

## Appendix F

Respondent ID	Response type	Organisation	Rep. number	Page number	Comment	Section	Document	Response
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.01	Page 8	The HGSV is prescriptive in its guidance on densities (Page 8, Para 4) in seeking densities to be higher around local centres and fragmented on the edges. We agree that higher densities can be accommodated around local high streets, allowing for delivery of a range of uses and encouraging footfall. However, decreasing densities towards the edges of development are usually utilised to mark a transition into the countryside, providing a looser grain as would have been experienced in the historic evolution of a settlement. <b>As the Garden Communities directly adjoin the existing urban area, decreasing density towards all edges may not always be appropriate, particularly where those edges join the existing urban area. In these circumstances, higher densities continuing the urban form would provide better legibility in the transition from the existing urban area into the Garden Town.</b>	Placemaking and homes	Spatial Vision	Remove fragment on edges. In case of adjoining settlements densities should reflect adjoining developments.
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.02	Page 11	The HGSV seeks to require the use of 'leading and innovative architects and designers' (Page 11, Para 3) to ensure design quality. <b>It is therefore implied that the best design will only be achieved through the selection of specific architects/designers.</b> The NPPF (2018) (Paras 124-132) sets out how the Government considers well designed places can be facilitated. This includes the use of local consultation, pre-application front loading of discussions with the Local Authority and use of design review panels. <b>Paragraph 3 would therefore represent an overly onerous requirement for future developers within the Garden Town.</b>	Placemaking and homes	Spatial Vision	No change.
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.03	Page 21	The HGSV (Page 21, Para 2) seeks development to provide for a genuine mix of home types and tenures within the Garden Town. This mix will be partly aided by the delivery of development from a range of developers across the 4no. communities. However, <b>in determining the appropriate housing mix and tenures regard needs to be had to local needs in order to ensure that appropriate housing is being delivered to truly meet existing and future demand in accordance with Paragraph 11 of the NPPF 2018.</b>	Placemaking and homes	Spatial Vision	SHMA takes account of local need therefore no need to reference local need.

HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.04		Development across the Garden Town will be delivered by a number of different developers, not all of which will be providing Local Centres as part of their development. The NPPF (Para 68) and the Letwin Review (June 2018) seek to establish ways encourage the rapid delivery of new housing to meet growing needs. A key priority for Government is to speed up delivery of housing within the UK. Requiring Local Centres to be brought <b>forward early, ahead of other housing development, would stifle the ability of developers to deliver housing particularly where the Local Centre development is outside of their control.</b> Further, Local Centres will be distributed throughout the Garden Town. <b>It may therefore not be appropriate in terms of construction logistics to deliver these areas ahead of surrounding residential development.</b> These Local Centres are also unlikely to be successful where there is no residential footfall to support shops and services.	Placemaking and homes	Spatial Vision	Infrastructure needed first, including green infrastructure, drainage, to support incoming communities. Add more detail to A8 regarding drainage. B6 covers this query regarding local centres.
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.05		The HGSV supports the provision of wide pavements, planting and street furniture on residential roads. This is likely to increase road widths and would be best suited to the main routes through the site. Surrounding smaller residential streets could benefit from a more intimate character with narrower road widths to delineate their position within the road hierarchy and aid way finding. <b>We therefore consider that this should be reflected in the wording of the HGSV.</b>	Sustainable movement	Spatial Vision	No change required as B3 covers this.

HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.06	Page 14	The HGSV seeks the provision of allotments within the Garden City , with all homes required to have access to an allotment within 800m (para 6). <b>It is not clear from the document whether this means that all homes are required to have an allotment or whether a small number of allotments would serve a larger number of homes.</b> This notwithstanding, <b>there is no similar requirement within the Harlow Local Plan (existing or draft Local Plan) for the provision of allotments. This requirement would therefore be more onerous than the Development Plan</b> and is likely to have a significant impact upon the overall quantum of development which can be delivered on each site. Paragraph 35 of the NPPF (2018) requires Planning Policies to be 'justified' (i.e. based upon a proportionate evidence base). <b>There is no supporting evidence to justify the need for such a high provision of allotments and as such, this requirement would be contrary to Paragraph 35 of the NPPF (2018).</b> There is however, opportunity for dwellings with gardens to provide space to grow food which would address the aspiration for future food security	Landscape and green infrastructure	Spatial Vision	All new homes will be within 800m of an allotment. Keep 10 minute reference.
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.07	Page 18	The HGSV seeks to require development on strategic sites to be located within 800m of a Bus Rapid Transit Stop (para 4). At present, there is not a clear strategy, route or commitment to the delivery of Bus Rapid through the Garden Communities . <b>The ability to comply with the requirement of all development to be within 800m of a stop will be largely dependent upon the final bus route, which is currently undetermined.</b> It is therefore not reasonable to place such restrictions on development which will ultimately impact upon layouts, developability of development parcels and delivery.	Sustainable movement	Spatial Vision	No change.
HG1	Developer meetings	Katie Holland / Barton Willmore	HG1.08		We have some <b>concerns in respect of detailed design, open space and layout requirements which exceed policy requirements</b> set out within Local Plan policies and the impact that these requirements would have upon the overall deliverability of development. We therefore <b>suggest that the HGSV could be reworded to allow for more flexibility</b> in a number of areas without undermining the principles of achieving a high quality Garden Town.	Status / policy / administration	Spatial Vision	See below.

HG2	Developer meetings	Will Lusty / Savills	HG2.03	Page 12	<p>Page 12 – ‘Overall density considerations’. <b>It is considered that this part of the document is too prescriptive at this stage in relation to identifying specific densities and typologies for future schemes given there will be unique site specific placemaking aspects of development in achieving its own character and identity through careful planning and design.</b> Delete ‘Examples are provided here, along with the broad density levels that they can deliver. Further information on density considerations is provided on the following pages’ and following text and images concerning specific typologies.</p> <p><b>Replace with:</b> There is a need to achieve a suitable and appropriate housing mix of homes to meet existing and forecasted housing need and demand within the local area (reflective of the adopted NPPF, July 2018) and specific typologies and design approaches will be considered within more detailed Design Codes as a backdrop to the determination of Reserved Matters applications following an outline planning approval.</p>	Placemaking and homes	Design Charter	Examples are guidance but not prescriptive. No change needed.
HG2	Developer meetings	Will Lusty / Savills	HG2.04	Page 12	<p>Page 12 – ‘Overall density considerations’. This document should not be considering density guidelines given it is intended to be a high level document setting Garden Town principles and should not therefore be prescriptive. <b>Notwithstanding the above, this section is far too prescriptive in giving references to existing densities of existing nearby villages whereby clearly place-making of large-scale developments in and around Harlow will dictate its own density range character, identity through careful and sensitive design. Delete text on page 12 under this heading.</b></p>	Placemaking and homes	Design Charter	Page 12 is not a prescribed set of principles for each area. 'For reference' wording to be included.
HG2	Developer meetings	Will Lusty / Savills	HG2.05	Page 17	<p>Page 17 – Gilston Area Considerations. <b>Delete as per our comments upon page 12.</b> ‘Densities at Hunsdon, to the north west are c. 20 dph, though the measured area includes a school and its playing field. Central parts of Sawbridgeworth, to the north east, have densities up to c.80 dph’.</p>	Placemaking and homes	Design Charter	Statement of what is there, not what is prescribed. No change.

HG2	Developer meetings	Will Lusty / Savills	HG2.12	Page 42	Page 42. <b>Delete all text on page 42. This section appears too detailed</b> in certain parts for example with reference to “the organic historic pattern of lanes should be retained, and used as a cue for the structure of the villages..” There are references to materiality benchmarking against existing villages as a design cue and detailed design references to include roof lines. <b>These are all detailed design considerations which will be worked through site-wide and village specific masterplans as part of the more detailed planning application process.</b> Such design detail, for example, could be achieved through Design Codes.	General	Design Charter	Noted. Need to ensure consistency across each strategic area. Needs strong relationship to the Concept Framework.
HG4	Developer meetings	Michelle Thomson / Boyer	HG4.03	Page 14	We <b>suggest that the wording of paragraph 6 on Page 14, paragraphs 3 and 4 on Page 15 and paragraphs 4 and 8 on Page 18 are reviewed to ensure there is adequate flexibility in any future masterplanning processes and to avoid the Vision of the Garden Town becoming too prescriptive.</b> The Vision set out in this document should not be phrased as prescriptive planning policy but rather guiding principles for future development.	General		No change required.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.01		There is currently <b>no mention of viability and deliverability in either document and this needs to be incorporated.</b> The documents set high expectations for the new Garden Town developments and the fulfilment of these will come at a cost and viability needs to be introduced as a concept to reflect the reality of the world. It is understood in this regard that <b>the Council has just let a contract for updated infrastructure and viability work and that there will be a consultation exercise and Manor Oak Homes will have an opportunity to comment.</b> They are extremely keen to be involved in this.	Viability	Both	Noted. No change
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.02		Both documents refer to ‘Land Capture’ and ‘Stewardship’. These terms mean different things to different people and <b>it is important that what the Council means by these things are properly explained here so that all readers are as one in their understanding and expectations.</b>	Infrastructure	Both	Definitions to be included in both documents. Capturing a percentage of the land value uplift. Examples of definitions to be included.

HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.04	Pages 7, 28, 32	Pages 7, 28 & 32 – <b>A number of the plans within the document show a Sustainable Transport Corridor from West Katherines to West Summers via the intervening land known as the ‘Donkey Sanctuary Land’. As per previous submissions this land is not available for development and needs to be shown as outside the development area. At best, the line needs to be dotted in this location to show it as a possible extension.</b> This needs to be updated in the Sustainable Transport Corridors Strategy too, most notably page 11 where Corridor 4 goes straight through the Donkey Sanctuary Land. In that instance <b>we would suggest a box needs to be put on this plan and other related plans to show it as being outside the development area</b> , as it is simply not available.	Sustainable movement	Design Charter	No detailed route decided yet therefore plans are illustrative of aspiration.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.11	Page 35	The <b>reference to rapid transport should be changed from ‘should’ to ‘could’</b> be accommodated.	Sustainable movement	Design Charter	No change.
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.01		The Vision currently shows a rapid bus route north/south through the site and connecting to the north via the GSK site. <b>The delivery of this route beyond the development boundary would be outside of our control and involves 3rd party land.</b> The corridor will need further assessment to ensure it is deliverable in terms of constraints such as land ownership, topography, ecology etc.	Sustainable movement		Systra document has picked this up.
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.02		<b>Further clarification is required in terms of what type of corridor is expected to be provided, particularly in terms of the width once all modes of transport are accommodated.</b> We expect all stakeholders to work proactively to ensure that appropriate connections are fully deliverable and do not prejudice the timely delivery of much needed housing.	Sustainable movement	Design Charter	This will be picked up in further STC work and through the masterplanning.

HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.03		Consideration needs to be given to development phasing including the delivery of infrastructure. As part of this, <b>consideration needs to be given to the role that connections to existing public transport routes (and the potential to extend / enhance existing routes into the development) can play in terms of facilitating delivery and the financial sustainability of these routes. For example, the rapid bus route could route along enhanced existing highway until an alternative route becomes available, should it be desirable and deliverable.</b>	Sustainable movement		Phasing will be picked up in the IDP and masterplans rather than the spatial vision.
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.08		The Spatial Vision could have offered some <b>direction of what it is expected, both in terms of 'benefits for the community' and in terms of transparency of any agreement that claims to be underpinned by Land Value Capture Garden City principles.</b>	Infrastructure	Both	Definitions of land value capture to be included in the glossary of both documents.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.05		<b>There should also be, in time, a rapid transit connection into the Enterprise Zone at Templefields along River Way.</b> At present there is no public transport in that area and as this develops to meet the aspirations that we have for it to transform into a modern business park with a much higher density of employment, it will be important that it has the public transport to match. <b>This connection could take a route from the proposed new eastern Stort Crossing into Templefields, via River Way and then onto Cambridge Road, north of Harlow Mill Station, via the Link Road to be constructed by Essex County Council, perhaps instead of using the already congested Edinburgh Way.</b>	Sustainable movement	Both	STC to pick up possibility of future extension / rerouting to Templefields. Detail will be contained within Systra study.

HG11	Statutory stakeholder	Princess Alexandra Hospital	HG11.01		<p>In the case of East Harlow, no yellow shading is shown north of the new Junction 7a on the Plan for the Garden Town. The public will perceive these areas as being designated free from development and naturally expect these principles to be honoured when master plans are formulated in consistency with the Harlow &amp; Gilston Garden Town Spatial Vision. It is noted that Policy SP5.3 does not place any restrictions on the area of land north of Junction 7a, therefore there would be a presumption in favour of development in this area, subject to material considerations, including careful consideration of highways impacts. <b>The Plan is therefore inconsistent with policy by not reflecting the possibility of development north of Junction 7a and by denoting a specific approach, sets a public expectation that development will not occur in this area. It will damage PAH's opportunities if a flexible approach is not taken to the possible extent of 'new neighbourhoods and villages' within the East Harlow allocation. PAH therefore requests that the development envelope is extended into the northern portion of the East Harlow site.</b> Alternatively, a different approach could be adopted, similar to that of the Harlow Area Action Plan Consultation Document (page 21), where all allocations are evenly shaded so as not to establish presumptions as to the final extent of their developable areas.</p>	Placemaking and homes	Both	New shading on land North of J7a as 'potential' site for hospital.
HG11	Statutory stakeholder	Princess Alexandra Hospital	HG11.02		<p>The Second Stort Crossing is currently shown to connect Templefields employment area to Fifth Avenue. No direct connection is shown to the Gilston Villages, which is surprising given the Crossing is understood to be integral to the delivery of the Gilston Villages. <b>It would be consistent with good urban design principles for the Plan to aspire towards a direct connection between the Second Stort Crossing and Village 2 in the Gilston area. This could be denoted under a different key and shown as a 'possible' connection subject to further consultation with local communities.</b></p>	Sustainable movement	Both	Amend strategic plan to show dotted line wish bone connection to village 2.

HG11	Statutory stakeholder	Princess Alexandra Hospital	HG11.03		Without the prospect of a direct connection from the Second Stort Crossing to the Gilston Villages, Village 1 would remain the only 'accessible' location where a new Hospital could be accommodated and thus the flexibility of siting a hospital in the Gilston area is highly constrained. The Trust therefore requests that an aspirational link between Templefields and Village 2 is shown to provide a Hospital in a location which can best meet the needs of its growing catchment population; a need partially generated by the housing growth proposed in the Harlow & Gilston Garden Town.	Sustainable movement	Both	As above.
HG15	QRP panel	QRP Panel	HG15.02		It would also be helpful to <b>clarify the relationship between the Spatial Vision and the Design Charter, Sustainable Transport Corridors Study, Harlow Town Centre Area Action Plan (AAP) and delivery plan</b> – coordination across workstreams, studies and plans will be important.	Status / policy / administration	Both	Diagram illustrating relationship between 'family' of documents guiding growth across the GT. To include 'infrastructure plan'. Circulate diagram to client team.
HG15	QRP panel	QRP Panel	HG15.05		Clearly articulating public-sector commitments and, responsibilities that are expected to rest with the private sector and third sector, would be valuable.	Infrastructure	Spatial Vision	Partnership working from the DC document to be carried over to the SV. Partnership working will deliver different parts of infrastructure - the delivery of this vision will be through public, private and third party funding. TO BE INCLUDED AT THE END OF THE INTRODUCTION.

HG15	QRP panel	QRP Panel	HG15.08		The panel recommends looking back to the original Gibberd vision and reinterpreting this for the new Garden Town – re-writing Gibberd’s description, which speaks with clarity about the structure of the place. This could be an inspiring message that acts as a powerful tool, focusing and sustaining interest in the Garden Town project from a broad range of stakeholders.	Vision	Spatial Vision	Consider redrafting the vision statement.
HG15	QRP panel	QRP Panel	HG15.10		While the panel understands that a delivery plan will sit alongside this document, the Spatial Vision itself lacks detail about ‘when’ and ‘how’ development, including social infrastructure, will occur – it should be clear how both documents relate.	Delivery	Spatial Vision	To resolved by diagram (see above).
HG15	QRP panel	QRP Panel	HG15.11		A delivery plan should include details of: land value capture; delivery responsibilities; maintenance and stewardship and land disposal options – to maintain quality from concept through to delivery.	Delivery	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.22		<b>The panel thinks early small-scale incremental intervention will give the community an opportunity to experience the real benefits of the Spatial Vision – this will feed community motivation to support delivery of the Garden Town.</b>	Delivery	Spatial Vision	Principle on temporary interventions and quick wins to demonstrate benefits of growth if done right. Within overarching adaptable; innovative; sustainable; healthy section.
HG15	QRP panel	QRP Panel	HG15.23		Early interim uses could be low cost but play a significant role in demonstrating the benefits of change. For example, pop-up shops could be promoted in vacant premises in Harlow Town Centre and other existing centres.	Delivery	Spatial Vision	See above. Principle could be included within economy and regeneration.
HG15	QRP panel	QRP Panel	HG15.25		The panel cautions that delivery of the spatial vision will hinge heavily on the sustainable transport concepts promoted, including new bridge connections. <b>Significant energy should be focused early on to clearly establish how they will deliver this strand of the vision.</b>	Sustainable movement	Spatial Vision	Noted.

HG15	QRP panel	QRP Panel	HG15.28		The panel is concerned with the proposed BRT route around the proposed Gilston Villages as currently shown as a complete circuit – whereas a C shaped route may be more efficient and deliverable. The panel look forward to seeing further development and analysis here.	Sustainable movement	Spatial Vision	Noted. Route has been updated as per the DC.
HG15	QRP panel	QRP Panel	HG15.29		<b>The panel recommends the Garden Town team and Councils refine the language used in the document to enable this to be used as a planning document.</b> The panel suggest a careful review of how 'will', 'shall' and 'should' are used in relation to the spatial vision themes and priorities.	Status / policy / administration	Spatial Vision	Noted. All those necessary will use should.
HG16	County Council	Graham Thomas / Essex County Council	HG16.09	Page 4	Suggest amend 2nd bullet to: A place where people are inspired to live and work and encouraged to travel actively.	Vision	Spatial Vision	Change to: a place where people are inspired to work locally and encouraged to travel actively.
HG16	County Council	Graham Thomas / Essex County Council	HG16.10	Page 6	Should this now be referred to as the 'UK Innovation Corridor'? It's referred to as UK Innovation Corridor on p2, as LSCC on p6 and as LSCC UK Innovation Corridor on the p7 graphic. Whatever it is, refs should be consistent throughout doc.	Economy and regeneration	Spatial Vision	Include in brackets afterwards LSCC after first use of UK innovation corridor. Replace all LSCC afterwards with UKIC.
HG16	County Council	Graham Thomas / Essex County Council	HG16.12	Page 8 A4	Suggest amend to: Densities will typically increase towards local centres, around a local high street or small green space, and <b>decrease</b> on the edges	Placemaking and homes	Spatial Vision	Circulate revied wording.
HG16	County Council	Graham Thomas / Essex County Council	HG16.14	Page 9 B2	“Communities will be home to a diverse and rich mix of uses and activities with homes, shops and jobs in the same place, rather than separated” This implies extensive employment opportunities will be available within each community - this is not what is being proposed at most of the strategic sites.	Placemaking and homes	Spatial Vision	Delete 'rather than separate'.

HG16	County Council	Graham Thomas / Essex County Council	HG16.15	Page 9 B8	<p>“Homes shall be designed to adapt to changing needs and lifestyles, with capacity to accommodate growing households, without impacting on the amenity of neighbouring homes”</p> <p>Of relevance here could be <b>enabling extensive on-site parking to ensure possible vehicle overspill from growing families doesn't negatively impact neighbours' amenities. This would be at odds with the need to reduce car ownership and encourage active sustainable travel.</b> How would such conflicts with Spatial Vision aims be managed?</p>	Placemaking and homes	Spatial Vision	New buildings shall be designed to adapt to changing needs and lifestyles, for example capacity to accommodate growing households.
HG16	County Council	Graham Thomas / Essex County Council	HG16.30	P17 B issues	This section does not place sufficient emphasis on sustainable modes and how the facilities must be designed to encourage sustainable mode use as the first and most obvious choice when making ANY journey.	Sustainable movement	Spatial Vision	Covered within principle A and C and transport study.
HG16	County Council	Graham Thomas / Essex County Council	HG16.32	P17 B8	<p>“The strategic road network will be improved, with the planned M11 Junction 7a; a suggested new road link across the River Stort north of Templefields; and improvements to the A414 between the Garden Town and Hertford”</p> <p><b>Suggest amend to: improvements to the A414 corridor within the Garden Town and beyond. Use of 'beyond' suggested as A414 improvements are needed both east and west of Harlow.</b></p>	Sustainable movement	Spatial Vision	Suggested wording to be used.
HG16	County Council	Graham Thomas / Essex County Council	HG16.33	P18 C Issues	<p><b>This spatial vision does not mention behavioural change and how the public will need to be actively encouraged and engaged with the process of achieving a step-change in sustainable/active travel to make the Garden Town a success. The SV also doesn't mention the need for 50% of all trips originating within the Garden Town to be by sustainable active modes, with an aspiration to achieve 60%. Sustainable/active travel should be the first, most obvious and most convenient choice to make when making any journey. This section does not set the bar high enough.</b></p> <p>Hierarchy is to reduce the need to travel, reduce journey length, walk, cycle, bus/rail, and only then facilitate private vehicle use. Journey reduction/mode share text should be ordered accordingly.</p>	Sustainable movement	Spatial Vision	Reference needs to be made to the modal shift and behavioural requirements.

HG16	County Council	Graham Thomas / Essex County Council	HG16.34	P18 C4 Issue	<p>“Development on strategic sites will be shaped by easy access to public transport, walking and cycling routes. All homes should be within 800m (a 10 minute walk) of a Bus Rapid Transit stop.”</p> <p>This aim does not go far enough; walk and cycle networks should be seamless throughout the development, and more convenient to use than private vehicular travel.</p>	Sustainable movement	Spatial Vision	Review wording across all principles.
HG16	County Council	Graham Thomas / Essex County Council	HG16.36	P18 C7 Issue	<p>“Travel plans will be encouraged from all businesses over 100 employees, which could include pre-payment of an annual or monthly Bus Rapid Transit travel pass.”</p> <p>Travel Planning and co-ordination over an extended time period will be at the heart of delivering the travel and mode share step-change for all existing and new development throughout the Garden Town. <b>This aim, as set out here, is couched no better than for 'business as usual' travel planning - the Garden Town approach needs much much more than this.</b></p>	Sustainable movement	Spatial Vision	<p>C7 - travel planning is expected for all types of development.</p> <p><b>Wording to be circulated for client review.</b></p>
HG16	County Council	Graham Thomas / Essex County Council	HG16.37	P18 C8	<p>“Local authorities will work with the bus operator to upgrade the existing bus network, including options for Park and Ride and extending bus routes into new neighbourhoods and villages. All homes should be no more than 400m (a 5 minute walk) from a bus stop.”</p> <p>What about Quality Bus Partnership(s)?</p>	Sustainable movement	Spatial Vision	Noted. Covered by the topic.
HG16	County Council	Graham Thomas / Essex County Council	HG16.39	P19 D7	<p>“Limited parking spaces for family homes may be needed. However, masterplans should demonstrate how driveway and/or street parking spaces could be adapted to open/green space, should demand for them fall over time.”</p> <p><b>This conflicts with earlier point on p9 about minimising effects on neighbours' amenities; experience elsewhere in Essex has not been good, where limiting off-street parking has led to on-street congestion and inability for emergency and service vehicles to get through. Needs more emphasis on later adaptation of driveway/parking space as carrot, rather than initial limit as stick.</b></p>	Sustainable movement	Spatial Vision	Remove first sentence.

HG16	County Council	Graham Thomas / Essex County Council	HG16.40	P19 D Plan (Strategic Diagram)	Templefields employment area and EZ not shown; Clock House should be Clock Tower; suggest extending dashed line North-East from Harlow East towards 'Stansted Airport' (to represent possible extension of Sustainable Transport Corridor); 'Science Park' is London Road Enterprise Zone	Sustainable movement	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.43	P20 A8	"A package of enhancements to Harlow Town and Harlow Mill stations are being considered, including dual station access and integrated public transport facilities; alongside renovated and/or new station buildings to create a sense of arrival." A northern access is proposed for Harlow Town, not both stations.	Economy and regeneration	Spatial Vision	Tweak wording
HG16	County Council	Graham Thomas / Essex County Council	HG16.44	P20 A map	The plan does not shown any additional employment to support the new villages and communities. Are symbols missing from the key? What is the Parndon Mill site? What do the different colours for circles indicate? What about the other employment centres throughout the town?	Economy and regeneration	Spatial Vision	Employment included in new villages and neighbourhoods? Plan to be revised for clarity.
HG16	County Council	Graham Thomas / Essex County Council	HG16.45	P21 B Issue	<b>By encouraging businesses within the Garden Town this will increase the opportunities for new and existing residents to work closer to home and therefore be able to travel more sustainably. Changing travel behaviour is at the heart of delivering a sustainable garden town. This section does not place enough emphasis on this point.</b>	Economy and regeneration	Spatial Vision	Noted. Principles for sustainable living practices are included across the themes. Those covering working locally are here, in the movement theme C and Econ and Regen themes B and C.

HG16	County Council	Graham Thomas / Essex County Council	HG16.46	P22 C1	<p>"A range of modern, high quality employment spaces will be delivered in appropriate and accessible locations including sites at Harlow Enterprise Zone, Templefields, Pinnacles and Harlow Town Centre as well as within the strategic development areas."</p> <p><b>The only strategic site within which employment of any scale is proposed is in the Gilston villages (but not shown on Spatial Vision mapping). This will make achieving sustainable growth much more difficult.</b></p>	Economy and regeneration	Spatial Vision	Do strategic allocations need to include more accessible employment opportunities?
HG16	County Council	Graham Thomas / Essex County Council	HG16.47	P22 C8	<p>"Local Plans will set land requirements for employment uses, with the aspiration for a good proportion of these to be focused on employment of existing residents through a genuine mix of employment opportunities"</p> <p><b>EFDC Local Plan, as currently understood, does not propose employment to the scale that would be needed to sustainably serve its own proposed strategic sites around Harlow, let alone provide opportunities for existing, albeit Harlow, residents.</b></p>	Economy and regeneration	Spatial Vision	Employment opportunities discussed do not match Local Plan allocations.
HG29	QRP panel	QRP Panel	HG29.01		<p>The panel cautions however that several important questions and challenges, including a continuing <b>lack of clarity around the status and purpose of the document and the notable absence of explicit references to Harlow Town Centre</b>, need to be urgently addressed.</p>	Town Centre	Design Charter	More content on the town centre to be discussed.
HG29	QRP panel	QRP Panel	HG29.03		<p>Defining 'high-quality' in the context of the Harlow and Gilston Garden Town will provide a powerful signal of intent that clearly articulates the quality expected of new development.</p>	Placemaking and homes	Design Charter	Index of high quality case studies included within the Spatial Vision?

HG29	QRP panel	QRP Panel	HG29.09		<b>Suggests re-framing guidance by placing the onus on applicants rather than presenting them with specific design solutions - asking them to demonstrate how their design has evolved, as a contextually driven response to the site.</b>	Delivery	Design Charter	Consider set of strategic questions to sit beneath each theme.
HG29	QRP panel	QRP Panel	HG29.10		<b>Precedent set by the 'Cambridgeshire Quality Charter for Growth', which remains a touchstone for the local review panel and planning officers a decade after its initial publication.</b>	Status / policy / administration	Design Charter	Noted - similar statements of intent are provided in the Spatial Vision
HG29	QRP panel	QRP Panel	HG29.11		<b>The four themes, and underlying principles, are a powerful representation of the detailed indicators intended to guide growth across the Garden Town – the panel suggests using this matrix as the basis for framing assessments and comments on Garden Town schemes.</b>	Delivery	Design Charter	Noted. QRP procedure will be developed in accordance with the themes and principles.
HG29	QRP panel	QRP Panel	HG29.12		<b>The panel recommends incorporating more Harlow Town Centre references into both the Spatial Vision and Design Charter – the panel would also welcome being presented with more details on this important piece of work.</b>	Town Centre	Design Charter	AAP will pick up more detail on Town Centre for QRP.
HG29	QRP panel	QRP Panel	HG29.13		Incorporating tangible targets / metrics in the Design Charter could provide a baseline against which the success of the Garden Town project can be cumulatively assessed and recalibrated.	Delivery	Design Charter	LPAs are developing metrics and measures to progress this work.

HG29	QRP panel	QRP Panel	HG29.14		Highlight gaps in the document in respect of <b>targets on modal shift</b> , open space and delivery timing for community facilities – embedding ambitious and explicit objectives around early delivery of community facilities will support officers in future negotiations.	Delivery	Design Charter	Modal shift to be included as per earlier comments. Delivery / phasing will be left for masterplanning.
HG29	QRP panel	QRP Panel	HG29.15		<b>Design Charter should include explicit and ambitious targets on sustainability metrics such as energy, waste and water use.</b>	Infrastructure	Design Charter	Will not be included in this document but LPAs will look at developing this piece of work.
HG29	QRP panel	QRP Panel	HG29.16		The range of densities proposed for new development is currently the same. This is at odds with earlier commentary to look at higher densities beyond 50 dph.	Placemaking and homes	Design Charter	Will look at references for increasing beyond 50dph.
HG29	QRP panel	QRP Panel	HG29.17		<b>The panel feels it may be best to avoid prescriptive metrics on the density of development in the villages – at a stage when there has not been sufficient design exploration to test what will be appropriate.</b>	Placemaking and homes	Design Charter	Circa to be used.
HG29	QRP panel	QRP Panel	HG29.20		<b>More work is recommended on the ‘Strategic Site Guidance’ section of the Design Charter if the document is to be taken forward as a material consideration. The panel thinks this guidance could be valuable but that further work will be required to ensure it is sufficiently expansive to provide value – alternatively the panel suggests the first section of the document could stand alone as a strategic document.</b>	Status / policy / administration	Design Charter	Noted. Current content useful to include but questions to be explored. Introduction stating this guidance does not replace local policy.
HG2	Developer meetings	Will Lusty / Savills	HG2.01	Page 41	Suggested change to quanta red box from 3,000 (up to 2033) 7,000 (2033+) to 10,000 with at least 3,000 (up to 2033)	General	Design Charter	Home numbers will be minimums. Density will be circa
HG2	Developer meetings	Will Lusty / Savills	HG2.06	Page 19	Page 19. Village 7 allotment locations shown incorrectly. The location shown on the western boundary should instead be shown in the general location of the Village Centre. <b>Show the (allotment) location shown on the western boundary in the general location of the Village Centre instead.</b>	Landscape and green infrastructure	Design Charter	Plan amended.

HG2	Developer meetings	Will Lusty / Savills	HG2.07	Page 24	Page 24. A potential connection should be shown between Village 7 and the Pinnacles.	Sustainable movement	Design Charter	Plan amended.
HG2	Developer meetings	Will Lusty / Savills	HG2.08	Page 39	Page 39. After Economy and regeneration, put additional text: <b>Natural Landmark Features Design should take into account natural features such as the row of three poplars.</b> The referencing of natural features helps to give a sense of orientation and place.	Landscape and green infrastructure	Design Charter	Importance of poplar trees already referenced under landscape and green infrastructure, as well as throughout both documents. No amend necessary.
HG3	Developer meetings	Phil Murphy / QUOD	HG3.01		There are some matters of detail within the principles outlined the draft Vision that Places for People would like to discuss in the context of the Gilston Park Estate, and these will be picked up as the scheme progresses through the various planning stages.	General	Spatial Vision	No amend necessary.
HG4	Developer meetings	Michelle Thomson / Boyer	HG4.01	Page 13	<b>We consider that greater clarification is required in respect of the drawing provided on Page 13 of the Spatial Vision document. Whilst we appreciate the desire to illustrate in a simplistic visual form the original conceptual ideas of Frederick Gibberd, we consider that this image is misleading in its representation of Latton Priory.</b> In particular, the current depiction of the Latton Priory site suggests that the land in this area rises to a steep hill. In reality and as discussed with Officers the topology of this area is far more complex and the site actually plateau's. We therefore consider that this depiction of Latton Priory is misleading and unhelpful. We would therefore recommend that it is either removed, re-drawn or accompanied by explanatory text to highlight that this is a conceptual image, which is not to scale or representative of the existing on site conditions.	Landscape and green infrastructure	Spatial Vision	Plan amended.
HG4	Developer meetings	Michelle Thomson / Boyer	HG4.02		As discussed with Officers we do however, consider that further detail in respect of these Corridors and other proposals including the 'micro-hubs' would be beneficial to support future masterplanning work and ensure the realisation of the Garden Town Spatial Vision.	Sustainable movement		Noted. Further studies to be commissioned.

HG4	Developer meetings	Michelle Thomson / Boyer	HG4.04	Page 17	Reference to improvements to Junction 7 of the M11 should also be included in paragraph 8 of Page 17.	Sustainable movement		No change required.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.03		Neither document defines what a Sustainable Transport Corridor is – flexibility is good so that an appropriate response can be found for each site but there do need to be some parameters to work from.	Sustainable movement	Both	Sustainable transport corridor definition is included in the glossary of the Spatial Vision. Glossary added to the Design Charter.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.05	Pages 9, 21	The plan on these pages identify strategic views. It is <b>suggested that the annotation on these plans in the text be changed to ‘Key Strategic View’ to make it clear these are key views but not the only ones that will need to be considered</b> when it comes to the masterplan/ detailed planning stages i.e those shown on the plans do not constitute an exhaustive list.	Landscape and green infrastructure	Design Charter	Annotation changed to reflect ‘some key views’.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.06	Page 9	The plan on page 9 should differentiate between existing and proposed local centres.	Placemaking and homes	Design Charter	Review and amend
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.07	Page 19	As the land to the north of MOH land is being removed from the Green Belt then the Green Belt enhancement annotation is incorrect and needs to be amended. This would also conflict with the Green Wedge allocation and Sustainable Transport Corridor. <b>There should be separate Green Belt Enhancement and Green Wedge Extension annotations.</b>	Landscape and green infrastructure	Design Charter	Review and amend
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.09	Page 33	Should clarify that <b>the 2,100 dwelling figure is a minimum</b> to correspond with emerging local plan policy and <b>the word ‘circa’ should be added next to density range</b> in recognition of the need for flexibility.	Placemaking and homes	Design Charter	Amend

HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.10	Page 34	Please can you double <b>check the relevance of the reference to veteran trees as we don't believe there are any on or around West Sumners</b> – we accept though that there may be some at West Katherines.	Landscape and green infrastructure	Design Charter	Review and amend if necessary
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.06		We would therefore <b>request that indicative locations for the local centre and other facilities referred to in the Spatial Vision and Design Charter document are clearly marked as indicative only</b> . The Vision document would benefit from clearer definition of what a 'health and well-being centre' is, how this will be funded, occupied etc.	Placemaking and homes		Amend reference
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.08		The Spatial Vision should be embedded in Policies in the emerging Local Plans. It should make clear that where there is a requirement (for instance energy generation), this should be to the standard specified in the relevant development plan policy.	Status / policy		Policy documents relationship diagram to be included
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.02		The NPG and the community would have liked to see <b>stronger and clearer guidance for the character and identity of the 7 Gilston villages</b> , as opposed to the Harlow neighbourhoods. These are clearly identified as two separate entities through the document (in a way that we welcome), but the <b>Spatial Vision fails to explain what the difference should be</b> (see below).	Placemaking and homes		Definitions included in the glossary.
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.03	Page 24	Glossary: Definitions for Neighbourhoods and Villages should have been included	Placemaking and homes	Spatial Vision	Definitions added.

HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.04		<p>A – could have suggested how to make the villages distinctive, in terms of character, density and best practice. The current suggestions apply equally to neighbourhoods and villages.</p> <p>B – the villages are not likely to have a ‘rich mix of uses’, and an alternative suitable definition could have been provided.</p> <p>C (Point 8): As one of the possible locations of Princess Alexandra Hospital is within Gilston Village 1, clear expectation in terms of quality, character and integration of a regional facility in a village could have been provided and how this fits within the density context of a Hertfordshire village.</p> <p>D (Point 6): Existing heritage assets require more than ‘appropriate buffers’ to be sensitively integrated, when the spatial context changes so dramatically, as it will do in Gilston and Eastwick.</p>	Placemaking and homes	Spatial Vision	<p>A – Noted. Concept Development Framework and Gilston Design Charter will set out specific village guidance.</p> <p>B – the new Gilston villages are likely to include a diverse mix of uses in order to encourage self-sufficiency.</p> <p>C – Noted, although guidance of this detail is felt to be too early in the process, given NHS PAH are yet to choose a preferred location.</p> <p>D – Noted and this will be picked up through the masterplanning process in consultation with Historic England and other heritage bodies.</p>
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HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.05		<p>A: in point 4 the Green Wedges are described as intending to maintain the individual character of the villages. They are also described as 'rural in character'. This is an essential function to maintain the vision for seven individual villages at Gilston. This role is however undermined by the definition of Green Wedge given in the Glossary, where they are merely a green link between neighbourhoods.</p> <p>A and C: <b>It is our view that insufficient direction is given in terms of Land Value Capture and community-led stewardship.</b> The Green Belt 'improvements' the references to improving the Green Belt seem a little weak given the Vision endorses the largest release of Green Belt land in England. <b>The Stort Valley Corridor is identified as a part of the Vision</b> as an area for improvement but the Vision offers others, we understand, own nothing other than warm words about land; the <b>Vision for this important topic area should be expanded and recognise the importance of Biodiversity.</b></p>	Landscape and green infrastructure		<p>A – Noted and suggestion helped inform re-phrasing. A &amp; C – Noted and both phrases have now been defined in the glossary. The Stort Valley Park is referenced in Landscape and Green Infrastructure principles B6, B7 and B8. An additional plan discussing connections across the River has been included.</p>
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.06		<p>B: the Spatial Vision's support for street as sociable spaces is welcome, but we believe it is weakened by the assertion that this needs to be balanced by the needs of traffic (Point 1). B (Point 8 and Map on page 5): there should be no support for the redirection of the A414 through the middle of the village of Gilston. The suggestion is squarely against all the other principles of sociability, walkability and sustainable movement. C: there should have been clear direction towards public transport services to be accessible by existing as well as new villages. Harlow Station(s) these are a part of the sustainable transport network and so are important gateways to Harlow, especially if its role in the London Cambridge Corridor is meant to mean anything. Both stations and their immediate environments are poorly managed and this defect should be addressed as a part of the Vision, there seem little point in making the bold vision statements if there is no improved vision for these gateways which are run down and poorly maintained/designed</p>	Sustainable movement		<p>B – Noted. Streets need to work for both people and vehicles, to be achieved through street hierarchies as referenced in Sustainable Movement principle B1. B – Noted. C – Noted and suggestion helped inform a new principle Sustainable Movement C5. Noted, both Harlow Town and Harlow Mill stations are suggested for a package of improvements. See Economy and</p>

								Regeneration principle A8.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.02		Consideration to be given to building Lifetime Homes, to alleviate the expense of adapting homes later in life.	Placemaking and homes		Lifetime Homes is now considered outdated, but adaptability of homes is included in Placemaking and Homes B8 principle.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.06		Identification of potential Traveller sites.	Placemaking and homes		References included regarding need for identification of traveller sites in line with local authorities' requirements.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.08		What is the total number of homes to be built on land in our Parish?	Placemaking and homes		No amend necessary. Documents not the right vehicle for parish by parish housing breakdown; to be picked up through Council communications.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.12		Referring to statement number A9, 'New development should identify appropriate locations for playing fields, adventure spaces, play areas, running trails and bridleways to support new and existing residents'. <b>Will this be in consultation with the police?</b>	Landscape and green infrastructure		No amend necessary.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.14		Green Belt should mean Green Belt therefore How will the Green Belt be enhanced?	Landscape and green infrastructure		The Green Belt is not solely intended for agriculture or visual amenity but also recreation and biodiversity. Improved access including footpaths, bridle paths, cycle routes. Improved environments to support biodiversity.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.15		<b>What plans are in place for the protection of wildlife?</b>	Landscape and green infrastructure		No amend necessary, picked up within Landscape and Green Infrastructure C1, C2, C3.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.16		What plans are in place for the protection of existing green spaces and buffer zones?	Landscape and green infrastructure		No amend necessary. See Landscape And Green Infrastructure principles.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.18		Referring to statement number B1, 'An outstanding green and blue infrastructure network of open spaces and waterways will characterise the Garden Town, providing multiple benefits for residents' physical and mental health; rich habitats for wildlife, flora and fauna; and important noise and air pollution buffers from roads and industry'. <b>How will this be achieved, bearing in mind that Gilston is in the middle of Stansted's flight path?</b>	Landscape and green infrastructure		No amend necessary.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.27		<b>No mention of a 'Park and Ride' scheme to be included.</b>	Sustainable movement		Reference to a possible Park and Ride service included in Sustainable Movement principle C10.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.29		<b>Infrastructure improvements need to be staged, not completed all at once.</b>	Sustainable movement		Noted. A phased approach will be taken to the delivery of homes and infrastructure.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.31		Concern expressed with regard to the growth of London Stansted Airport.	Economy and regeneration		Noted.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.04		New rapid transit systems: <b>It is vitally important for the Enterprise Zone sites that as they are developed there are high quality connections to both the town centre and to Harlow Town Station.</b> It is welcomed that the Science Park is identified on the strategic diagram for sustainable transport around the Garden Town. However, <b>this should also reference Kao Park</b> , as that site will see c1,500 people employed and will increasingly become a destination – today there are already 1,100 people on site.	Sustainable movement		Amend sustainable movement diagram to pick up Kao Park.
HG11	Statutory stakeholder	Princess Alexandra Hospital	HG11.04		The 'H' denoting hospital development or relocation is absent in the Spatial Vision Document. <b>PAH request that the Plan in the Spatial Vision Document is amended order to reflect the Banners.</b>	Economy and regeneration	Both	Noted and will be reflected in the revised document.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.01		What function does this document have in relation to the local plans of the three districts concerned? What, if any, legal status does it hold?	Status / policy / administration	Spatial Vision	Documents will be endorsed by County Councils and District Councils.

HG14	Statutory stakeholder	Mark Prisk MP	HG14.02		How does this vision document relate to the Gilston Area Concept Framework? There are differences between the two documents. Which prevails over the other? For example the Framework for Gilston is seeking to build seven villages, not a Garden Town. They are not the same thing.	Status / policy / administration	Spatial Vision	Relationship between the family of documents informing the Garden Town.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.03		How will land value be captured from developers? Can you confirm if the funds raised from Places for People and City & Provincial Properties will be spent on Gilston and not on public works in Harlow?	Infrastructure	Spatial Vision	No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.04		What design principles will be followed in relation to the height of buildings? The stated range of densities between 25 and 55 homes a hectare is very wide and somewhat meaningless without more details. For example does that ratio include the land already developed?	Placemaking and homes	Spatial Vision	Appropriate heights and densities will be informed by detailed masterplanning work.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.05		Why is the role of Harlow station not more central to the vision? A large proportion of new residents, especially in Gilston will be using Harlow Town to get to work, yet the vision document has nothing to say about increasing the station's access and capacity.	Sustainable movement	Spatial Vision	Reference to proposed package of updates to both Harlow Town and Harlow Mill stations – See Economy and Regeneration principle A8.

HG14	Statutory stakeholder	Mark Prisk MP	HG14.06		Who will decide the future route of the A414 – the Garden Town Board or the respective highways authorities?	Sustainable movement	Spatial Vision	No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.07		What advice has the Board received from utilities about the cost and deliverability of these proposals, including water, sewerage, electricity, gas, telecoms and broadband?	Infrastructure	Spatial Vision	No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.08		How many extra homes will be delivered as a result of this proposal?	Placemaking and homes	Spatial Vision	16,000 new homes across all three authorities up to 2033, with a further 7,000 following this.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.09		What are the benchmarks for the Garden Town in relation to the balance of housing tenures, and the pricing for both rental and homes for sale?	Placemaking and homes	Spatial Vision	Diverse housing tenures are referenced in Placemaking and Homes principle B5. Tenure mix will be decided by respective Local Plan requirements.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.10		What are the benchmarks for the proportion of homes built which are affordable?	Placemaking and homes	Spatial Vision	See above. No amend necessary.

HG14	Statutory stakeholder	Mark Prisk MP	HG14.11		What proportion of homes will be suitable for the elderly?	Placemaking and homes	Spatial Vision	To be decided by Local Plan requirements. No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.12		Why does the illustrative map show a Creative Industries Cluster of businesses on top of the River Stort and adjacent floodplain where there no plans to build anything there?	Economy and regeneration	Spatial Vision	This is highlighting the cluster of creative industries at Parndon Mill. No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.13		How will the Garden Town's transport system link to neighbouring areas, for example Hertford or Bishop's Stortford? Roughly 29,000 journeys are made each day through Sawbridgeworth between Harlow and Bishop's Stortford each day. How will these proposals help the people of Sawbridgeworth?	Sustainable movement	Spatial Vision	Plans will not preclude the potential extension of Bus Rapid Transit or Sustainable Transport Corridors to nearby destinations beyond the Garden Town.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.14		What opportunities will there be for local people to have a say in what is developed?	Delivery	Spatial Vision	Public consultation is advocated in Placemaking and Homes principle D2. No amend necessary.
HG14	Statutory stakeholder	Mark Prisk MP	HG14.15		What is the current outline budget for this proposal and what financial commitments have been secured from central Government, to date? If insufficient money is forthcoming, how will the proposals in the vision document be delivered?	Delivery	Spatial Vision	No amend necessary.
HG15	QRP panel	QRP Panel	HG15.01		The panel recommends giving the Spatial Vision formal weight in the planning process – to ensure implementation of the document's positive aspirations.	Status / policy / administration	Spatial Vision	Both documents will be endorsed by the two County Councils

								and three District Councils.
HG15	QRP panel	QRP Panel	HG15.24		The panel commends the team for embedding sustainable transport within the Spatial Vision – within a challenging context of relatively dispersed development, the vision for encouraging a significant model shift is ambitious.	Sustainable movement	Spatial Vision	No amend necessary.
HG16	County Council	Graham Thomas / Essex County Council	HG16.05	Page 3	Black circle 'Garden City priorities'. These are referred to as GC principles in the 3rd para of the supporting text.	Vision	Spatial Vision	Amended.
HG16	County Council	Graham Thomas / Essex County Council	HG16.06	Page 3	This reference needs to make clear what MHCLG acronym stands for? See also NPPF etc. later	General	Spatial Vision	Reference simplified.
HG16	County Council	Graham Thomas / Essex County Council	HG16.08	Page 4	Is rapid transit the only innovative travel element that can be mentioned? In this context, please consider anything else that could be gleaned from the Systra Sustainable Transport Corridors work	Vision	Spatial Vision	Referenced throughout document. No amend necessary.
HG16	County Council	Graham Thomas / Essex County Council	HG16.11	Page 7	Text under graphic. It is unclear whether these are relating principles or aims? Clarification needed.	General	Spatial Vision	Amended.
HG16	County Council	Graham Thomas / Essex County Council	HG16.16	Page 10 C1	Typo: remove comma from open-street	Placemaking and homes	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.17	Page 10 C	Should this be 'doorstep' (not doorstep)	Placemaking and homes	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.18	Page 11 D3	Suggest amend to: "The Garden Town will create high quality, energy efficient buildings and places, using best practice and working with leading and innovative architects and designers; echoing the approach of the original New Town"	Placemaking and homes	Spatial Vision	Noted and suggestion helped inform re-phrasing.

HG16	County Council	Graham Thomas / Essex County Council	HG16.19	P12 A1	“Masterplans will identify and design open space that expands the existing Green Wedge network across the Garden Town and connects out to the wider countryside and Stort Valley.” As currently planned, the Gilston area does not follow this aim, as the access to/through V1 from the central crossing is quite narrow in nature.	Landscape and green infrastructure	Spatial Vision	No amend necessary.
HG16	County Council	Graham Thomas / Essex County Council	HG16.20	P12 A10	“... standard for focal parks and green spaces.” Is this a typo, should it be local parks?	Landscape and green infrastructure	Spatial Vision	Amended.
HG16	County Council	Graham Thomas / Essex County Council	HG16.21	P14 C	Detention pond - think this is a typo ... these are usually called attenuation ponds And it should be contaminants, not contaminates.	Landscape and green infrastructure	Spatial Vision	Amended.
HG16	County Council	Graham Thomas / Essex County Council	HG16.22	P15 D	Should there also be a reference to ensuring design includes safe secure storage of cycles and scooters, and electric charging points	Landscape and green infrastructure	Spatial Vision	Noted and amended where appropriate.
HG16	County Council	Graham Thomas / Essex County Council	HG16.23	P16 A	Need to consider / reference: Conflicts between pedestrians and cyclists/mobility scooters; different speeds of commuter cycling/e-biking may conflict with leisure cycling.	Sustainable movement	Spatial Vision	Noted but not required. No amend necessary.
HG16	County Council	Graham Thomas / Essex County Council	HG16.24	P16 A3	“A series of ‘micro-hubs’ could be established at key points on the Sustainable Transport Corridors, to provide interchange between Bus Rapid Transit and cycle facilities. These can be identified in masterplans.” Will micro-hubs integrate with local centres, as mentioned p10 C2&3, where appropriate?	Sustainable movement	Spatial Vision	Yes.

HG16	County Council	Graham Thomas / Essex County Council	HG16.25	P16 A4	<p>“The local authorities will explore opportunities to introduce a town-wide cycle hire scheme based at micro-hubs, local centres and public transport hubs.”</p> <p>The advent of dockless cycle hire means that their concentration at micro-hubs and local centres may be affected.</p>	Sustainable movement	Spatial Vision	Noted and reference to dockless technology incorporated.
HG16	County Council	Graham Thomas / Essex County Council	HG16.26	P16 A9	<p>“Cultural, recreational, leisure and commercial uses should be clustered next to the Sustainable Transport Corridors at local centres, to create a social and active atmosphere along key routes”</p> <p>Isn't this just another description of a what amenities can be provided at a local centre?</p>	Sustainable movement	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.27	P16 A10	<p>“New development will be encouraged to contribute towards the improved maintenance of nearby cycle underpasses, whilst new underpasses will be discouraged.”</p> <p>Where practicable and considered more attractive for active mode use, the priority should be to remove existing subways, by providing at-grade facilities, even to the detriment of private motor vehicle movements.</p>	Sustainable movement	Spatial Vision	Noted and suggestion helped inform re-phrasing.
HG16	County Council	Graham Thomas / Essex County Council	HG16.29	P17 B	The value of place: changing the character of roads to and streets (typo, should be same as graphic on p7); same error in consultation banner.	Sustainable movement	Spatial Vision	Noted. No amend necessary.
HG16	County Council	Graham Thomas / Essex County Council	HG16.48	P23 D issue	The town centre will also be key to delivering successful north:south and east:west sustainable travel corridors. They will intersect in the town centre and their facilities there will need to match the high quality aspirations for the STCs.	Economy and regeneration	Spatial Vision	Noted and referenced in Sustainable Movement principle C3.

HG16	County Council	Graham Thomas / Essex County Council	HG16.49	P23 D plan	Plan does not show any sustainable travel features/facilities/connectivity.	Economy and regeneration	Spatial Vision	Noted. Plan has been informed by rounds of consultation and client feedback – now signed off.
HG26	Public - emailed forms	Frank Twitchett	HG26.03		Network of roads will impact adversely on local resident / pollution of air countryside etc	Sustainable movement	Spatial Vision	No amend necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.14		What does the term social housing mean, and how is it arrived at?	Placemaking and homes	Spatial Vision	Definitions of terminology used in documents included in the definition.
HG2	Developer meetings	Will Lusty / Savills	HG2.09	Page 40	Page 40. Pedestrian / cycle links need to be identified on illustration for Village 7 and the <b>correct alignment of the internal distribution road connecting Village 7 as part of the Sustainable Transport Corridor.</b>	Sustainable movement	Design Charter	Noted and plans amended.
HG2	Developer meetings	Will Lusty / Savills	HG2.10	Page 41	Page 41. Add in additional text to the end of the first paragraph, as follows: <b>The Concept Framework is an adopted document forming part of the planning policy backdrop for determination of the outline planning applications alongside the Adopted Local Plan.</b>	Status / policy	Design Charter	Noted and reference to seeing East Herts' policy documents and evidence base included.

HG2	Developer meetings	Will Lusty / Savills	HG2.11	Page 41	Page 41. Delete text 'gypsy and traveller pitches' and related icon. <b>Deletion of reference to travelling show people plots and gypsy and traveller sites given there is no plan evidence or feasibility work undertaken by the Council or landowners that identifies such uses</b> as suitable and appropriate at this location. If such uses were incorporated the overall housing capacity figure of 10,000 homes not be achieved which would be contrary to the Inspector's recommendation and GA1 in the local plan endorsing this figure as forming the basis of the strategic housing allocation.	Placemaking and homes	Design Charter	References to travelling showpeople plots, gypsy and traveller pitches included as per East Herts' Local Plan requirements.
HG5	Developer meetings	Lynsey Rigg / Armstrong Rigg Planning	HG5.08	Page 29	<b>The use of the term 'hatch' is confusing.</b> It is understood that it is a historical term used by Gibberd for local centres but few people will know this and to avoid confusion and <b>improve the transparency of the document this term should be replaced with more conventional descriptions</b> i.e local centres, employment areas etc. An example of the lack of clarity is in relation to the existing hatch shown in the southern part of the West Sumners site, which we queried at the meeting and understand this is identified because of the small enclave of employment uses that currently exist there – this is not clear from the plans or text.	Placemaking and homes	Design Charter	Noted and term 'hatch' replace by 'small local centre'.
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.04		Whilst a rapid bus route proposed from the site to the town centre is welcomed and supported, should land or other constraints mean that delivery of the route to the north faces difficulty in terms of deliverability or is delayed, <b>it should be recognised that a route using the existing highway network within the West Katherines scheme would still be desirable even if the journey time is slightly ext ended .</b>	Sustainable movement		Noted.

HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.05		The indicative route of the Sustainable Transport Corridor does not link through the existing residential area of Katherines. <b>Further consideration needs to be given to the Sustainable Transport Corridor routing, including assessment of alternative routes both on a permanent or temporary basis.</b> It should not be overlooked that the creation of a Sustainable Transport Corridor offers benefits to existing residents in terms of enhanced public transport accessibility and maximising patronage would assist in the financial viability of such routes.	Sustainable movement		Sustainable Transport Corridor study picks this up.
HG6	Developer meetings	Gabrielle Rowan / Pegasus Group	HG6.07		<b>Density figures shown should be indicative at this stage and should be clearly referred to as net density and not gross density. It would be useful to also include clearly defined parking standards within the document.</b>	Placemaking and homes		Noted. All density figures suggested are indicative and to be informed through the masterplanning process.
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.01		We have been asking for more information on the mechanism <b>(Capturing Land Value and Long-term Stewardship)</b> for this for 2 years but have yet to be provided with any meaningful response	Infrastructure		Both terms not defined in the glossary.
HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.07		There should have been <b>clearer guidance for the integration of employment in the villages</b> , while respecting their character.	Economy and regeneration		Noted. To be informed by masterplanning process.

HG7	Neighbourhood planning group	Anthony Bickmore / Hunsdon, Eastwick and Gilston Neighbourhood Plan Group	HG7.09		We are unsure of the status and future use of the Spatial Vision, and would welcome clarification.	Status / policy	Both	Documents will be endorsed by County Councils and District Councils.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.04		Will developers be engaging with the Police with regard to 'Designing out Crime'?	Placemaking and homes		To be informed by masterplanning process.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.07		There is no mention of the provision of care homes, bearing in mind the ageing population.	Placemaking and homes		Provision of care homes to be addressed through each authorities' Local Plan requirements.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.10		Where will the water supply to the new development sites be sourced from?	Placemaking and homes		Too detailed for a high level strategic document. To be addressed through further commissioned works.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.13		Referring to statement number A10, 'Local authorities will <b>seek to secure the long-term maintenance and stewardship of open spaces; aiming to achieve high quality such as the Green Flag standard for focal parks and green spaces. The Parish Council would like to see this statement strengthened.</b>	Landscape and green infrastructure		Noted. Wording amended to read as 'committed to achieving high quality...'
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.17		The Ridge at Rye Hill (depicted on page 13 of the consultation draft). <b>Drawing is incorrect, the altitude figures are not an accurate representation. The view should not be breached, all development should be within the basin.</b>	Landscape and green infrastructure		Sketch amended.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.20		Referring to the illustration of street hierarchy for a connected network of streets on page 17, <b>concern was expressed with regard to the lack of parking and the creation of what appear to be 'rat runs'.</b>	Sustainable movement		Parking standards will be in keeping with each authorities' Local Plan requirements. Avoidance of rat-running to be addressed through the masterplan process.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.23		There is <b>no mention of upgrading the road network.</b>	Sustainable movement		Strategic road network to be improved. See Sustainable Movement principle B8.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.24		Concern expressed that the junction at The Plain in Epping cannot cope with the present day traffic. <b>There is no mention of improvements being made to the current road network linking the proposed development at Latton Priory to Epping.</b>	Sustainable movement		Noted. Strategic road network to be improved. See Sustainable Movement principle B8.
HG9	Parish Council	Epping Upland Parish Council	HG9.10		The A414 and A10 are the nearest major roads to the site and it is likely that all the existing smaller local roads in the vicinity, which are unsuitable for heavy traffic, will come under pressure. <b>Some of these run through the centres of small villages eg Eastwick, Hunsdon, and it would entirely change the character of the area if they were widened.</b>	Sustainable movement		Roads running through existing, sensitive settlements will not be widened.
HG9	Parish Council	Epping Upland Parish Council	HG9.12		<b>The water supply and sewage facilities have obviously not yet been discussed.</b> With the South East being the driest and the most densely populated part of England, large developments such as this are bound to present a problem <b>which should be considered before any final decisions are made.</b>	Landscape and green infrastructure		See Landscape and Green Infrastructure principle C9.

HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.06		<b>In paragraphs A3, A5, B4 and C1 it should be made clear that the developments at the Enterprise Zone are in the present tense and not in the future.</b> These are not aspirational objectives that we are aiming for in the years ahead, but which in some cases have already been delivered and in others are now underway. It should be to the advantage of the Garden Town that much of the supporting economic infrastructure is already underway.	Economy and regeneration		Amend future to present tense.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.07		Town Centre: The strong focus in this document on the need for a comprehensive development of Harlow Town Centre is very much welcomed, particularly the statement that the town centre “will become vibrant, diverse and attractive destination at the heart of the Garden Town”. The Harlow Enterprise Zone Board has always highlighted this as a potential constraint to the ambitions that we have and this will be equally true of the Garden Town. <b>There should though be an acknowledgement, in paragraph B8, that the future mix of uses must contain a significant residential component – it will not just be cultural and commercial.</b>	Economy and regeneration		See Economy and regeneration principle D2.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.08		<b>In paragraph D2 there should perhaps be some caution in the statement that “a wide range of high quality shopping floorspace will be provided.”</b> Firstly, little of the land is in the control of the public sector partners and so there cannot be such confidence that this can actually be delivered. Secondly, it is unclear whether even the increasing population to be provided by the Garden Town will be sufficient to stem the tide of declining demand for retail floorspace. <b>Perhaps a more flexible approach should be considered for the vision to state a desire to create a vibrant destination with a mix of uses to contain retail, leisure and residential.</b>	Economy and regeneration		Noted and flexible approach / wording suggested has helped inform re-phrasing.

HG13	Statutory stakeholder	West Essex Clinical Commissioning Group	HG13.01	Page 10	<p>A series of health and well-being centres will be at the heart of communities across the Garden Town. Providing a 'one-stop shop' to meet the needs of residents, centres will be highly accessible by public transport, walking and cycling.</p> <p>We want to change this to the following:</p> <p><b>Due to the amount of anticipated growth in the Gilston Garden Town, a new health centre will be provided as part of the development. The strategy is to develop a service model locally to meet the future population growth. This will enable practice workforce to work together for a larger population to bring benefits of scale and specialisms and retaining continuity of care for patients. It is anticipated that community/primary care based professionals will work more closely together to support patients in their area.</b></p>	Placemaking and homes	Spatial Vision	Noted and amended.
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HG15	QRP panel	QRP Panel	HG15.03		As a next step, the panel recommends defining the hierarchy of priorities within each strand – to give the vision greater clarity. Particularly as in most areas these will be subject to negotiation and agreement with third party developers.	General	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.04		The panel cautions that it will be important to manage expectations, particularly if the Spatial Vision is a public facing document intended for use with local communities – funding will not stretch to do everything, and it should be clear about what is promoted is deliverable.	General	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.06		The panel thinks the document could go further in celebrating existing unique features of Harlow and Gilston – to articulate what is special about this place.	Placemaking and homes	Spatial Vision	Noted. To be picked up through wider commissioned works including communications and publicity.
HG15	QRP panel	QRP Panel	HG15.07		A compelling narrative describing the Garden Town’s unique existing features would assist here – for example its heritage assets, sculptures and Stort Valley setting could inform future development of the Garden Town.	Vision	Spatial Vision	Noted and heritage assets are celebrated through Placemaking and

								Homes principle D. Stort Valley double spread included in the Spatial Vision.
HG15	QRP panel	QRP Panel	HG15.09		Focusing the document around the core message of the Garden Town as a landscape-led network of integrated villages will help the document's legibility and efficacy – aiding communication with delivery partners and central government.	Vision	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.12		The panel wants to hear more about the character and quality of the centres and encourages more work articulating the vision for each, including Harlow Town Centre.	Placemaking and homes	Spatial Vision	Noted and to be picked up through further commissioned work.
HG15	QRP panel	QRP Panel	HG15.13		In working to ensure the vibrancy and vitality of the centres the panel recommends looking at examples, research and precedents of how high streets are evolving and their potential future functions. Lessons can already be learnt from the current shift away from retail towards entertainment uses which have potential to generate similar spend levels.	Placemaking and homes	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.14		There is scope to produce guidance to encourage developers to embrace a broader range of non-residential possibilities, particularly in existing centres, than they may have be inclined to traditionally deliver. The panel perceives that there is an opportunity to provide additional activity and use into these centres.	Placemaking and homes	Spatial Vision	Noted and will be encouraged through the masterplanning process.
HG15	QRP panel	QRP Panel	HG15.15		The panel admires the aspiration to provide a range of centres: hatches; local centres; and Harlow Town Centre – but questions if it will be possible to make these centres self-sufficient in the current economic climate?	Placemaking and homes	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.16		There is a risk that the number of centres envisaged may undermine each other. To avoid this risk further scrutiny and evidence will be required to consider whether each centre is desirable, economically sustainable and viable – each would also benefit from being instilled with a uniqueness that considers the function of each, within a hierarchy of local centres.	Placemaking and homes	Spatial Vision	Noted. Decisions on economic viability to inform suitability of local centre size and distribution.

HG15	QRP panel	QRP Panel	HG15.17		Innovation will happen in locations that encourage a flexible and diverse ecosystem of commercial and other non-residential uses. Relying on conventional industrial districts to create innovation, is unlikely to achieve this – innovation tends to start in informal, or low-cost workspaces.	Economy and regeneration	Spatial Vision	Noted. Strategic industrial locations will help the UK innovation corridor achieve its objectives, whilst providing a fertile economy in the Garden Town for spin-off industries, in smaller workspaces. The Town Centre will include space for SMEs.
HG15	QRP panel	QRP Panel	HG15.18		The panel recommends avoiding single-use zones and supports the concept of co-locating uses as a means of fostering vibrancy but thinks that further work should be done to encourage the economic aspirations described.	Economy and regeneration	Spatial Vision	Noted. Integrated commercial uses and an 'open campus' approach is advocated for large industrial locations.
HG15	QRP panel	QRP Panel	HG15.19		In developing an employment strategy, greater breadth and granularity are encouraged. This should go beyond spatial thinking and develop an approach to issues such as: rent levels; governance; and the type of businesses who will occupy these spaces.	Economy and regeneration	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.20		The panel wonders whether there is scope to encourage a flexible approach to how planning rules are applied at these specific locations – this could encourage adaptability and maximise opportunities for enterprise and innovation.	Economy and regeneration	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.21		Community engagement activities initiated in mid-2017 raised awareness of the Garden Town concept and were a positive start. The panel encourages building on this momentum to help foster change and avoid the risk of community frustration while they wait on delivery.	Delivery	Spatial Vision	Noted.
HG15	QRP panel	QRP Panel	HG15.27		The panel is not yet convinced by proposals to connect Gilston back into Harlow Town Centre, with – more detailed exploration of bridge crossings and the BRT route will be needed.	Sustainable movement	Spatial Vision	Noted.

HG16	County Council	Graham Thomas / Essex County Council	HG16.01		ECC points to how the vision can articulate the role of education and training to ensure that these help provide the workforce that advancing technological innovation and employers need, focusing on those growth sectors that offer most future opportunity. <b>A clearer vision is called for around investment in new educational facilities.</b> This includes the requirement for sufficient trained teaching staff and well equipped facilities to meet evolving needs.	Economy and regeneration	Spatial Vision	Noted. Referenced in Economy and Regeneration principle C6. To be picked up through further commissioned work.
HG16	County Council	Graham Thomas / Essex County Council	HG16.02		The education input seeks to ensure that new primary schools and early years provision is suitably integrated with planned new centres and that these are easily accessible for communities via sustainable transport links (with pedestrian and cycle routes to encourage walking and cycling). New secondary schools also need to be centrally and accessibly located, together with community facilities / green space and linked for the communities they are to serve	Placemaking and homes	Spatial Vision	Noted. To be captured through the masterplanning process.
HG16	County Council	Graham Thomas / Essex County Council	HG16.03		<b>High quality housing needs to be referenced explicitly in the vision statement itself. More ambition on Broadband is sought to seek all new development being fibre optic enabled.</b>	Vision	Spatial Vision	Redrafted vision to include explicit reference to high quality homes and broadband.
HG16	County Council	Graham Thomas / Essex County Council	HG16.04		<b>Procedural matters around sustainability appraisal and document status</b> are being raised to ensure the document is able to fulfil its role, should subsequent decisions be taken to increase the weight and status of the HGGT SV	Landscape and green infrastructure	Spatial Vision	Documents will be endorsed by County Councils and District Councils.
HG16	County Council	Graham Thomas / Essex County Council	HG16.07	Page 4,5	The underlying assumptions on this plan may not be the most appropriate to form the basis of the Vision. We have highlighted previously and elsewhere the need to have an agreed set of plans to ensure consistency across all reports. <b>The coloured block for the PAH site does not conform to the key (being neither a small dot nor a strategic site), and is not large enough to form its own neighbourhood.</b> <b>Key: J7a is now programmed, with completion due 2021/22</b>	Vision	Spatial Vision	Amend strategic plan to reflect programmed J7a and clearer definition of PAH site.

HG16	County Council	Graham Thomas / Essex County Council	HG16.13	Page 8 A7	“Roofscapes will be varied and terraces will be ... “ Terraces can be a landscape feature and a type of housing - amend text to make clear which is being referenced	Placemaking and homes	Spatial Vision	Amended.
HG16	County Council	Graham Thomas / Essex County Council	HG16.38	P19 D4	“Local authorities will explore opportunities to invest in smart technology to better manage traffic congestion and parking availability, with public access to this data via an app-based system” It is difficult to influence parking availability given the extensive availability of free workplace parking and inexpensive town centre parking.	Sustainable movement	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.42	P20 A7	“The Garden Town is well-connected by air, road and rail infrastructure and will maximise opportunities afforded by planned improvements including four tracking between London and Broxbourne and the proposed Crossrail 2 line.” Neither of the schemes mentioned are 'planned'; they are proposed and are some way off being in any way certain, as they require significant central govt funding.	Economy and regeneration	Spatial Vision	Noted and wording amended.
HG29	QRP panel	QRP Panel	HG29.04		<b>Some references risk being overly general</b> , such as the allusion to sustainability movement – potentially diminishing the importance of the Design Charter as Local / District Plans and supplementary policy documents evolve.	General	Design Charter	Sustainable travel plans are to be required for all new development. See Sustainable Movement principle C9.
HG29	QRP panel	QRP Panel	HG29.05		<b>References risk being overly prescriptive – verging into Design Coding and site-specific density guidance.</b>	General	Design Charter	Colour palette removed to avoid feeling too closely tied to design codes.

HG29	QRP panel	QRP Panel	HG29.07		Recommend revisiting and revising metrics throughout the document – specifically ensuring that these support implementation of the ‘Key Principles for Healthy Growth’	Placemaking and homes	Design Charter	Noted but too detailed at this point in the process. To be picked up through future commissioned work.
HG29	QRP panel	QRP Panel	HG29.08		Where terms such as ‘exemplary’ are used, these should be defined in the document.	General	Design Charter	Noted and careful use of phrasing has been reviewed. Case studies have been provided where appropriate.
HG29	QRP panel	QRP Panel	HG29.18		The panel thinks further creative thinking and work is required in considering critical questions around parking and modal shift.	Sustainable movement	Design Charter	Parking standards are too detailed to be included at this point. Panel to meet with Garden Town Board to discuss approach to parking standards.
HG29	QRP panel	QRP Panel	HG29.19		<b>A nuanced approach will be required that applies a number of differing levers, with targets potentially phased over time – lessons can be learnt from current thinking on masterplans that incorporate car-free zones such as Dunsfold Park, Surrey.</b>	Delivery	Design Charter	Phasing and delivery targets.

HG29	QRP panel	QRP Panel	HG29.21		<b>Review illustration legibility. For example, diagrams within the 'Strategic Site Guidance' section focusing on each Strategic Site are the smallest image on the page. Movement diagrams could also make it clearer what is existing, and what is proposed.</b>	General	Design Charter	Review plan legibility.
HG2	Developer meetings	Will Lusty / Savills	HG2.02	Page 4	Suggested addition to page 4. Both the Spatial Vision and Design Charter should be treated as high-level, background documents in support of the Garden Town vision. Neither should be applied prescriptively both in terms of policy or guidelines but these instead set the tone for achieving high-quality design through future planning applications. There will be a forthcoming Gilston-specific Design Charter which will set out more specific design guidelines in the form of a high-level design guideline framework. This will be set against the backdrop of the Concept Framework and the adopted local plan (specifically policy GA1).	Status / policy / administration	Design Charter	Introduction has been redrafted to capture the essence of the documents and broader family of policy / background documents.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.01		Concern at the high level of housing densities, quoted as being 'broadly between 25 homes and 55 homes a hectare'. The lower level of 25 homes per hectare is preferable.	Placemaking and homes	Both	Noted.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.03		Housing design – concern as to how modern developments will look in 25 plus years time (New Hall quoted as an example). Covenants need to be in place to ensure developments are maintained.	Placemaking and homes		Noted.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.05		Latton Priory should reflect a village vernacular.	Placemaking and homes		Noted, though no amend necessary. Documents do not reference the desire for a village vernacular at Latton Priory.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.09		Each of the new development sites should be clearly identified.	Placemaking and homes		Noted.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.11		Suggest that infrastructure be put in place before the development of any new homes.	Placemaking and homes		Noted. A phased approach is proposed for infrastructure and housing delivery.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.19		Is there any reason why this consultation has been presented after the submission of EFDC's Local Plan, as it must have such a bearing on it?	Landscape and green infrastructure		No reason no. Local Plan informs some of the approach taken in these documents.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.21		Depicting an example of a tree lined street from Bromley-by-Bow on page 17 is out of context with the area and surrounding countryside being considered for this consultation. Unlike Bromley-by-Bow the area does not have supported infrastructure, ie., rail, tube, bus networks and access to 'black cabs'.	Sustainable movement	Both	Noted. No amend necessary.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.22		Referring to statement number B2, 'Neighbourhoods and villages will be largely based on tree-lined, local street layouts creating sociable places with a human scale' and to statement number B6, 'Opportunities to change the character of existing roads through tree surgery and maintenance, fronted development and at-grade pedestrian crossings will be identified', these statements contradict each other.	Sustainable movement		Noted but mi-interpretation. No amend necessary.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.25		Concern expressed that Central Line Station at Epping cannot cope with the volume of commuters using the network at peak times at the present time.	Sustainable movement		No amend necessary.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.26		Concern expressed at the lack of car parking spaces at Epping Station, how would this cope in the future?	Sustainable movement		No amend necessary.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.28		Concern expressed that the consultation assumes that people will replace cars with bikes and buses as their preferred method of transport.	Sustainable movement		No amend necessary.
HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.30		Princess Alexandra Hospital is on a fairly tight site at present and if it is rebuilt on its existing site (whilst presumably the old building is still operational, then it is likely that many existing parking spaces will be taken up either with the new development or the contractors vehicles etc. causing even more difficulty in reaching the hospital than at present.) This would also cause hospital operational disruption for staff and patients until the construction was completed. The two other hospital site options that we understand are being considered, is for a new hospital to be built on East Herts land or on Epping Forest land near J7a. <b>It is the Parish Councils preference that a new hospital should be built on Epping Forest land near new J7a as this would be much easier for our residents to reach than on an East Herts site.</b> This would then potentially release the current site for housing development in Harlow.	Sustainable movement		Noted. No amend necessary.

HG8	Parish Council	Susan De Luca / North Weald Bassett Parish Council	HG8.32		Will there be a sustainable hub, for Emergency Services, incorporating a Police Station, Court House?	Economy and regeneration		Beyond the scope of work. Decision sits with NHS PAH.
HG9	Parish Council	Epping Upland Parish Council	HG9.01		Epping Upland Parish Council has great concerns with regard to the proposed vision for the Garden Town and disapproves of the concept, the implementation and the location.	General		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.02		The Garden Town in our view is far too spread out and therefore occupies a much larger area of former countryside than necessary. It has been described as an 'urban sprawl on an epic scale'.	General		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.03		The loss of prime agricultural land at a time when the proportion of food grown within this country is diminishing is regrettable, as is the loss of green belt land.	Landscape and green infrastructure		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.04		The Green Belt was created to save the countryside surrounding London from developments such as this. If this succeeds we wonder if any part of the Green Belt is safe.	Landscape and green infrastructure		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.05		Green wedges are not the same thing as countryside. Certainly farming activities here would be impracticable, with the use of large machinery such as combine harvesters and activities such as necessary crop spraying; especially as footpaths and cycle tracks are envisaged through the green wedges.	Landscape and green infrastructure		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.06		The health and wellbeing of all those affected is highly likely to be compromised as the open space is reduced and controlled, and pollution levels will increase notwithstanding the proposals for Landscape & Green Infrastructure and Sustainable Movement.	Landscape and green infrastructure		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.07		Whether Harlow Town Centre will become 'the cultural and commercial centre of the Garden Town' is doubtful, even with its forthcoming refurbishment. Brookfield Farm, Bishops Stortford and Hertford are at least as likely to attract residents.	Economy and regeneration		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.08		Many residents would be likely to commute to London rather than take jobs locally. Already numerous local properties are being purchased by people who work in London but find London property prices too high, as are those closer to existing transport links.	Economy and regeneration		Noted.

HG9	Parish Council	Epping Upland Parish Council	HG9.09		Current rail and tube links are inadequate, being overcrowded and oversubscribed both from Harlow and Epping.	Sustainable movement		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.11		Pictures of the proposed development show unnecessarily wide streets with wide green verges, contributing to an overall waste of space.	Sustainable movement		Noted.
HG9	Parish Council	Epping Upland Parish Council	HG9.13		The Garden Town must be seen not just as an isolated development but as the CPRE describes it a 'death knell' to the rural character of the whole area.	General		Noted.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.01		It will be important to ensure that there is some flexibility built into the masterplans as they emerge.	Placemaking and homes		Noted.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.02		Businesses in the Enterprise Zone will be keen to see housing developed across a range of styles, sizes and tenure types to ensure that all employees can be catered for. <b>The commitment to housing diversity and a tenure-blind mix is therefore to be welcomed.</b> It will be important to portray the Garden Town as an aspirational series of developments for all income groups.	Placemaking and homes		Noted.
HG10	Statutory stakeholder	Harlow Enterprise Zone	HG10.03		Walking & Cycling: The Harlow Science Park is investing in new cycling infrastructure that will connect to Harlow's existing cycle network. There will therefore be opportunities to promote cycling to Harlow & Gilston Garden Town residents who are employed on the Enterprise Zone sites at London Road.	Sustainable movement		Noted.
HG12	Statutory stakeholder	Transport for London	HG12.01		At this stage, the proposed Crossrail 2 scheme terminates at Broxbourne and there are currently no plans for any further extension beyond the northern terminus as suggested in Section D. However, it is important to recognise that the 4-tracking of the West Anglia Mainline (WAML) and introduction of Crossrail 2 services will increase the reliability, frequency and capacity of rail services within the wider WAML corridor, with Harlow being well positioned to benefit from these improvements.	Sustainable movement		Noted.
HG15	QRP panel	QRP Panel	HG15.26		To this aim, early delivery of the Bus Rapid Transport (BRT) will be essential to support sustainable travel – avoiding reliance on car use becoming habitual.	Sustainable movement	Spatial Vision	Noted.
HG16	County Council	Graham Thomas / Essex County Council	HG16.28	P16 A11	"Schools and places of work will provide cycle and scooter facilities, including showers, changing rooms and secure cycle ..."	Sustainable movement	Spatial Vision	Noted and suggestion informed rephrasing.

HG16	County Council	Graham Thomas / Essex County Council	HG16.31	P17 B6	"Opportunities to change the character of existing roads through tree surgery and maintenance, fronted development and at-grade pedestrian and cycle crossings will be identified"	Sustainable movement	Spatial Vision	Noted and suggestion informed rephrasing.
HG16	County Council	Graham Thomas / Essex County Council	HG16.35	P18 C6	"Cycling and walking routes will run beside Bus Rapid Transit Routes and be segregated where possible, with 'microhubs' interchanges to encourage the transition between different modes of sustainable travel in one journey."	Sustainable movement	Spatial Vision	Noted and suggestion informed rephrasing.
HG16	County Council	Graham Thomas / Essex County Council	HG16.41	P20 A4	"With a rich history of innovation, Harlow is the home of <b>fibre-optic technology</b> and will build on this legacy through championing the latest information and communication systems including <b>Ultra fast Fibre to the Premises (FTTP) broadband.</b> "	Economy and regeneration	Spatial Vision	Noted and suggestion informed rephrasing.
HG26	Public - emailed forms	Frank Twitchett	HG26.01		We feel that the plan is far to big and since we have been attending concept meetings it seems To have expanded from 10,000 homes and in recent information appears to have increased to 23,000 . Why?	General	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.02		We have big concerns regarding infra structure to support our current community let alone an addition 10,000/ 23,000 ? New dwellings	Infrastructure	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.04		Removal of green belt land when brown sites would have been an option	Landscape and green infrastructure	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.05		There has been a lack of proper engagement with existing communities events taking place in inadequate venues and times for working people or those with disabilities	General	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.06		Distinct distinct areas not information on boundaries provided	Status / policy	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.07		Already multiple building developments under way with currently overstretched and inefficient health service locally will £5000 million really support such a massive project	Infrastructure	Spatial Vision	Noted. No change necessary.

HG26	Public - emailed forms	Frank Twitchett	HG26.08		The present Rye Meads-Will this support these plans	General	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.09		We are very concerned about the loss of the rural nature of the area, bourne out by the number of properties now up for sale	Landscape and green infrastructure	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.10		Not everybody will cycle, walk or use public transport as it is not capable of improving enough! Companies will find recruiting difficult if people cannot use cars.	Sustainable movement	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.11		Existing residents will have their lives blighted for years with roadworks and closures.	Sustainable movement	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.12		Changes have been made without consultation.	General	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.13		Objections ignored.	General	Spatial Vision	Noted. No change necessary.
HG26	Public - emailed forms	Frank Twitchett	HG26.15		What about the increase in litter, please drive along the road between Gilston and High Wych and you will see!	Placemaking and homes	Spatial Vision	Noted. No change necessary.

HG28	Public - emailed forms	Ryan Coxall	HG28.01		My family and I were present at the Places for People consultation in Gilston in May where we made our views heard on the proposed road junction at the entrance to Terlings Park and the closing of the main road through Pye Corner. Apparently there was an additional meeting held by yourselves at Gilston village hall on Thursday the 12th of July. We were not made aware of this at all! As we are one of the closest properties to the proposed changes and live facing on to the busy main road I would have thought that an effort would have been made to contact us and make us aware? Had we known about it we would have been there. None of our neighbours on the main road appear to have been made aware either.	General	Spatial Vision	Noted. No change necessary.
HG28	Public - emailed forms	Ryan Coxall	HG28.02		Apparently a vocal minority from the Gilston Park area are opposing the closure of the road through Pye Corner and we also heard that there was virtually no representation from the villagers that actually live on the main road in question? About the only positive we might see from the whole terrible project would be to rid ourselves of the traffic that sits outside our house every morning, and the speeding cars during the day. Leaving the road through the village open to my mind would just make the road outside our house even more of a rat run than it already is.	Sustainable movement	Spatial Vision	Noted.
HG29	QRP panel	QRP Panel	HG29.02		<b>The panel reiterates earlier comments that giving this suite of documents formal weight in the planning process will be fundamental in ensuring their successful implementation.</b>	Status / policy / administration	Design Charter	Documents will be endorsed by County Councils and District Councils.
HG29	QRP panel	QRP Panel	HG29.06		It would welcome guidance on how it should use the Spatial Vision and Design Charter to best support Officers, Committee and Board members.	Status / policy / administration	Design Charter	Noted. Quality Review questions have now been formulated in conjunction with the panel.