

**Examination of the North Essex Authorities
Shared Strategic (Section 1) Local Plan**

Andrewsfield New Settlement Consortium & Countryside Properties

Matter 8: Sustainability Appraisal

Response to Hearing Statements

ANSC and Countryside make the following responses to specific points raised within the NEAs and Rayne Parish Council hearing statements.

Question 3: Has the Stage 1 appraisal of alternative strategic sites been carried out with appropriate objectivity and impartiality ?

Response to NEA Hearing Statement:

Page 19 of the NEA Hearing Statement provides commentary from LUC to the concerns raised by ANSC and CP that the Sustainability Appraisal assessment did not include consideration of master plans, or potential for avoidance and mitigation measures. Notwithstanding this position from LUC it is noted that Historic England recommend that a Heritage Impact Assessment (HIA) be included as part of the evidence base for any proposed allocation. ANSC submitted a detailed Baseline Heritage Appraisal relating to the WBGC as part of the ANSC reg. 19 Local Plan submissions. The ANSC and CP Development Vision and Master Plan was informed by the Baseline Heritage Appraisal, and it is already clear that significant mitigation of any harm can be achieved. It is also recognised by ANSC and CP that a HIA should be carried out to inform the WBGC DPD.

Question 12: Does the ASA give adequate and appropriate consideration to:

(a) Effects of overflying aircraft to and from Stansted airport ?

Response to Rayne Parish Council Hearing Statement:

ANSC and CP disagree with the assertion from Rayne Parish Council that adequate and appropriate consideration has not been given to effects of overflying aircraft to and from Stansted Airport. Noise mapping evidence presented to the examination in public hearing sessions in January 2018 confirms that the WBGC would not be adversely affected by aircraft noise. Manchester Airport Group (MAG), representing Stansted Airport, attended the Uttlesford Local Plan examination in July 2019 and confirmed this position, that existing and predicted noise from Stansted Airport will not cause significant impacts to the proposed

WBGC within Uttlesford, or Braintree, Districts. The matter has also been considered through the LUC Sustainability Appraisal. It is understood that MAG will attend the Matter 8 hearing session to clarify this matter for the Inspector and all participants.

ANSC controls Andrewsfield Airfield within both Braintree and Uttlesford Districts. The ANSC and Countryside Development Vision and Master Plan submitted towards the September 2019 further technical evidence consultation demonstrates that WBGC can be delivered without development of the Andrewsfield Airfield. The outcome of the Uttlesford Local Plan examination process, as well as future preparation of a WBGC DPD, will determine whether or not Andrewsfield Airfield may be required as part of the WBGC development. Nevertheless, ANSC and CP submit that the Andrewsfield Airfield is not necessary to enable the WBGC to be delivered in line with the section 1 Braintree Local Plan.

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