

**Ingatestone & Fryerning Parish Neighbourhood Plan
Review of Regulation 14 consultation representations**

Name / Organisation	Organisation ref	Section / Policy which comment relates	Comment ref	Comment summary	Neighbourhood Plan Advisory Committee Response
Alex Fotheringham	Resident	Policy 1	Housing	The proposals for more affordable housing in the area are welcome. It can be virtually impossible for some families to settle in the area, forcing them to move away to have children thus breaking community continuity.	Agreed.
Alex Fotheringham	Resident	Policy 5	Transport Projects	<p>The proposed 20mph safety zone for Bakers Lane and Market Place cannot come quickly enough. This is an ‘accident waiting to happen’ and has been recently further aggravated by the new 30 mph signs on Market Place which indicate to traffic that you are leaving the centre of the village so you can speed up! A width restriction or other calming measure at the start of Bakers Terraces would be a way to get the traffic to slow to a walking pace where there are no pavements at this point.</p> <p>The proposal to sort out the missing/narrow pavements would transform the village in terms of accessibility. In addition the High Street carriageway should be reduced to the minimum permissible width that would safely facilitate any A12 diversion through the village and the road surface should be changed to improve the character of the High Street and encourage vehicles to slow down and share the space with pedestrians.</p> <p>The signage and ‘gates’ at all village points of entry could be improved. This could also be couples with further traffic</p>	<p>Accept 20 mph limits</p> <p>Accept it as a policy but can we do anything about it as it is ECC Highways?</p> <p>Accept it as a policy?</p>

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				calming measures to make it clearer to vehicles of the need to slow down.	
Alex Fotheringham	Resident	Policy 3	Heritage	The lamp posts in the High Street/Bakers Lane/Market Place conservation area should be all the same and of traditional style rather than the newer urban style to preserve the special character of this conservation area and provide continuity. Consideration could also be given to placing signage indicating there is a conservation area.	Noted
Alex Fotheringham	Resident	Policy 4	Economy	In order to increase opportunities for small scale farmers markets, fairs, village celebrations and the like, a consideration could be made to re-landscape some of the lawned area in front of Ingatestone church nearest the pavement so that there was a larger paved area with benches etc which would encourage a sense that the village had a clear central focal point. Although maybe considered a 'radical' change this could really be positive for the village street scene.	Accept we should consider ideas to enhance the street scene.
Pat Clark	Resident		Vision	I endorse the shared vision for our community.	Noted
Pat Clark	Resident	Policy 1	Housing	In particular I would like to stress the need for affordable housing to enable our youngsters the opportunity to live in the community where they have grown up and wish to raise their own families here. I would hope this could be a mix of privately owned and social housing that would make living here affordable than having to pay exorbitant rents that are currently on offer.	Agreed.

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John & Helen Gillings	Residents	Policy 1	Housing	Page 11. 'to promote an integrated approach to achieving sustainable and quality residential environments' seems a bit like 'official speak' and although as we read on we grasped some idea of what was meant, the way this objective is stated could do with further clarity.	Could re-phrase this or leave it out.
John & Helen Gillings	Residents	Policy 3 a)	Heritage	This doesn't read well and needs clearer phrasing.	Noted
John & Helen Gillings	Residents	Policy 4	Economy	Page 23. The term 'sui generis' could do with an example at this point of introduction.	Noted
John & Helen Gillings	Residents	Policy 4	Economy	Page 29. We couldn't find any reference in the plan to the classification system used to describe employment site usages. In fact after looking this up in Town and Country Planning (use classes) 1987 order amended, we discovered that from 2020 B1 no longer exists and subsumed by E.	Noted
John & Helen Gillings	Residents	Context	Transport	Page 31. The reference to effective enforcement for safety needs to include a reference to adherence to driving speed restrictions.	Accept.
John & Helen Gillings	Residents	Policy 5	Transport	Page 36 Proposals for new developments should include 'Provide effective enforcement to signed speed restrictions.	Accept.
Georgina Fotheringham	Resident	Policy 5	Transport	I am a resident of Bakers Lane and am in full support of making it a 20mph and school safety zone. It would make it so much safer and I know the other residents are also in full support. The cars drive so fast down here which is a worry for us as I have two small children.	Accept.
Emma Matthews	Resident		Heritage	I would like to mention the road signs off the High Street ie Pine Drive, Park Drive, they are all very tatty and in poor	Noted

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				condition and it would great to have them updated. I noticed that Post Office Road has a really nice sign, did the residents pay for it themselves as it's a private road? Could that be an option for individual roads to do?	
Emma Matthews	Resident	Policy 5	Transport	I think the 20mph speed limit is an excellent idea. I do feel however that there are not enough signs up to show drivers that this is the speed limit. So more signs are needed. I know it has definitely slowed me down and now when I drive out of the village towards Brentwood I'm aware that I'm sticking to the 30mph limit down the hill past Station Lane as a result of the village limit.	Accept.
Bernard & Maisie Bradford	Residents	Policy 5	Transport	In addition to the areas included in the table on Page 33, there should also be:- Pavement adjacent to the Manse (URC) is only 89cm wide and partly obstructed by overhanging shrubs; pavement adjacent to former Crown Pub-Crown Mews 112 cm wide; pavement adjacent to the cottages from Crown Mews to Bellmead 116cm wide. While the latter two are wider than the others in the table the first is narrower than that near Budgens. In addition the traffic along this section of the High Street is travelling at a much greater speed than in the centre	Accept – but can we legislate for wider pavements?

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				of the village and there is probably more danger to pedestrians at these locations.	
Harriet Whyman	Resident	Text p.24	Economy	I am a new resident of Ingatestone and would definitely take a look at the current neighbourhood plan but for a starting point do we do community gatherings historically? Perhaps at key times of the year like bonfire night, Halloween and or a Christmas Market?	NP mentions some events like the Horticultural Show and need for more local events. Could include others like NYE Fireworks?
Geoffrey Walker	Resident	Policy 5	Transport	<p>Would it be possible to re-route the pavement currently between the High Street and Seymour Field either right against the fence or even inside the fence? This would enable about 200metres of diagonal parking where the pavement is currently located. The parking, if diagonal, would not obstruct the highway and would be easy to enter and leave.</p> <p>To encourage shoppers parking could be pay and display with first 2 hours free.</p> <p>This area seems to me to be the only place in the village which could provide a significant amount of parking at a very low cost. (map was provided)</p>	<p>Accept it as a policy but can we do anything about it as it is Highways?</p> <p>Accept as it is the case that IFPC short term parking is free for first two hours</p>
Richard Pusey	Resident		Transport	We all agree that the High Street is too narrow and the Fryerning Lane/Stock Lane junction is a nightmare particularly at school start/finish times. It was not designed for modern modes of transport and big lorries etc and will only get worse when the proposed new houses are built. Short of demolishing a large number of properties, I feel there is no solution except making the whole area pedestrian only which is not a practical option.	Accept.

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Richard Pusey	Resident	The future	Economy	As chairman of the Historical Society, I am slightly surprised we have not been consulted about the proposed museum. I doubt very much it is a viable proposition and will cost a lot of money to renovate the building for very little use. Who is going to staff it, and maintain it and when will it be open? Will there be designated parking for visitors as without I doubt many will stop there.	This seems to be an oversight? Accept we should join up with the Historical Society re the museum.
Chelmsford City Council	Senior Planning Officer		Environment	There is one strategic issue which affects Chelmsford City Council's administrative area: As one of the local authorities involved in the Essex-wide recreational Disturbance Avoidance and Mitigation Strategy (RAMS) we would encourage reference in the Local Planning Context to the RAMS Strategy, as part of the area covered by the NP designation is within the Essex Coast Zone of influence. In addition, the Brentwood Local Plan Habitats Regulations Assessment (January 2018) identifies that new residential development within the Borough is likely to result in significant effects on the Essex coast Habitats sites due to the draw of the coast for recreation.	Noted
Chelmsford City Council	Senior Planning Officer		Economy & Housing	The Neighbourhood Plan will need to take account of the recent changes to Permitted Development Rights including the introduction of Use Class E (September 2020); and the emerging Planning for the Future White Paper (August 2020)	Accept.
Chelmsford City Council	Senior Planning Officer		General text	We would comment in general terms that a number of policy requirements within the draft Ingatestone and Fryerning Neighbourhood Plan appear to repeat policy contained within the Brentwood Local Plan Pre-Submission Document (February 2019). Examples include Policy 3, Heritage; and Policy 6, Environment in relation to SUDS,	Noted

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				electric vehicle charging, air quality etc. These Neighbourhood Plan Policies either repeat or provide less detail than the Local Plan Policies, meaning they will be ineffective and not likely to succeed at Examination.	
Anglian Water		Policy 1	Housing	As drafted Policy 1 requires the development to provide appropriate surface water and waste water drainage. We would expect surface water to be discharged to Sustainable Drainage Systems (SuDs) with a connection to the public sewerage network considered as a last resort. It is therefore proposed that Policy 1 is amended as follows: 'Provides appropriate Sustainable Drainage Systems to manage surface water and waste water drainage.'	Accept amended wording.
Anglian Water		Policy 2	Housing Design	We welcome the reference to increased water efficiency which can have wider community and environmental benefits including reducing impacts on the public sewerage network.	Accept.
Anglian Water		Policy 6	Environment	Anglian Water support the requirement for applicants to include the provision of Sustainable Drainage Systems (SuDS). The use of SuDS would help to reduce the risk of surface water and sewer flooding which have wider benefits e.g. water quality enhancement. We would expect surface water to be discharged to SuDS with a connection to the public sewerage network as last resort. Therefore, we would suggest the policy should ensure that developments include SuDS wherever possible. Please note the term 'Sustainable Drainage Systems' is currently used in national planning policy which was previously referred to as Sustainable Urban Drainage	Noted

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				<p>Systems. Therefore, we would suggest the term Sustainable Drainage Systems should be used in the policy.</p> <p>It is therefore proposed that Policy 6 is amended as follows: 'New development proposals should incorporate sustainable urban drainage systems (SuDS) wherever possible appropriate to manage rates of surface water runoff and to reduce the potential for flooding. SuDS schemes should also be used to enhance biodiversity and ecosystems within development proposals.'</p>	
Jon Cloke	Resident & Ward Councillor	Text Page 13	Housing	<p>Most of the new housing developments of a large scale are in Mountnessing rather than Ingatestone, this includes the 'Ingatestone Garden Centre' and Thoby Priory. Whilst Redrow would have us believe that they can develop across the National Grid Gas Main and the English Trust site (Recycling Centre) and 'Bushcade' site it should be remembered that these sites have not been made available in the Brentwood Borough Council Local Development Plan for rezoning; also that the 'Bushcade' site (Brentwood Depositories) operates illegally as the owner was paid to return it to Greenbelt after the A12 works about 10 years ago. It still exists on BBC's enforcement horizon.</p>	Information.
Jon Cloke	Resident & Ward Councillor	Text page 11	Housing	<p>I would definitely support the requirement for Bungalows, due to the age scale of the Parish, however the fact is that Bungalows are being permitted to be rebuilt into two stories, contrary to section H6 of the current Brentwood Replacement local plan.</p> <p>Smaller sites adjacent to the High Street have been allowed for development in spite of the need for additional local parking and, in the case of the site at the Hight Street end of</p>	Information. Emphasises the need for adequate parking provision with new developments.

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				Stock Lane where, because of the lack of provision for any parking in the developments; vehicles of all sizes park on the crossroads and particularly to the Southern Side where a house was allowed to be built in the car park by the Inspector at appeal and has already seen three nasty accidents in the short period (c4 years) that it has existed.	
Jon Cloke	Resident & Ward Councillor	text. Page 23 & 31	Economy	Essex County Council Highways safety report was published in September 2017, LBRE172088 has been in existence for over three years and forms the baseline requirement for the recent TRO for Ingatestone High Street; Station Lane to Seymour Field, AMD4 which the Parish Council at first supported and then objected to. This report was done in response to an original request to SEPP in 2011 by the Parish Council.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 33	Transport	Narrow pavements. Ingatestone High Street is a conservation area; however it is still a PR2 (some cite PR1) road and is the only immediate emergency replacement to the A12, which is regularly blocked by accidents on the original, dual carriageway Ingatestone Bypass. The High Street cannot be narrowed to widen pavements because it is a conservation area; it is classed as the emergency by pass for the A12 both by Highways England and ECC (the Highways authority). Even in the days of the Ingatestone Victorian Evening Events the road closure was under a ruling to be lifted within 5 minutes should the A12 be closed. It is supposed to allow the passage of HGVs in both directions, therefore cross street banners are not allowed either.	Information.

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Jon Cloke	Resident & Ward Councillor	Text page 34	Transport	Cycle paths. As you will understand from above there is little room for cycle paths, and under the Highway Code (reinforced by Laws HA 1835 section 72 & RSA 1984) cycling on the pavement is illegal. Currently ECC hope to impose a condition on the developers of 'Ingatestone' Garden Centre to provide a cycle path from there into the village and also through Mounnessing, this is currently under discussion.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 34	Transport	I have put in place protection zones and zig zags on both the Junior and Infant Schools, including barriers. From a SEPP point of view this is as much as we can achieve without ECC support. I am also putting in parking improvements on New Road (grasscrete) but it would be very helpful if the Parish Council made their car park at Seymour Field available to other users including the Anglo European School. The new AMD4 parking arrangements will improve safety at the North of the village and also allow short term school bus parking.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 34	Transport	Speed Reductions. There is currently in place a Temporary Traffic Regulation Order (TTRO) on Ingatestone High Street from Station Lane to Seymour Field; this is not being observed and I am aware that Essex Police have made multiple arrests for speeding in this area. Should the village want to keep it, a campaign to make it better observed is necessary as it will otherwise lapse after 18 months. I am also aware that ECC may be putting in place a programme whereby with joint funding by Parish or Town councils, speed cameras may be emplaced. At least one would be very useful. The latest cameras function in both directions.	Information.

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Jon Cloke	Resident & Ward Councillor	Text page 34	Transport	Speed Bumps. These are opposed by the emergency services, ECC and HE on Health and Safety grounds together with emergency response times.	If so must we accept?
Jon Cloke	Resident & Ward Councillor	Text page 35	Transport	ECC have nothing to do with parking at Ingatestone Station	Accept it is GA/NCP
Jon Cloke	Resident & Ward Councillor	Text page 35	Transport	ECC are only in control of on-street parking, this is why AMD4 has been implemented. As chair of SEPP I am open to any future proposals.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 35	Transport	Possible car parking areas of small size especially around the High Street are being built on. With no parking provision for the residents of those buildings, and no conditioning to stop them parking a car locally, this has created problems in Budgens car park as the early morning delivery trucks cannot access the shop. Conditions as such have previously been implemented at sites (Waterloo Road and Swan Paddock) in Brentwood.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 35	Transport	Bridleways are not the responsibility of ECC, whilst Mapletree Lane was resurfaced by a joint BBC/Chelmsford City Council Local Highways Panels initiative about 4 years ago this was because the Bridleway was being ruined by the Chelmsford City Council rubbish trucks that used it. The residents and Lord Petre agreed at the time that they would maintain it in the future; unfortunately CCC Rubbish trucks still use it.	Information.
Jon Cloke	Resident & Ward Councillor	Text page 39	Environment	Figure 17 isn't Mill Green Common	Noted

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Jon Cloke	Resident & Ward Councillor	Text page 40	Environment	Flooding. This really applies to the River Wid at Buttsbury Wash and at the Stock Lane listed bridge. The CCC development plan proposal for the floodplain at Margaretting accepts that these crossings could be 1 metre deeper when flooded after the Dam at Margaretting has been built. As I think everyone locally is aware the situation is already intolerable. Whilst Stock Lane Bridge is Stock/Ingatestone and Buttsbury Ford is Stock/Mountnessing there should be something in the Plan to address this jointly with BBC/CCC as an s106/CIL device. BBC didn't support this at the original application but should.	Noted
Jon Cloke	Resident & Ward Councillor	Text page 40	Environment	Renewable Energy. Not an easy one but remember there is a historic, privately owned windmill in Fryerning and the Reservoir is at the top of the hill.	Noted
Jon Cloke	Resident & Ward Councillor	Policy 6	Environment	SuDS. I see very little enforcement of this in any new developments, small or large. We get flooded roads if no drainage is supplied on-site as described in the original ECC documentation. No-one even applies this when re-surfacing their drives, where most of the run-off comes from.	Noted
Jon Cloke	Resident & Ward Councillor	Text page 44	Wellbeing Leisure & Community Facilities	Mill Green Common belong to Lord Petre.	Noted
Jon Cloke	Resident & Ward Councillor	Text page 44	Wellbeing Leisure & Community Facilities	CCTV on Fairfield again would be beneficial. Note the land belongs to Lord Petre and is leased to IFPC at a peppercorn rent. Similarly some drainage improvements (simple land drains) might help. The old Tennis Club courts don't really see much use except for the Cricket Club parking.	Noted

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Jon Cloke	Resident & Ward Councillor	Text page 45	Wellbeing Leisure & Community Facilities	The Anglo European School are installing a MUGA, could that be used out of school times? An outdoor gym at either site has been a long standing suggestion (2016), those at Herongate and Mountnessing have proved very successful and were grant-funded.	Noted
Natural England				No specific comments were made. An annex was attached covering the issues and opportunities that should be considered when preparing a Neighbourhood Plan.	Noted
Lesley Wagland	Resident and County Councillor		General Text	<p>In terms of the layout of the Document itself, it would be useful, given the processes to which the Plan will still be subject for its paragraphs to be numbered and the pages to be clearly numbered so that references to its paragraphs can more easily be made.</p> <p>It would be useful for our residents and businesses for there to be a graphic box making clear at a glance the next steps in the progress of the Plan.</p> <p>Better if the Plan acknowledged those aspects (such as speed bumps and pavement widening) where options are constrained by functional requirements of the national road network, of historic layout, or which would require changes to national policies and/or engineering standards. I am not aware of the extent to which the Plan was prepared with input from ECC, Highways England and Network Rail on transport issues which could help inform the evidence-base on such matters as these.</p> <p>Similarly where the policies or proposals in the Plan would require compulsory purchase or commercial negotiations with landowners or other funding arrangements, this should be identified, so that those voting on the Plan will</p>	Pages are numbered, not sure paragraph numbering would help in a document like this. Need for an action plan or statement that one will be produced?

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				<p>understand what is feasible and what is aspirational requiring additional and/or exceptional resources. Our villages are regularly identified in surveys as some of the best places in England. It would be useful if the Plan could specifically identify the core qualities underpinning this and how the Plan will maintain and enhance them.</p>	
Lesley Wagland	Resident and County Councillor		Future Development	<p>There should be a core policy that development should be based on small scale additions to maintain and support the viability of each village without adversely affecting their essential character, including its historic and green belt aspects.</p> <p>There should be a policy against the coalescence of settlements.</p>	Accept. Policies to be strengthened.
Lesley Wagland	Resident and County Councillor		Housing Design	<p>1. The most recent completed development referred to is Tor Bryan and I agree with the comments about this. However, it would be useful to identify some of those more recent developments which have been positively responded to by local people. Examples of those which I have received compliments about are the two phases at Crown Mews and the ECC's Essex Housing redevelopment in Norton Road. The latter is an example of a successful development under which a Housing Association manage the scheme for residents with special needs.</p> <p>2. The identification of a use of materials palette is too specific to be included in a Policy box. This seeks to mandate darker colours and materials when the two examples mentioned in my paragraph above have successfully adopted lighter colours schemes. This illustrates the need for flexibility.</p>	<p>This is controversial. The Crown Mews development should have been a single development with Section 106 monies coming into the parish.</p> <p>Review wording.</p>

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				<p>3. I agree with support in the Plan for the Essex Design Guide. The Plan may also wish to consider other options for achieving high quality design, for example reference to one of the quality panels now available in Essex.</p> <p>4. I am delighted to see the policies of the Plan that affordable housing should be of a least the same design quality as the other types of tenure. I think it confuses Policy 1 to define that quality as 'identical' and would recommend that a requirement of 'at least similar quality' would be preferable.</p> <p>5. Any refurbishment/regeneration of Ingleton House should similarly be to standards consistent with high quality design and materials.</p> <p>6. I would recommend an additional policy of trying to facilitate independent living for the elderly for as long as possible, supported by design and technology.</p>	Consider adding this.
Lesley Wagland	Resident and County Councillor		Transport	<p>1 The Plan should consider how to encourage short local journeys (of less than 3 miles) from being made by car.</p> <p>2. I would endorse Councillor Hones' query about the extent of commuter use of village facilities before travelling to work and going home (other than parking, sometimes unlawfully). This aspect of the Plan would need to be supported (or otherwise) by evidence perhaps in the form of a survey.</p> <p>3. The Plan should be brought up to date on ECC's temporary 20mph limit which I am seeking to make permanent, and should include SEPP parking scheme which will be implemented this month.</p>	<p>Accept as the plan does seek to encourage less car usage.</p> <p>Accept that we should know the extent of commuter use and how we divert such commuters to High Street shops. Maybe part of the Tourism/App programme?</p>

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Lesley Wagland	Resident and County Councillor		Economy	<p>I consider that Councillor Hones is right that the Plan fails to address an important issue for the viability of our High Street conversions from retail (and other business use to residential).</p> <p>The Plan should not support uses inconsistent with historic centre, such as amusement arcades or nightclubs and should as Councillor Hones suggest update its comments on changes of use, given recent changes in the law.</p>	<p>Accept we need to make it clear that we want to retain existing retail and other businesses wherever possible, and resist conversion to residential.</p> <p>Accept new businesses and change of use should be consistent with heritage.</p>
Lesley Wagland	Resident and County Councillor		Heritage	<p>I would add that if could usefully consider the potential for additional local listing of important assets to be assessed as part of the Plan policies.</p>	Noted
Lesley Wagland	Resident and County Councillor		Economy	<p>I would like to see some policies to address how wider forecourts, frontages and ancillary spaces in the High Street can be better used to make the High Street attractive to visitors and on improvements to achieve more active frontages, particularly for the long stretches of the two supermarkets.</p>	<p>Accept. It was noted in the NP that the design of shop fronts in the Primary Retail Area should seek to maintain and enhance the character of Ingatestone High Street. There is room for improvement regarding the attractiveness of the 1960s buildings, the supermarkets in particular, which jar with the historic buildings in the area. Other aspects such as the state of the footpaths require improvement.</p>
Lesley Wagland	Resident and County Councillor		Environment	<p>Given the significance of the green belt in the Plan, it would seem sensible to incorporate some policies relating to agriculture: to take just one example, agricultural buildings and conversions.</p>	Noted
Lesley Wagland	Resident and County Councillor		Housing	<p>Section 106 agreements and planning conditions.</p> <p>For many people, the worst thing about development near them is how long it takes and how disruptive it is in the making. It would be worth considering those planning conditions and agreements which can help to make that</p>	Information.

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				process more bearable with benefits for the way local communities and developers regard each other. It would be useful to include reference to some of these aspects and, for example to encourage construction management agreements under section 106.	
Noelle Hones	Resident and Ward Councillor		General text Introduction	Page 6. First paragraph talks of the Brentwood Local Plan (BLP). Should this not read as Brentwood's Local Development Plan (LDP)? The document later refers to LDP rather than BLP	We need to be consistent. It is LDP
Noelle Hones	Resident and Ward Councillor		General text Introduction	Page 7. The number of households (2095) taken from the 2011 census has now increased to 2268 which as local councillors we use for our leaflet deliveries. I am happy to provide a copy of streets by alphabetical order and the number of residencies therein.	Where does 2268 come from?
Noelle Hones	Resident and Ward Councillor		General text Introduction	Page 8. Under Conservation areas, the name of the church should be St Mary the Virgin.	Accept.
Noelle Hones	Resident and Ward Councillor		General text Housing	Page 12. Bottom left hand paragraph, fourth line from the bottom, the line 'however the along Roman Road..' should lose the word 'the'.	Accept.
Noelle Hones	Resident and Ward Councillor		General text Housing	Page 13. The second paragraph mentions site R21 (Map 2) but there is no Map 2 in the document. There is a misspelling of 'palette' in the second paragraph on the right, and the next paragraph should have an apostrophe in the word site's.	Accept mis-spelling correction. There is a Map 2.
Noelle Hones	Resident and Ward Councillor		General text Housing	Page 14. 'Bungalows on Fryerning Lane' should this be 'Wadham Close and Steen Close – bungalows off of Fryerning lane?'	Yes. Accept correction.

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Noelle Hones	Resident and Ward Councillor		General text Economy	Page 22. Under the Economic Statistics paragraph the 'and' between Ingatestone and Fryerning has been missed out. Bullet point seven does not need 's' after proportion.	Typos accepted.
Noelle Hones	Resident and Ward Councillor		Economy	It mentions that commuters use local businesses, services and facilities before travelling to work or going home. Is this true? What research has lead to this conclusion?	That sentence (in penultimate para of page22) could be rewritten to make better sense.
Noelle Hones	Resident and Ward Councillor		Economy	Page 23. First line should read businesses, not business	Typo accepted
Noelle Hones	Resident and Ward Councillor		Economy	The paragraph on usage categories (A1, A2 etc) have been changed effective 1 st September 2021. The categories are now: Class E (commercial, business and service uses); Class F.1 (learning and non-residential institutions); and Class F.2 (local community uses). I will attach a copy of the previous and new classes with this submission. Change of use therefore does not apply.	Could revise this section or add a line stating that use categories are due to change in September 2021...
Noelle Hones	Resident and Ward Councillor		Economy	There does not appear to be any mention in the document as to how the Parish Council feels about retail units being turned into residential dwellings.	See comment on p17. Accept we need to make it clear that we want to retain existing retail and other businesses in order to retain local employment and amenities wherever possible, and resist conversion to residential.
Noelle Hones	Resident and Ward Councillor		Transport	Page 31. Second paragraph down, should this not read 'There are few designated street parking spaces in Fryerning?' ie not 'a few'. It also says there are 2-3 spaces outside the Parish Rooms and St Mary the Virgin. There are a lot more than that surely?'	We should check? May be the plan is referring to free parking, not parking beyond barriers (for example the Parish Rooms)
Noelle Hones	Resident and Ward Councillor		Transport	Page 31. Mentions A13 which should be A12.	Accept

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Noelle Hones	Resident and Ward Councillor		Transport	Page 34. Speed bumps would not be allowed by the emergency services. I would also add that reduced road widths would not be allowed either as the High Street, being the relief road to the A12 would not be able to accommodate HGVs travelling in both directions.	Accept see above
Noelle Hones	Resident and Ward Councillor		Environment	Page 39. The picture captioned Mill Green Common is in fact Church Green, at the junction of Fryerning Lane and Blackmore Road.	Noted
Noelle Hones	Resident and Ward Councillor		Environment	Page 40. I'm slightly confused by the first line@ 'Public access is restricted to Fairfield Recreation Ground and Seymour Field'. As they are open public spaces, where does the restriction come in?	Noted
Noelle Hones	Resident and Ward Councillor		Wellbeing, Leisure and Community Facilities	Page 43. Christy Hall is mis spelt in the last paragraph.	Accept.
Noelle Hones	Resident and Ward Councillor		Wellbeing, Leisure and Community Facilities	Page 45. Re the New Multi-use games facility (I think they are referred to as mugas, Blackmore Village has one). Is this proposed to replace the BMX track at the north end of Seymour Field?	Noted
Essex County Council	Anne Clitheroe (AC) Spacial Planning		Introduction	Within the 'Local planning context' part of this section ECC welcome the appropriate reference, to the Mineral Planning Authority and Minerals Local Plan which, together with Waste Local Plan references accurately reflects the Development Plan within Brentwood. One minor amendment is needed in order to ensure consistency– replace 'Minerals Planning Authority' with 'Mineral Planning Authority'.	Noted

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ECC	AC		Housing	<p>ECC welcomes the inclusion within the proposed housing objectives of the need to ensure that adequate provision is made for infrastructure when planning for residential development, and seeking such development that reduces car travel and supports sustainable modes of travel. Reference is made within the NP to two housing allocation sites which are consistent with those included in the Brentwood Pre-Submission Local Plan. However the reference numbers in the Plan appear to differ from those in the LDP. It is recommended that for consistency the Plan should be amended to read as follows:</p> <ul style="list-style-type: none"> • Site R21 – Land South of Ingatestone • Site R22 – Land adjacent to the A12 Ingatestone <p>To ensure factual representation of the current position of Site R22 in respect of flooding, in line with paragraphs 155 and 56 of the NPPF, it is recommended that the following text is included within the Plan:</p> <ul style="list-style-type: none"> • The site falls within the Mountnessing Critical Drainage Area (CDA). Any development within this area should be directed away from areas of existing flooding and where possible should try to have a positive impact on existing areas of flood risk downstream of the development. Early engagement with the Lead Local Flood Authority (LLFA) and consideration of the most up to date Surface Water Management Plan (SWMP) and associated SWMP Action Plan, is critical to ensure that existing and potential flood risk is properly managed. 	<p>Need to check final LDP document site numbers.</p> <p>Accept the re-wording.</p>

Name / Organisation	Organisation ref	Section / Policy which comment relates	Comment ref	Comment summary	Neighbourhood Plan Advisory Committee Response
ECC	AC		Housing Policy 1	Reference to the requirement for street tree planting needs to make clear the ongoing maintenance costs, which will need to be covered through commuted sums.	Information.
ECC	AC		Housing Policy 1	<p>The site lies within a CDA. It is therefore recommended that the following further bullet is included in section A or Policy 1 to ensure flood risk is taken into account when considering planning applications for site R22:</p> <ul style="list-style-type: none"> • Provide appropriate surface water management in accordance with the LLFA's most up to date Sustainable Drainage Systems (SuDS) Design Guide. <p>It is also recommended that the sixth bullet in section C of Policy 1 is amended as follows:</p> <ul style="list-style-type: none"> • Provides appropriate surface water <u>management in accordance with the LLFA's most up to date SuDS Design Guide and provides appropriate</u> waste water drainage. 	Accept text changes.
ECC	AC		Housing	ECC welcomes the requirement for contributions towards infrastructure to mitigate impacts of developments, however as currently worded by specifically listing certain infrastructure, the policy is effectively excluding other infrastructure from being sought which may be essential to mitigate the impacts of development such as those related to highways and transportation provision, or flooding mitigation. The policy should be reworded to clarify and strengthen the need for <u>all</u> necessary infrastructure to be secured and delivered.	Agree to review wording as suggested.
ECC	AC		Housing Policy 2	ECC supports the Plan's commitment to requiring new homes to demonstrate the principles of the HAPPI standard	Accepted.

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				in Policy 2. However, ECC would encourage the Plan to specifically reference (within <i>Policy 2: Housing Design</i>) that a minimum of 5% of new homes should be built to Building Regulations Part M4 (3) a standard which ensures that at least some new homes will be suitable for occupation by wheelchair users.	
ECC	AC		Housing	As statutory Adult Social Care provider ECC has a strong interest in ensuring people can live for longer in their homes without having to resort to needing care due to inadequate housing. 2011 Census data indicated that approximately 2% of households had a wheelchair user, and evidence for an ageing population nationally indicates that this is now likely to be higher. As the population ages, the number of disabled people will increase, it is therefore considered that 5% figure should be sought to ensure that there will be enough properties in the market (and in affordable housing stock) to meet the demand for wheelchair accessible properties with the Plan period.	Accepted.
ECC	AC		Housing	Currently, the submitted Brentwood LDP only requires such a proportion of new dwellings to be delivered on housing allocations over 60 homes. Therefore, incorporating such a requirement into the housing allocation (R22) of 57 homes in Ingatestone via the Plan provides an excellent opportunity to provide a higher quality development than would otherwise be achieved. Ensuring provision of wheelchair accessible homes is particularly important given the higher number of older households in the Parish compared to national levels (as set out in the housing context section of the Plan). Furthermore, designing and building new homes	Accepted.

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				to meet this standard is considerably cheaper than retrofitting homes which were not originally built to the standard. Making this change to the Plan should not be overly burdensome for the housing developer as this requirement would only equate to approximately three dwellings of the housing scheme adhering to the standard. ECC would expect at least one of these homes to be within the affordable housing allocation of the scheme if local evidence suggests such a need is present.	
ECC	AC		Housing	ECC supports the principle of development being accessible to local services and facilities by good quality walking and cycling routes, however consideration will also need to be given to the location of the connections within the existing network.	Agreed.
ECC	AC		Housing Design	ECC welcomes reference to the need for development to seek to limit the visual impact of car parking. Any solutions should be in accordance with BBC's parking standards – Parking Standards: Design and Good Practice 2009, which they adopted as a Supplementary Planning Document (SPD) on 10 th March 2011.	Information.
ECC	AC		Housing Design	ECC as the Mineral and Waste Planning Authority welcomes references to sustainable mineral and waste management.	Information
ECC	AC		Housing Design Policy 2	ECC as the LLFA recommends the SuDS management train is used. This is where different SuDS features are connected to pass surface water runoff from one feature to another. For example infiltration is the best method to control runoff locally, however in the absence of infiltration the use of source control features such as permeable paving, water butts, rain gardens and green roofs can slow down and	Information

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				<p>manage runoff temporarily, before allowing the water to runoff into the drainage system downstream which could be connected to pipes, and open attenuation features such as ponds, swales and detention basins, before discharging into the sewer. Such system scan in some cases also provide an element of pollution control.</p> <p>It is therefore recommended that a further bullet is included in section A of Policy 2 as follows:</p> <ul style="list-style-type: none"> • Design appropriate SuDS proposals to manage surface water at its source using a variety of SuDS methods such as infiltraton, interception, rainwater harvesting, and greywater recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds and detention basins. 	Agreed.
ECC	AC		Housing Design	It is recommended that in addition to incorporating sustainable design features reference is also made to having consideration of the layout and orientation of buildings within sites when seeking to achieve energy efficiency, energy conservation and efficiency, flood resilience, and sustainable waste and water management.	Agreed.
ECC	AC		Heritage	It is recommended that reference is made to the Essex Historic Environment Record, which provides a list of heritage assets within the area.	Noted
ECC	AC		Heritage	Designated and non-designated heritage assets also include all archaeological sites and deposits. It is recommended that	Noted

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				this is included with the definition of heritage assets. It is considered that the presence of any archaeological assets should also be assessed and the findings incorporated into this section.	
ECC	AC		Economy	The Plan refers to the numbers of people working in Ingatestone arriving by car as being justification for improved car parking. It is considered that the Plan should explore how these employees might be encouraged to travel sustainably (survey of where existing employees travel from and the times of day they travel). This could be used to look at future pedestrian and cycle links as well as passenger transport services.	Noted
ECC	AC		Economy Policy 4	Recognition of the role of transport to act as the catalyst for emerging industry within the Plan is welcomed, especially where reference is made to transport connections. In order to help plan for the future and potentially changing shift to more sustainable forms of transport, consideration should also be given in this context to both the promotion, and seeking to improve, the sustainable transport offering for emerging business. The concept of working with businesses to consider how they can operate more sustainably will form an increasing focus, and given Ingatestone's rail/bus connections, the opportunities for sustainable trip chaining are advantageous at this location. The recent experiences during the Covid-9 pandemic have resulted in a significant change in people's, and businesses, working and travelling patterns and behaviours, with an increase in those working from home, and relying on businesses, services and facilities within their local neighbourhoods and high streets, and	<p>Accept transport infrastructure is vitally important to the local economy and encouraging new investment. It is essential that the quality and frequency of rail services from Ingatestone is maintained and important that other facilities such as the booking office remain open. There is also much room for improvement of the extent and frequency of the (only) bus service...</p> <p>The parish has a higher than average proportion of people who work from home or are self-employed, and their number is likely to grow post-Covid. That make access to state-of-art broadband even more important – see below</p>

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				<p>accessing these by sustainable modes such as walking and cycling. The Plan should seek to explore this further and capture the positive benefits this can bring.</p> <p>Similarly, appreciation of sustainable connectivity with the more rural areas could also be considered further e.g. use of shuttle bus services and interurban cycle routes. Transport capacity by private car is reducing and so is sequential terms sustainable travel as a viable alternative is reliant on there being adequate connected alternatives being in place before any development (residential and non-residential) follows. It is therefore recommended that Policy 4 is amended (see suggested wording below).</p> <p>ECC support reference to the Plan seeking to maximise employment opportunities, and specifically to create a sustainable balance of older and younger people living and working within the parish.</p> <p>In relation to the need to factually represent the current position of the allocated employment site in respect of flooding, please refer to ECC's earlier comments and recommendation in the Housing Section and include these in this section.</p>	<p>Accept. We recognise the importance of accessing businesses and services by sustainable modes</p>
ECC	AC		Economy Policy 4	<p>The allocation of Site E08 – land adjacent to A12 and slip road Ingatestone for 2.06ha of employment land within the Plan is consistent with the Brentwood Pre-Submission Local Plan.</p> <p>The inclusion of additional land uses (residential care home, early years and childcare (EYCC) facilities, a medical centre, financial and professional services, gymnasium and banking</p>	<p>Site E08 will be primarily an industrial area (B1, B2 and B8 uses) and, with the right infrastructure, would be a good location for a technology/business park and diversify the local economy. We consider that the inclusion of ancillary services such as financial and healthcare</p>

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				<p>facilities) within this site allocation is not consistent with the Brentwood Pre-Submission Local Plan.</p> <p>From an ECC perspective an assessment was undertaken of the requirement for EYCC provision, for development on this site, part of the Brentwood LDP process. This did not identify the need for such a facility on the site.</p> <p>Furthermore, a full land compliance study would need to be undertaken to establish whether the site is acceptable in principle to accommodate an EYCC facility, particularly given its close proximity to the strategic road network, which can give rise to noise and air pollution concerns.</p> <p>It should be noted that as part of it representations to the BLDP consultations ECC has advised that vehicular access via Roman Road may not be able to meet highway standards, and that evidence is required to demonstrate that safe and suitable access(es), for all highway users, including pedestrians and cyclists can be achieved. This needs to be undertaken in consultation with ECC as the Highway Authority, and Highways England who control the A12 and its slip roads.</p> <p>It is therefore recommended that additional wording is added to section A of Policy 4 as follows:</p> <ul style="list-style-type: none"> • Are located in areas which are accessible to the surrounding highways network, and <u>sustainable transport network including</u> public transport services and <u>cycle and pedestrian routes</u>in the parish <p>It is considered that the inclusion of the bullet 'Provide additional car parking on or near Ingatestone High Street'</p>	<p>facilities would help to increase the attractiveness of the site to potential investors,</p> <p>Accept.</p>

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				contradicts other bullets that are seeking to reduce congestion and promote sustainable travel, and create a healthy and an attractive environment for businesses and residents. It is recommended that this point should be reviewed.	
ECC	AC		Economy Policy 4	The Plan makes it clear that businesses in the area would like better mobile/broadband provision, and that the Parish would be supportive of development proposals which provide infrastructure which supports and enhances economic activity in the parish, particularly in enhanced provision of mobile services and ultra-fast broadband. ECC is supportive of this in principle, but it is recommended that this be strengthened and should require ultrafast fixed broadband and mobile services supporting at least superfast speeds, rather than 'good quality'. It is therefore recommended that wording to reflect this is included in Policy 4.	Accept. The Economy section should be strengthened, in the light of Covid and the promises made by the government, to include the need for ultrafast broadband and 5G mobile telecoms. Most businesses and residents in the parish have access to superfast "fibre-to-the-cabinet" broadband that may meet their current needs, but won't provide services fast enough in a decade's time. The government ambition is for the whole of the UK to have access to ultrafast gigabit broadband by 2025, with substantial funding promised to deliver that to the harder to reach areas such as this parish. Similarly the current mobile coverage in the parish is inadequate and 5G mobile services will be needed to improve business competitiveness.
ECC	AC		Transport	The supporting text on transport offers strong support for looking at increased levels of parking provision, however, as highlighted above, this contradicts other sustainable travel objectives in the Plan. It is therefore recommended that a stronger emphasis is placed on provision of facilities for encouraging active and sustainable travel.	Accept review survey and if it doesn't answer the questions propose commissioning one that does? Along with comments above.

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				<p>Whilst there is a reference to a 2018 transport survey, it is not clear the format this took or the questions asked. Was it used as a means of ascertaining where residents wish to travel to and where employees of local businesses are travelling from, as well as how they achieve this currently? Such evidence can be being used to underpin proposals for new pedestrian, cycle and passenger transport routes/infrastructure .</p> <p>The transport section, whilst not dismissive of the role of public transport is not considered in its current form to be overly supportive either. There is passing reference to the levels of bus service in the village, but there is an absence of any actions that are perceived would be beneficial to public transport services in the village. It is recommended that this context is strengthened. A more assertive stance in considering what improvements are aspired to either in terms of service provision or infrastructure can benefit the underlying sustainable transport message of the Plan.</p>	Accept, need for more regular public transport policy.
ECC	AC		Transport	It is clear that extensive work has been undertaken in respect of safe walking routes, and the aspirations for school clear zones, which is welcomed. Reference to consideration of the environment around schools is also noted and discussions can be continued with the Brentwood Local Highways Panel as well as the Safer Journeys to School team in this regard.	Information
ECC	AC		Transport	It is noted that there are aspirations to reduce the speed limit in certain areas within Ingatestone town centre. Such elements would need to be compliant with the Essex County Council Speed Management Strategy and should be	Information.

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				considered in close cooperation with County Council Officers. The ability and means to enforce blanket speed limit reductions, the implications of physical speed deflection equipment, such as speed humps and chicanes, on the appropriate and safe progression of vehicles (including bus and other large vehicle movements) using the road, as well as how the Plan would fund any measures (initial delivery and on-going costs), are some of the matters that will need to be considered. The High Street is also a relief road for the A12 and its strategic function must be considered.	
ECC	AC		Transport Policy 5	It is considered that the inclusion of the bullet 'Where possible and appropriate, contribute towards improved or additional car parking facilities with 'contradicts other bullets that are seeking to reduce congestion and promote sustainable travel, improve highway safety and create safe, healthy, accessible, and attractive environments for businesses and residents. This point should be reviewed.	Accept that we review these points (also commented on above.
ECC	AC		Transport Policy 5	The Policy makes reference to being supportive of development contributing towards improving public transport services within the village. Consideration would need to be given to what this would relate to (location, timings and frequencies of services, waiting facilities, accessibility of bus stops etc). Furthermore, the viability of the developments proposed within the parish that would be contributing towards this infrastructure. A transport statement to assess the number of trips generated by a development is only required by ECC	Accept, see above questionnaire.

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				(Development Management Policy terms) for development of 25+ dwellings.	
ECC	AC		Environment	<p>Under the Extreme weather and flooding sub-section references should be made to the fact that there are two CDA's within the parish. Any development within the CDA's should be directed away from areas of existing flooding and where possible should try to have a positive impact on existing areas of flood risk downstream of the development. Early engagement with the LLFA and consideration of the most up to date Surface Water Management Plan (SWMP) Action Plan, is critical to ensure that existing and potential flood risk is properly managed.</p> <p>It is also recommended that the wording set out under the Housing Design Section in respect of the SuDS management train is included in the Environment Section.</p>	Noted
ECC	AC		Environment Policy 6	Please refer to ECC's earlier comments and recommendations in relation to walking and cycling route connections.	Noted
ECC	AC		Environment Policy 6	Please refer to ECC's earlier comments and recommendations in relation to street tree planting.	Noted
ECC	AC		Environment Policy 6	The Policy requires new development proposals to seek opportunities to reduce carbon emissions by, amongst other matters, encouraging home working by designing homes to be adaptable and ensuring good quality mobile phone and broadband connections. Please refer to ECC's earlier comments and recommendations in relation to broadband and mobile services.	Noted
ECC	AC		Environment Policy 6	ECC welcomes references to sustainable mineral and waste management.	Noted

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ECC	AC		Environment Policy 6	<p>It is recommended that the paragraph in Policy 6 relating to SuDS is amended as follows:</p> <ul style="list-style-type: none"> • New development proposals should incorporate sustainable urban drainage (SuDS) where appropriate to manage <u>greenfield runoff</u> rates of surface water runoff to reduce the potential for flooding. SuDS schemes should <u>be designed to deliver multi-purpose space</u> to enhance biodiversity <u>net gain</u> and ecosystems within development proposals. <p>It is also recommended that further paragraph is included in Policy 6 as follows:</p> <ul style="list-style-type: none"> • SuDS proposals should be designed appropriately to manage surface water at its source using a variety of SuDS methods such as infiltration, interception, rainwater harvesting, and grey water recycling, which include source control features such as permeable paving, water butts, rain gardens, green roofs, and site control features such as swales, ponds, and detention basins. 	Noted
ECC	AC		Glossary	ECC is referenced correctly as the Waste Planning Authority and Mineral Planning Authority. ECC also has responsibility for other statutory services, which should be included in the explanation column. ECC is the Highway and Transport Authority (including responsibility for the delivery of the Essex Local Transport Plan), the Local Education Authority (including Early Years and Childcare (EYYC), Special Education Needs and Disabilities (SEND), and Post 16	Accept and adopt.

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				education), the Lead Local Flood Authority (LLFA), lead advisors on Public Health, and adult social care (in relation to the securing the right housing mix which takes account of the housing needs of older people and adults with disabilities).	
ECC	AC		Glossary	Reference is made to the Essex Design Guide (EDG) 2018 and that it provides architectural details for developments. This should also include other important elements that are relevant to the proposed NP, such as older peoples housing, climate change and energy efficiency.	Accept.
ECC	AC		Glossary	Brentwood Borough Council adopted the Parking Standards: Design and Good Practice 2009 as a Supplementary Planning Document (SPD) as of 10 th March 2011. For consistency this should be included in both the Reference and Glossary sections of the Plan.	Accept.
ECC	AC		Appendix	No. 14 should read the Essex Green Infrastructure Strategy 2020.	Accept.
RayBall	Resident		General Text And Heritage	The condition of the footpaths throughout the High Street have not been addressed for some considerable time. I have lived in Ingatestone for some 45 years and the footpaths have received no attention at all for that period at least. They are a patchwork quilt of past repairs with areas which are broken up and failing. There are potential trip hazards in paths which are in parts very narrow and which, being the centre of the village, are fairly heavily trafficked by a population with a high percentage of elderly people. They are both hazardous and a visual eyesore. Other considerations aside, it is a Conservation Area where the LPA has a duty under s72 of the 1990 Act to ensure 'special	Noted

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				<p><i>attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.</i></p> <p>The Ingatestone High Street Conservation Area Appraisal 2008 carried out by ECC on behalf of BBC recognized the importance of groundscape and streetscape matters in the overall character of a Conservation Area.</p> <p>The cast iron bollard recently knocked over outside the antiques shop has been taken away rather than re-installed and others within the High Street have for many years been leaning at various angles and all need refurbishing.</p>	
RayBall	Resident		General Text and Heritage and Economy	<p>The Plan lacks any reference to streetscape and groundscape matters which I thought ought to be included if the Plan is to become the Parishes overall objectives in development terms for the village's future and part of the evolving statutory LDP. Perhaps a section could be included under 'Heritage' and even referred to under 'Economy' since an enhanced High Street could lead to an improved footfall for shopping from outside the area.</p>	Accept.
RayBall	Resident		General text	<p>The front cover of the draft Plan shows what could be achieved simply with a different colour surface road and footpaths. As broad suggestions I think one should look towards incorporating rumble strips (granite sett paved sections) either end of the High Street (where the 20 mph starts?), the Market Place road section to be paved in an alternative material, perhaps some kind of interlocking paviors, the footpaths brought out in a different colour by using resin bonded macadam (looks like a shingle drive but is a flat surface) which would constitute a safety feature as</p>	<p>Information.</p> <p>Accept a review is needed on the streetscape.</p>

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				<p>well as providing a visual contrast with the road and some decent, larger scale structural planting within Market Place – 3 or 4 more trees and large, permanent (brickbuild?) planters filled with largely evergreen shrubs for all year round colour and texture and perhaps some seating in Market Place. The street lighting needs regularizing and I’m not sure the ‘heritage style’ lights in Market Place are ideal – some appropriately designed modern lanterns would, in my view, be far preferable ie. Buildings, street furniture and other artifacts need to be of their time rather than evoking a fake historicism.</p>	
RayBall	Resident		Introduction	<p>Page 6 refers to the need to ensure the Plan does not breach and is compatible with EU obligations. Of course, after the end of this year – well before the Plan is likely to be adopted – that will no longer be relevant!</p>	Accept. Needs consideration, - a timing issue.
RayBall	Resident		Economy	<p>Page 23. The Plan refers to the Council supporting various uses within the retail frontage areas. If that support refers to supporting the existing such uses that is a worthy objective. However, I think one needs to be a little more careful with some of the used listed if they are proposed new uses within the retail frontage area. Do we really want to see a proliferation of A3 and A4 uses over and above those that presently exist? We currently have 2 pubs, 4 restaurants/bars (assuming Pieros and The Lot sites remain in their current use) and 2 cafes (Ravens and Abigails)? Do we really want to see the High Street echo the southern end of Brentwood High Street where virtually every use is a drinking or eating establishment? I would also question whether we would want to support uses such as nightclubs,</p>	Accept we should strive to maintain a good balance of suitable retail, hospitality and other services in the High Street, consistent with heritage.

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				amusement arcades, tattooists and beauty parlours (the top end of the Ongar Road leading off Brentwood High Street is an example of how those establishments can change the character of a shopping frontage and not for the better. I know some of those uses have probably been lifted from the Borough Council's emerging Local Plan but that is not to say they are suitable for Ingatestone.	
RaySturmer	Resident		Vision Statement	In the Vision Statement I would like to see a reference along the lines of 'Whilst trying to achieve optimum services, to enhance the local environment and to support local community activities and businesses, to ensure financial prudence and control and to obtain funding from multiple sources to contain costs for Council Tax Payers'.	Consideration needed.
RaySturmer	Resident		Consultation	Have Lord Petre, Wadham College, the Anglo European School, Borough Councillors and other interested parties been consulted in respect of their interests?	Yes. They were consulted.
RaySturmer	Resident		Housing	Page 11. The relationship between demography and housing needs is complex. What is the need? Is this the present need or is there a view of how the village be populated in the future. At certain times it appeared that there was too much emphasis on apartments and smaller dwellings both of which suggest an identifiable demographic and which have smaller footprints. This may have been related to the fact that the Parish is viewed as ideal for commuters. Will this always be the case?	The 'need' in terms of numbers of dwellings was generated by BBC's Strategic Housing Review. Further analysis of local need could be undertaken, although questions were asked about this in the Residents' questionnaire.
RaySturmer	Resident		Housing	Page 13. 'Affordable Housing' always raises my scepticism. Could an explanation of what the Council means by the	Could go in the appendix or glossary?

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				term, how it would work in practice and how permanent such status would be included?	
RaySturmer	Resident		Housing and Housing Design	I would object to any developments where the road width is inadequate, as for example at Harebridge Crescent. The restricted access contains obvious dangers. Also building regulations are notoriously weak in the UK as can be witnessed by insulation, solar energy and fire protection shortcomings. Governments seem to have allowed builders to shortcut standards to enhance the profitability of the industry, and possibly to assist affordability, but at the expense of consumer protections and sustainability. Regulations should be strengthened.	Agreed.
RaySturmer	Resident		Economy	Page 22. As already alluded to, home working may become a permanent feature of future working practice.	Noted
RaySturmer	Resident		Transport	Page 33. Stating the obvious, it is unlikely that solutions can be found to the narrow pavements listed in the table. One idea might be, if the relevant authorities would agree, to have chicanes at such points which would narrow the road and allow for a widening of the pavements. There are examples of chicanes in various surrounding villages, Melbourne Estate comes to mind.	Information?
RaySturmer	Resident		Transport	Page 35. Air Quality is important as shown by many medical studies. Some forms of transport could help to mitigate the effects but they may be insignificant for some years to come, especially as there is going to be increased house building in and around the village. A lower speed limit could contribute more quickly. Having driven through Writtle on many occasions, I would be concerned about the introduction of	Noted

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				speed humps which have detrimental effects on tyre wear (safety) and to adjacent buildings.	
RaySturmer	Resident		Environment	Road drainage is becoming an important issue in the village, where certain areas area cause of concern to motorists and pedestrians. Unquestionably some of this is due to poor maintenance of surface drains but there is a major problem just before the bridge over the A12. Regular clearing of drains and major works at the latter site are essential.	Noted
RaySturmer	Resident		Wellbeing, Leisure and Community Facilities.	Page 45. I fully concur that all community facilities should be viable for a long time. I believe there have been instances of the Parish Council providing play facilities which have proved to have limited appeal, sometimes achieved by use of substantial funds from non-council sources.	Noted
RaySturmer	Resident		General text And Economy	Much of the vibrancy of an area comes from the initiatives of the local community and businesses. The Council can contribute, not just financially, to the appeal of the villages by stimulating organisations of all types to develop activities which are attractive to residents, businesses and visitors. One recalls the Victorian Evenings which were very popular, at least for a number of years. Perhaps there is scope for examining this subject. For the present, the COVID-19 pandemic is inhibiting activities but in the future it may be possible to put Ingatestone and Fryerning into the public consciousness to a greater degree.	Agreed.
RaySturmer	Resident		General text	There needs to be continual co-operation with and between the Borough, the Borough Councillors for this area and the County Councillor to optimise the support, financial and other, which the residents of our villages should receive.	Agreed.

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NAPC (elaine)			Introduction	Add Fairfield, leased from Lord Petre, Seymour Field, leased from BBC, Mill Green Common, owned by Lord Petre.	Noted
(elaine)				Add CCTV would be beneficial to Fairfield	Noted
(elaine)				BMX are of Seymour Field to become a wildlife area, multi-use section part of the IFPC plan for main area near hedge to ex BMX track area.	Noted
Brentwood Borough Council			Housing Policy 1	BBC supports the housing allocation proposed for R22. The requirement for 35% affordable housing is welcomed and complies with LDP policy HP05 (Affordable Housing). It is suggested that a minor change is required to amend the site number quoted in the NP from R21 to R22, to conform with current policy numbering in the LDP.	Agreed.
Brentwood Borough Council			Economy Policy 4	This seeks to support the LDP employment allocation E08. Changes to the Use Classes Order were introduced by the Government after the NP consultation period commenced. These changes should be reviewed and amendments made to the NP accordingly before it is submitted to the Council as part of Regulation 15 stage.	Agreed.
Brentwood Borough Council			Environment Policy 6	The Council suggests reference is made to Natural England's <i>Nature Network Evidence Handbook</i> , and <i>Nature Networks – a summary for practitioners</i> , which outline how applicants can achieve biodiversity net gains. Also the Council recommend that reference be made to the Essex Coastal Recreational disturbance Avoidance & Mitigation Strategy (RAMS) as this has direct impact within the parish.	Noted
Brentwood Borough Council			Well Being, Leisure and	The inclusion of wellbeing, recreation and leisure facilities in the NP is welcomed. The Council suggests that the <i>Brentwood Built Facilities Strategy</i> and <i>Brentwood Leisure</i>	Noted

Name / Organisation	Organisation ref	Section / Policy which comment relates	Comment ref	Comment summary	Neighbourhood Plan Advisory Committee Response
			Community Facilities	<i>Strategy</i> be included under the evidence base for this policy. This will ensure no indoor or outdoor recreational facilities are lost and that these conform with the local strategy and evidence for the borough.	