a small number of locations will be the subject of intense scrutiny and challenge as the Plan moves through the Local Plan process. The practicalities of delivery and the infrastructure and timeframe that each settlement requires, in combination with their complicated delivery structure will result in further deliverability issues. The Government's recent consultation on standardised figures for housing need1, increases the local authority figures from 606 to 740 dwellings per annum. This only intensifies the non-delivery issue further and improves the prognosis of sites adjoining sustainable settlements. 1 Planning for the Right Homes in the Right Places: https://www.gov.uk/government/consultations/planning-for-theright-homes-in-the-right-places-consultation-proposals Thaxted Neighbourhood Plan The inclusion of sites for residential development in the Neighbourhood Plan is supported, however, the quantity of development is not considered to be sufficient to meet the level of need arising in the village.	

	S7	Proportionately Uttlesford as a district is predicted to grow by between 40 to 50% over the next 20 years (depending on the use of either the SHMA or Government standardised housing figures). Thaxted has approximately 1200 properties and taking the total capacity of sites in the Neighbourhood Plan (30 dwellings) this gives approximately 2-3% growth. In comparison with the district wide figures and the need for settlements to grow in a sustainable manner, this cannot be viewed as appropriate. Even with the modest amount of properties in the plan there are questions about the deliverability of the sites identified. Whilst we would prefer not to comment individually on other the sites proposed, it is clear that some have significant heritage constraints and unfavorable planning histories and some contain uses which have not got a strategy for relocation or even confirmation that they wish to vacate their premises, therefore many of the sites cannot be considered deliverable. Land off Wedow Road Whilst the Neighbourhood Plan site assessment follows the Government's good practice guidance by starting with the local authorities SHLAA assessment. For most of the sites in the SHLAA the LPA didn't conclude a score in relation to the "suitability" criterion. More work and a more refined site selection process is needed just justify the inclusion and exclusion of sites in the plan as it is difficult to see how the Parish Council have come to its conclusions especially in relation to deliverability.	
	S7	In relation to Site 09 Tha 15, like many of the discounted sites, it is not justified to simply conclude that the site is "Unsuitable for development as would not contribute to sustainable development". This is a subjective statement without any degree of qualification. Regardless, the site needs to be reassessed with the new boundary as detailed in Appendix 1 so that the Phase II scheme can be tested individually.	
	S7	Landscape Character Assessment. The site is located in the landscape character area known as Thaxted Farmland Plateau. The landscape appraisal acknowledges the modern development adjacent to the site as it was updated recently, however, there is a clear distinction between the site and the land beyond it. It is our view that Parcel LPCA 11 should be split as the southern-most extent (the site in question) extends a long way toward the village and clearly has a different feel. This last field is clearly well contained with strong defensible boundaries and surrounded on two side by modern development. It is significantly different to the fields further northeast, which are much more open and contribute more widely to the landscape in this area. Since development of the adjacent schemes (including the Meadow Gardens) the context of the land has changed significantly.	
	S7	Conclusion In summary, we consider that the additional site off Wedow Road could help meet housing need for the village of Thaxted in the short to med ium term. It would make a significant contribution to housing targets and the local need arising from the village. The site is deliverable and doesn't require the relocation of any existing uses. This site is a sustainable extension to the village, given its proximity to the approved Phase 1 site at Meadow Gardens. Its inclusion would represent a sensible more permanent settlement boundary in this location, adjoining recently added development and minimising impact on heritage assets and the existing population. The physical boundaries provide a well contained site based on sensible planning judgement. Yours sincerely, David Hill Strategic Land and Planning Manager Linden	
		RESPONSE TO THE ABOVE(LINDEN HOMES) BY THE THAXTED NEIGHBOURHOOD PLAN Development of this site (or at least a part of it) was rejected by UDC as a part of the SHLAA process on the grounds that it would be environmentally unsustainable. This view is supported by the work undertaken on the Neighbourhood Plan. Development would have a seriously detrimental effect on the tranquil surroundings of Copthall Lane and given the gradient of the site development would be particularly prominent. The 2009 adopted Historic Settlement Character Assessment for Thaxted says that development "would result in unacceptable changes and the destruction of a narrow country lane and a small scale linear agricultural landscape" There is also serious concern over access. Wedow Road is already beyond reasonable capacity putting excessive strain on the junction between the Tanyard and Town Street. Further development would only add to the problem at this pinch-point, Access on to Copthall Lane itself would be wholly unacceptable on environmental grounds.	

		Whilst the Neighbourhood Plan is only planning for some 30 new houses nearly 200 new houses have already been developed or are currently being developed representing a significant contribution to housing need during the Local Plan period, seriously stretching the capacity of local infrastructure.	

APPENDIX 1

THAXTED NEIGHBOURHOOD PLAN

Community Information Centre
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Thaxted
Essex
CM6 2LD

Tel: 01371 8319562
Email:thaxtednp@outlook .com
Website: www.thaxtednp.com

8TH January 2018

Dear Parishioners of Thaxted,
After two years of preparation we have a final draft (No 11) of the Thaxted Neighbourhood Plan. It is based on extensive discussion with the local community to establish what is important to Thaxted residents, in addition to detailed analysis by independent consultants on topics such as landscape, heritage and housing need. We have already sought your views through a questionnaire and public exhibitions, but now is **your chance** to make any further comments before the Plan goes for examination.

You can read the draft Plan, and all of the supporting documents on our website www.thaxtednp.com or, you can call in at the CIC to view a hard copy. It is also possible to purchase a copy of the Draft NP at a cost of £15 plus £1 p&p, orders can be placed with the Parish Clerk. Hard copy of the supporting documents are also available for inspection at the CIC by appointment only.

Any comments should be e-mailed to thaxtednp@outlook.com or by hard copy sent to the Community Information Centre. A comments box is included within this pamphlet for your convenience, please ensure you quote the page number and paragraph number(s) you are referring to. All comments need to be received by Wednesday February 28th 2018.

Yours faithfully
Thaxted Neighbourhood Plan Steering Group

APPENDIX 2

THAXTED NEIGHBOURHOOD PLAN

Community Centre
7 Town Street
Thaxted
Essex CM6 2LD

Tel: 01371 831952
Email: thaxtednp@outlook.com
Website: www.thaxtednp.com

8th January 2018

COMMUNITY CONSULTATION

Dear Sir/Madam

We write to notify you that the Thaxted Neighbourhood Plan Draft has, from 8th January 2018, reached pre-submission stage. This is a formal consultation stage required by Government regulations (see Regulation 14 of the Neighbourhood Planning (General) Regulations (as amended). It is based on extensive discussion with the local community to establish what is important to Thaxted residents and also on detailed analysis by independent consultants on topics such as landscape, heritage and housing need. We have already sought views through a community questionnaire and public exhibitions, but we now invite comments before the plan goes for examination.

You can read the draft Plan and all of the supporting documents on our website www.thaxtednp.com or you can call in at the Community Information Centre to view a hard copy. Supporting documents are also available to view on the website or alternatively can be inspected by appointment at the CIC.

Any comments should be e-mailed to thaxtednp@outlook.com or by hard copy sent to the Community Information Centre. There is no set format but it would be helpful if you could quote the paragraph number(s) you are referring to. All comments need to be received by 28th February 2018.

Next Stage:

Following the pre-submission consultation which ends 28th February 2018 we will prepare the Neighbourhood Plan for submission to Uttlesford District Council (UDC). UDC will publish the documents for a six week publication period and then appoint an examiner to independently examine the Neighbourhood Plan

Yours faithfully

Thaxted Neighbourhood Plan Steering Group.

Personal information provided within this document is for the sole use of 'The Thaxted Neighbourhood Plan'. Processing may be necessary for the performance of a task carried out in the public interest and will be retained for no longer than is considered necessary to 'The Thaxted Neighbourhood Plan Steering Group'

APPENDIX 3

CONSULTEE NAMES AND CONTACT DETAILS

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Bolford St Hall	Parish council	12.01.18
Pharmacy	mail@thaxtedpharmacy.co.uk	12.01.18
SITE	GREEN SPACES	email
Churchyard of the church of St John the Baptist	Vicar	12.01.18
Adjacent Memorial Garden	Parish Council	12.01.18
Graveyard and graveyard extension	Vicar	12.01.,18
Graveyard of URC	Richard Freeman	12.01.18
Margaret St Garden	Parish Council	12.01.18
Conservation Garden/Margaret St	Alison Howells/PC	12.01.18
Clarance House garden(Private)	O'Donnels	12.01.18
Brooklyns garden (private)	Philip Brock	12.01.18
Walnut Tree Meadow and land adjacent to Copthall Lane	Parish Council and Owner	12.01.18