



**Report of Public Participation
on
Proposals for a Draft Local Plan**

8 June – 23 July 2012

**Report One
Comments made at Public Exhibitions,
Community Forums and Business
Forum**

July 2012

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Introduction

This report outlines the responses received from public exhibitions and community forums held to explain proposals for a new local plan.

The plan will contain the vision for the District and the objectives and policies needed to deliver this vision. The policies in the plan are split up into:

- **Strategic Policies**
These set out the overall framework for development within the District,
- **Development Management Policies**
These are the detailed policies which the Council will use to determine planning applications.
- **Site Allocations**
These are the policies that will explain how the sites needed to deliver the plan for the District will be developed.

The consultation ran from Friday 8th June to Monday 23rd July 2012. The main focus of the consultation was a series of public exhibitions. People also had the opportunity to discuss the plans at the Community Forums. Wide publicity was given to these key elements of the consultation using the following means.

Uttlesford Life – This is the Council's magazine sent to every household in the District. The Spring 2012 issue included a summary of the Local Plan proposals and details of the exhibitions.

Adverts were placed in the local press. These directed people to the Council's website and highlighted consultation events.

Posters were sent to Parish Councils and Libraries and displayed in the Council's offices.

Fliers were distributed in general council mailings e.g. Council Tax/Benefit, Planning applications etc and made available at different locations for people to pick up.

Schools – The following schools were either sent paper copies of the fliers or were asked to send out an electronic version of the flier with their direct parent e-mailing. Saffron Walden County High, Helena Romanes School in Great Dunmow, Newport Grammer School, Stansted College, Thaxted Primary, Takeley Primary, Elsenham Primary, Stansted Primary, Newport Primary, Great Chesterford Primary and Primary Schools in Saffron Walden (Katherine Semar, RA Butler, St Mary's) and Great Dunmow (St Mary's and Great Dunmow Primary).

Railway Stations – fliers were distributed at Elsenham, Stansted, Newport, Audley End and Great Chesterford Stations from 6am to 7.30am to catch commuters.

The events were also advertised on the Council's **Facebook** and **Twitter** pages

In addition to the key consultation events there was also:

Direct Mailing - all the consultees on the Council's database (Objective) were either e-mailed or sent a letter advising them of the new consultation event.

Briefings were held for the following groups to explain the contents of the consultation documents and the arrangements for the consultation.

District Councillors – 7th June 2012

Parish Councils – 18th June 2012

Regular Agents – 21st June 2012

A second report will be available, detailing all the representations sent in response to the consultation by letter, e-mail or made directly on the on-line consultation system.



Results from the Exhibitions

Exhibitions

Public exhibitions were held in the two market towns and key villages on the following dates. All the exhibitions were open between 10 am and 8 pm.

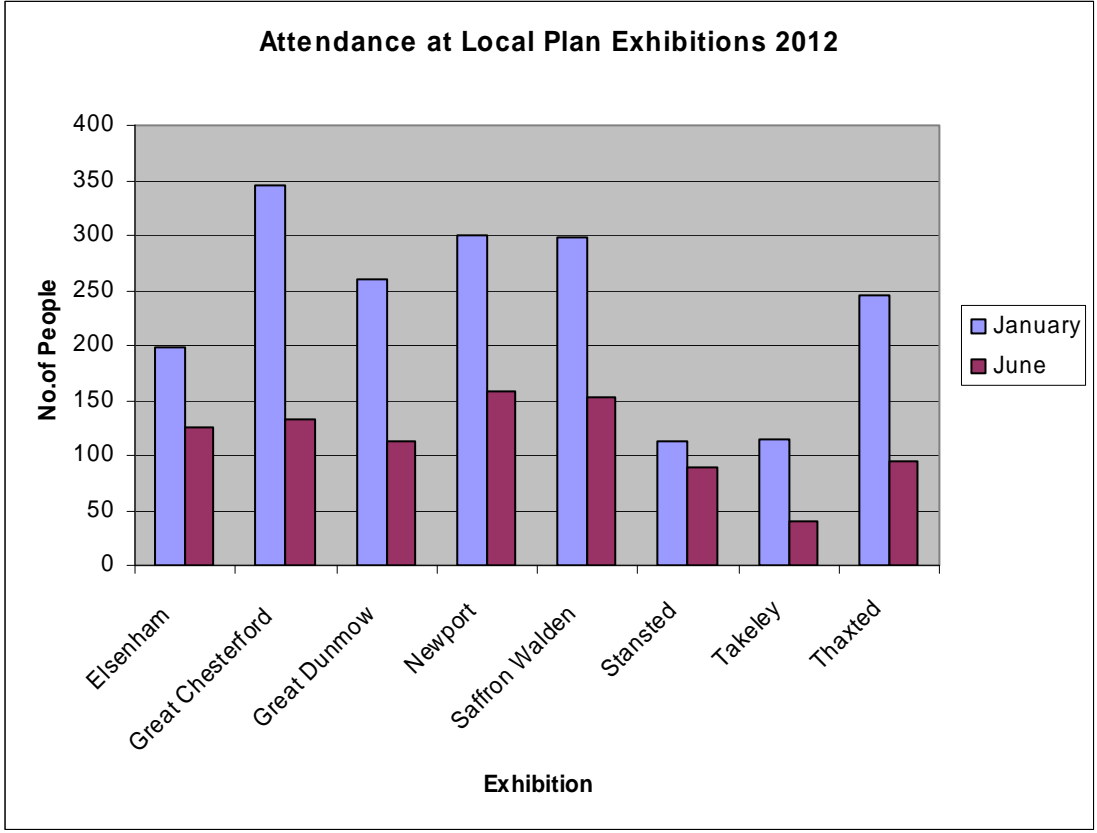
Location	Date
Town Hall, Saffron Walden	Tuesday 19 June
Church House, Newport	Wednesday 20 June
Priors Green Community Centre, Takeley	Thursday 21 June
Community Information Centre, Thaxted	Friday 22 June
Memorial Hall, Elsenham	Monday 25 June
Foakes Hall, Great Dunmow	Tuesday 26 June
Community Centre, Great Chesterford	Wednesday 27 June
Day Centre, Stansted	Thursday 28 June

People visiting the exhibitions were asked a series of profiling questions, about themselves as they arrived. The questions were about age, employment status, ethnic group, who they were representing and where they heard about the exhibition. Men and women were given different coloured pens and asked to tick the box that best related to them.

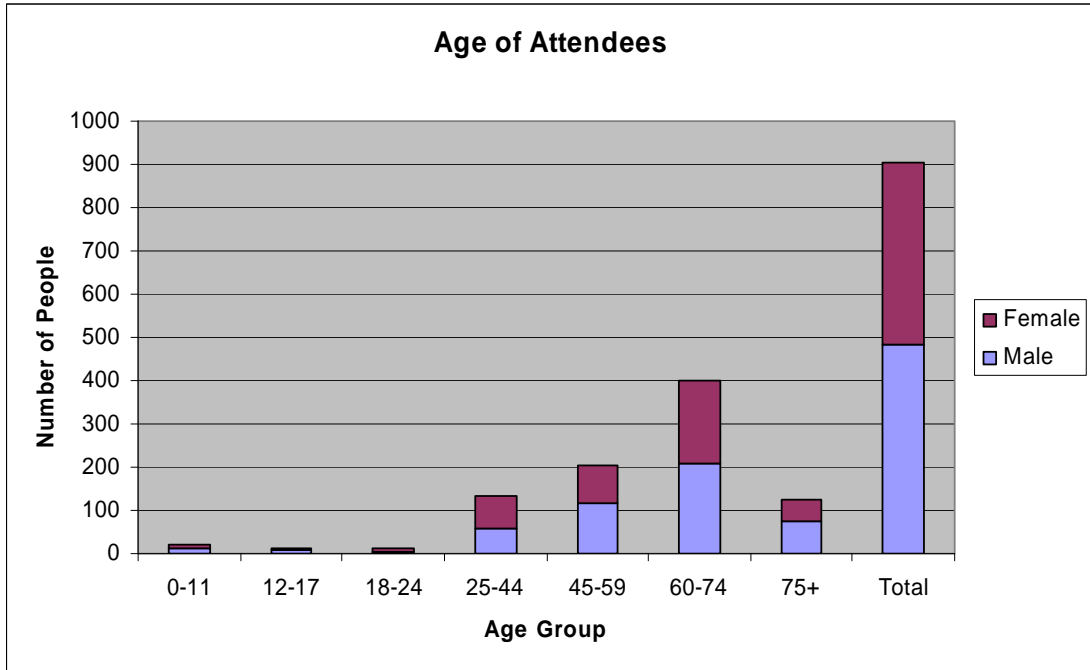
The detailed results of this exercise are included in Appendix 1 and summarised in the table below. Around 900 people visited the exhibitions. This was around half the number that attended the exhibitions for the previous consultation in Jan/Feb 2012. The highest attendances were at Newport and Saffron Walden and the lowest at Takeley. Table 1 below sets out the numbers who attended each exhibition compared to the number who visited during the Jan/Feb consultation.

Table 1: Summary of the Number and Type of Visitors to the Exhibitions and comparison with attendance in Jan/Feb 2012		
Location	No of Visitors to Exhibition in June 2012	No of Visitors to Exhibition in Jan/Feb 2012
Thaxted	94	246
Newport	159	300
Great Dunmow	112	260
Takeley	40	114
Elsenham	126	198
Stansted	89	112
Saffron Walden	153	299
Great Chesterford	133	346

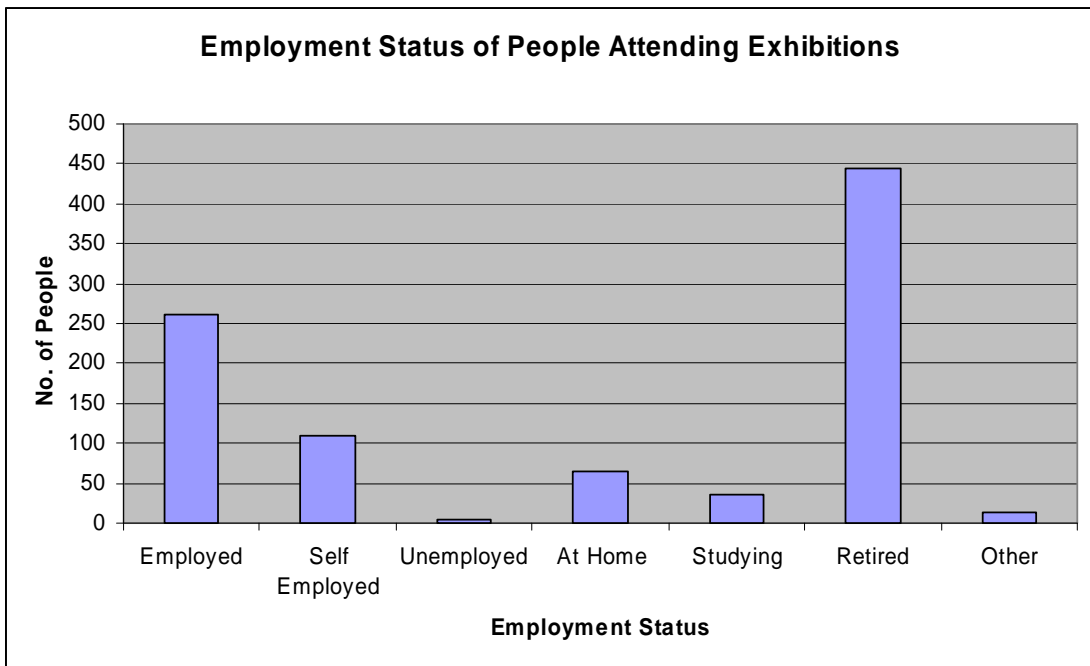
Total Number of Visitors	906	1875
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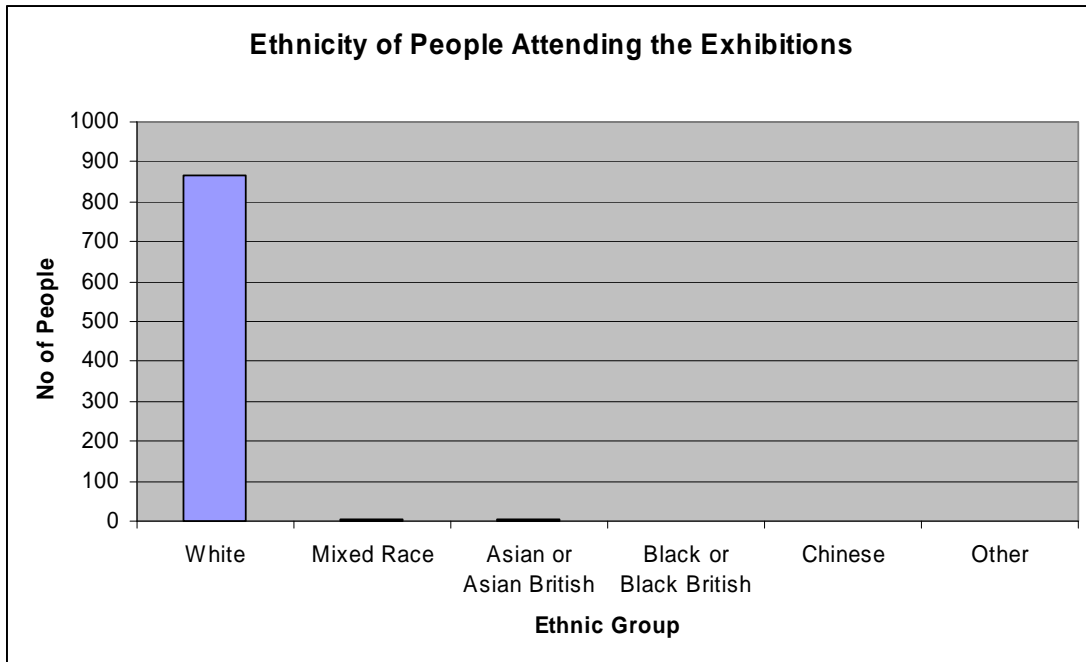
The chart below shows that the highest attendance was among the 60-74 age group.



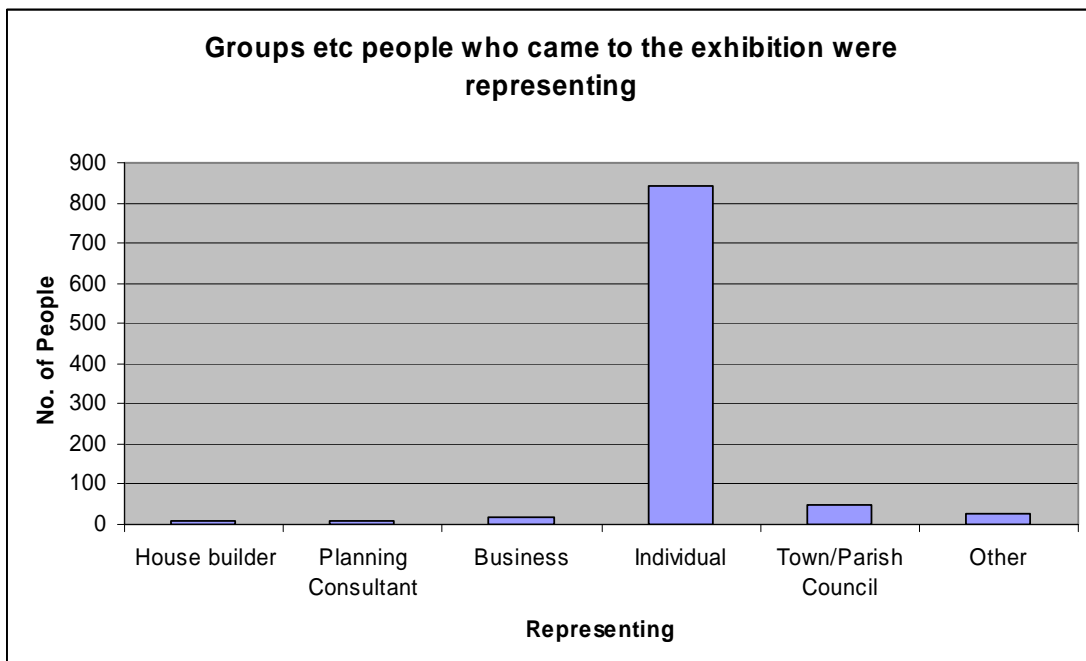
Most people who attended the exhibitions were retired.



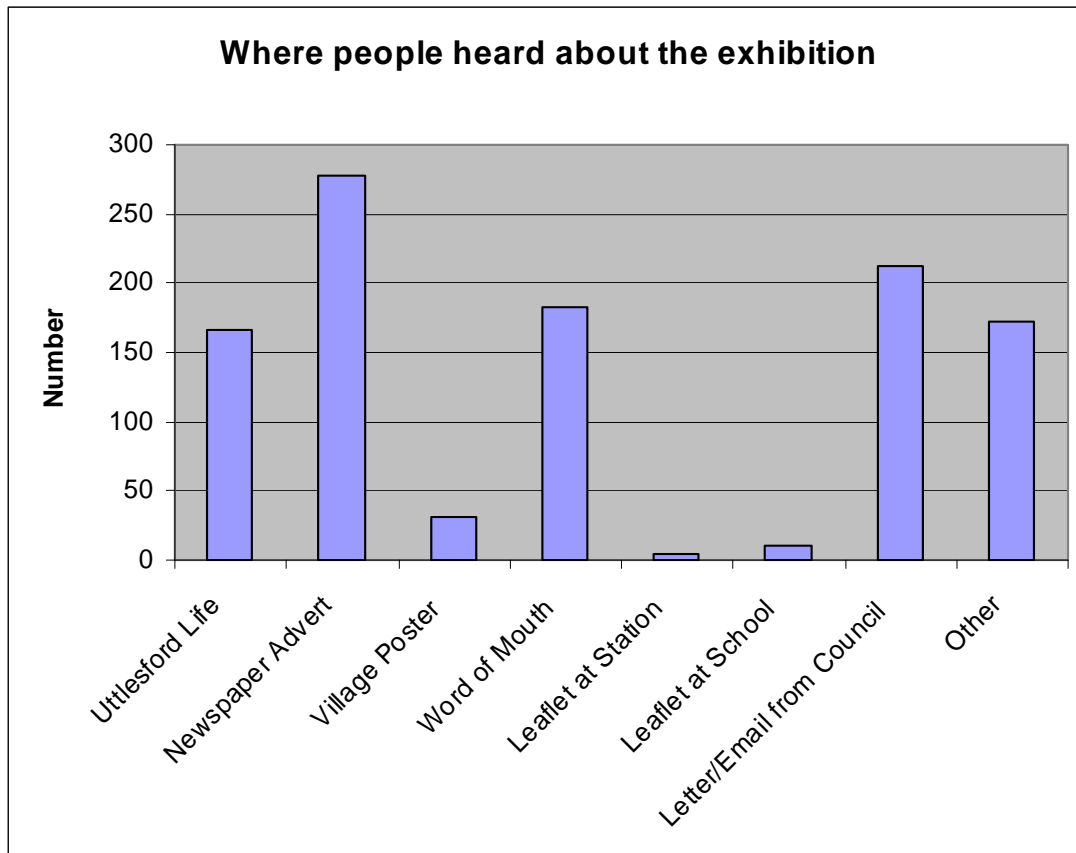
Nearly all the people who came to the exhibitions described themselves as white. This high percentage reflects the breakdown in the district population as a whole.



Most people were not representing any interest group but came for their own information.



The newspaper adverts and direct mailings appeared to have been most successful in reaching people with information about the exhibition.



“Post It” Note Comments

The exhibition itself was made up of the maps and site allocations policies for each of the villages. The sites for all the villages were displayed at each location so that people were aware of the strategy as a whole rather than just focussing on one particular village. Copies of the consultation, the sustainability appraisal and the report of representations from the consultation in Jan/Feb were available for people to look at. Comments forms and copies of the maps and relevant policies were available for people to take away. Officers from the Council were available to answer questions. People also had the opportunity to make quick comments on “post it” notes and stick these up as part of the exhibition so that other people could view them. All the comments are reported in Appendix 2.

In summary people were concerned about the scale of development. People also objected to the use of the word “minimum” in the policies when talking about numbers on the site. People were annoyed that sites which had red dots on them at the previous exhibitions were still being put forward for development.

In Newport and Saffron Walden people were particularly concerned about traffic from the new development. At Takeley the main concern seemed to be lack of a doctor's surgery. Elsenham residents were also concerned about traffic impacts and the removal of the Countryside Protection Zone designation from two of the sites. There were also concerns about the sites in Henham, particularly Policy Area 1 where the adjacent residents were concerned about the impact on the private development of Vernons Close and impacts on the school. People in Great Dunmow felt that the bypass around Woodlands Park should be completed before more development is allowed. In Great Chesterford residents in Stanley Road were concerned about the impacts of traffic getting to the site. People also queried the purpose of the site reserved for education. People in Stansted Mountfitchet felt that Policy Areas 1 and 2 should be reserved for employment and other uses e.g. health centre.



Results from the Community Forums

Community Forums

The community forums are multi agency forums which are held three times a year. There are two for the Uttlesford area, one for the north area held in Saffron Walden and one for the south, held in either Great Dunmow or Stansted Mountfitchet. They are used by the Council to seek views of people living in the district on a range of subjects and anyone can attend. This is a useful way for the Council to reach a wide audience and the forums were well attended. The usual format is for a speaker to give a short presentation and then the audience is invited to ask questions. The questions and answers from the discussions about the consultation are reported below,

Questions and Responses from North Area Forum held in Council Offices, Saffron Walden – 14 June 2012

Presentation on Local Development Framework: Roger Harborough, Director of Public Services, Uttlesford District Council

Question	Response
David Meyer (Newport resident): I am concerned at frequent references to “minimum number of dwellings” in the site allocations document. How does the district council propose to discharge avoid overdevelopment? Newport recently took on development of such density that it now experiences car parking issues outside the limits originally envisaged. Why can't the document refer to “no further than the minimum”?	Roger Harborough: the plan has to show that housing numbers will be met. It therefore has to state the minimum number of houses required from each site to do this. The draft plan includes policies to ensure development is consistent with the character of the area.
Dan Starr (Saffron Walden resident): hundreds of residents are concerned about traffic which would result from putting 800+ houses to the east of the town, on the wrong side of transport links, and about the consequences of having the proposed link road, as then cars would have to	Roger Harborough: the proposals are based on discussions at this stage between officers of UDC and Essex County Council Highways. We wouldn't be putting forward draft proposals if we were of the view that the Town would seize up. We are not able to determine the specific traffic management measures until a later stage, some of which will be the subject of consultation, but we need to ensure the proposals are robust and acceptable.

<p>pass through Peaslands Road and Borough Lane to access the main London routes. This would make the already difficult situation at Thaxted Road worse. What transport analysis and proposals will be put forward? Traffic lights would not help, so would a one-way solution be considered? How would you solve these traffic issues and ensure public views are heard and acted on?</p>	
<p>Peter Ascot (Newport resident): it is surely time to consider a new junction from the M11 to Sparrows Hill, and the local authority should push for this.</p>	<p>Roger Harborough: a new junction on the M11 was not discussed with the Highways Agency and does not form part of our proposals.</p>
<p>Cllr S Eden (SWTC): who is it that has given assurance regarding the viability of traffic management proposals for Saffron Walden?</p>	<p>Roger Harborough: it is the collective view of a team of Highways officers.</p>
<p>Mary MacDonald (Wendens Ambo Parish Council): regarding the designated area of business, this looks like a 'done deal' regarding employment land. We have empty employment land at the Mill House development. There are some empty offices across the Uttlesford area: could they not be used first before developing agricultural land? Also, regarding the cycle path between the railway station and the development, we have spoken to cyclists about the proposal for a 30mph limit and two pedestrian paths, and their response is that we don't really need a cycle path.</p>	<p>Roger Harborough: no site in the draft Plan is a 'done deal' and views submitted will be fully considered. We are proposing additional facilities in Wendens Ambo when there is existing accommodation available partly because of the quality of existing premises and also to take a longer view up until 2028. If the proposals are not viable we need to tease that out in consultation. But there is a safeguard in that the land would not be developed unless there is a market demand.</p>

<p>Resident: will there be an opportunity for people to place coloured spots on a plan, as happened in the last consultation?</p>	<p>Roger Harborough: No. This was a useful exercise last time but now we are seeking responses to proposals.</p>
<p>Neil Starr (Saffron Walden resident): there is very little mention of infrastructure in terms of sewerage or water supply. I am also concerned about unemployment as I work with a voluntary group helping those who are currently unemployed: if new people come to live here what are the employment prospects for them?</p>	<p>The water cycle and sewerage studies form part of the background plans which are publicly available in the consultation documents on the Council's website. Across the district there is not much capacity in sewerage treatment facilities and in water supply, so this is a common factor which requires upgrading across the district.</p> <p>We are working closely with the water industry and additional infrastructure can be accommodated as part of their capital programme.</p> <p>Regarding jobs in Saffron Walden, there are people who do commute; there are proposals for additional business accommodation in the town. This will generate more employment; there is an issue regarding skills and training, and the proposals will be accompanied by an economic strategy.</p>
<p>Cllr Perry: how can people influence this consultation?</p>	<p>We want to hear your views; you can contribute online, or use the hard copy form, or you can write or email.</p>
<p>Newport resident: will Policy Areas 1 and 2 in Newport be developed in that order? Why propose digging up perfectly good arable land at Area 2?</p>	<p>The numbering does not indicate the phasing. Regarding current use of sites, there is little developed land which can be recycled in Uttlesford so accommodating additional homes in the district means using arable land. Inevitably this will involve loss of good quality agricultural land.</p>
<p>Peter Ascot (Newport resident): do the references in the proposals to protecting the countryside refer to conservation areas? Surely these are sacrosanct?</p> <p>Taking into account additional paths and roads, the standing trees will have to come down – please reconsider using that area, as its character will be</p>	<p>The policies to protect conservation areas do not mean there will be no development, only that development will protect the character of the conservation area.</p> <p>The Local Plan does not deal with that level of detail.</p>

destroyed.	
<p>Colin Coleman (Newport resident): I have an issue with the proposals for Bury Water and White Ditch Lane – the latter serves 10 properties. Residents have to sound their horns when negotiating the dangerous bend. My property backs onto it. White Ditch Lane can't be widened because of the properties on either side. I am concerned that your proposals are simply not viable because of the unacceptable increase in traffic on White Ditch Lane.</p> <p>I am concerned that although I have made this point tonight, I will need to reiterate my views to make sure they are taken into account.</p>	<p>We are not anticipating that existing access would serve a new development of significant size. Its scale will enable access improvements. I accept that the proposal has the potential to change the conservation area but this needs to be done in such a way that it doesn't detract from the existing character of the area.</p> <p>We will collect views and I anticipate that the developers/ owners will put forward proposals showing what they would do to mitigate access issues. This would give an opportunity to assess the viability of the proposals.</p> <p>This consultation is about a local response to local development needs.</p>
Newport resident: at an earlier stage sites were proposed which were not arable land, but these are not on the plan.	The sites proposed are the ones most suitable for development. Please make suggestions if you have other proposals.
Saffron Walden resident: as many jobs will be commuter jobs, was any thought given to siting the main development on the west side of the town for easier access to commuter routes?	Clearly we have looked at a number of options. The process is such that we can only consider sites that are being offered as available, so that option was not open to us.
John Ready Saffron Walden resident: I feel the process is flawed. You state that the current process started in 2004, but now in 2012 it seems there is a rush to proceed to April 2013, and that it is steered by developers' proposals. Have you approached Audley End Estate to encourage proper strategic	These are draft proposals so will be subject to detailed modelling. We are consulting on strategic issues not the detail.

<p>links to transport and avoid congestion on the town? As an architect I would say you need the right scale of decision to be taken at the right stage of the process. Is there a report available from the Highways Authority? Or is this just a report by officers?</p> <p>I don't believe you have discussed the release of land with Audley End Estates.</p>	<p>Yes we have approached Audley End Estates, but we can't consider allocating land which the landowner is not prepared to release.</p>
<p>Cllr Watson (District Councillor for Saffron Walden Audley Ward, Mayor of Saffron Walden): I am concerned at the statement that this process needs to be concluded urgently. References to decisions being made locally seem strange when SWTC is totally opposed to the proposals. The East side is the least accessible part of the town, served by no A roads only B roads and lanes.</p> <p>The report is incomprehensible. It refers to preserving market towns and local sensitivities. Housing need is referred to as having to be in safe, sustainable and healthy places to live. In fact we will get increased traffic from an additional 800 houses on the side of town furthest from the commuting links; and incomers will take 75% of the houses. I question how the proposals will achieve any of their objectives. The public won't support this and I urge you</p>	<p>Cllr S Barker: the proposals were approved for consultation as a collective decision by the Cabinet. The previous proposals were for 4,200 houses and for reasons which seemed appropriate at the time a single settlement was proposed to accommodate them. The housing numbers have now been reduced to 3,300 and although decisions about how to accommodate this number are difficult, we have agreed to go forward with a hierarchical strategy. Great Dunmow has also had to take significant development of 1,000 unbuilt houses, plus 1,150 further houses. We have to look at sites put forward by landowners. Everyone has to take a bit of the pain, and the Cabinet believes this is the least worst scenario. We have to protect officers who have had to put this together for the inspector. We can't shut our eyes. If we did we would be opening doors to developers; if you want 3,000 houses in Saffron Walden you will get that by messing up this plan. If you can come back with better options which are more realistic then do so. We have spoken to Audley End Estates – they don't want to release the land. The most deliverable proposals are what we have put forward. It is inappropriate to criticise an officer: Criticise me.</p>

<p>to think again.</p> <p>Why the south east corner when this is the least accessible spot?</p> <p>So this is not a consultation at all.</p>	<p>This is what is available.</p> <p>The SHLAA (Strategic Housing Land Availability Assessment) identifies land around all our major towns and officers have looked at every piece of land put forward.</p>
<p>Mike Wheeler, Saffron Walden resident: You say Audley End Estates don't want to sell: who is the landowner off Thaxted Road?</p>	<p>Roger Harborough: Keir Homes, the Engelmann family (and the Audley End Estate)</p>
<p>Cllr Sandra Eden, SWTC: can we see the water and traffic management studies? This is our only chance so let's do it right. Regarding Audley End Estates, it has come to my knowledge that they might be amenable to putting land forward: could they be approached again?</p>	<p>Roger Harborough: all the background studies are on the website. Audley End Estates or any other party can respond to the consultation.</p>
	<p>Cllr H Rolfe: I echo Cllr S Barker's comments. It is very important tonight to consider facts. Mercifully there is less housing requirement than under the previous government. Originally a settlement at Elsenham and Henham was proposed; now the hierarchical approach is proposed, which is more popular. But yes, there is an issue regarding finding sites and regarding employment sites. We have to take forward employment opportunities – we don't want to be a dormitory community. The sites that are being put forward are acceptable sites. This land does pose a traffic problem and issues of air quality. There will be a lot of commuters. The delivery of a cycle path/footpath to Audley End Station will mitigate marginally, but clearly we need advice on traffic movement. I would be wary of building housing in other places. If a site on the rind road to the old A11 to the Thaxted Road were put forward, this would open up Saffron Walden to massive long term development. I think what is being proposed is a sensible proposal, but it is a given that everyone has to share the pain.</p>

<p>Mike Young (Wimbish): Cllr Rolfe has referred to housing achieving an aesthetic approach – I question how this would be achieved?</p> <p>Regarding Cllr S Barker's comments, these may be the land sites that are available but are they the most appropriate? This process may be seen as a reaction to the most aggressive developer. You need to demonstrate that alternatives are not there. I have heard that land might be available on the North and West of town, but I cannot see any evidence that that has been investigated.</p>	
<p>Mike Hibbs (Saffron Walden): regarding Cllr S Barkers' comments, it is true that the Council does not have much option if we don't agree a plan. However we shouldn't lie down. We should refer to the special character of the area, due to the low level of population. We can make a case that the quality of this area would be an asset. Also we have been given little information on what will happen as a consequence of this plan. We are not being consulted on the details of these proposals. I'd be more concerned about infrastructure. We should require more consultation. Currently we have plans from developers and we have not got the community view.</p>	<p>Cllr S Barker: I don't want to see higher density of housing. Provision for affordable housing is also necessary. I hope that whichever sites go ahead that town and parish councils are very involved and state what facilities they need.</p>
<p>Resident: Mr Harborough refers to reports of traffic</p>	<p>Roger Harborough: The model is held by the County Council. Reports of the model outputs</p>

<p>modelling being made publicly available, but will the model be made available – transparency is important.</p>	<p>will be publicly available. There needs to be transparency about the assumptions but the model is unlikely to be made available because of intellectual property rights.</p>
<p>Mike Hibbs: regarding a reference to provision for out of town shopping, this has never been wanted by Saffron Walden.</p>	<p>Cllr S Barker: The Retail Study explaining the reasoning is available publicly. Proposals do need to take account of the evidence from studies. A recent planning application for older persons' accommodation, which was refused because it made no provision for an element of affordable accommodation, was allowed because the council's decision was not supported by evidence or policy. I would reassure those who are concerned about water supply and waste water disposal provision – no building can happen without such facilities being provided. On the website there are background studies which I have read cover to cover and which are available to anyone to read.</p>
	<p>Cllr J Ketteridge, Leader, Uttlesford District Council: regarding Mr Hibbs' comments on housing numbers, prior to the change in Government we were bound by the Regional Spatial Strategy, which would have meant providing an additional 4,200 houses. We took a deputation to see Hazel Blears MP to try to get that number reduced, but that plea fell on deaf ears. Following a change of government the RSS was abandoned, which enabled us to come up with a number of houses for the district that would satisfy the inspectorate. If this figure was not offered, then we would not have a valid plan and we would be overrun by development. Therefore we conducted a demographic survey; we looked at a number of forecasts and chose 3,300, based on an economic model scenario. We are where we are and we have to deliver. Please look at the plans very carefully. The situation is not as desperate as has been suggested: there are a lot of good things in these proposals. We have to bear in mind we have to have control. If we lose control the infrastructure would not be what we would have liked. We want the maximum infrastructure we can get. If you "pepperpot" then you just add pressure on every facility and you don't get the resources to cope. It is this which is very much behind the</p>

	<p>thinking.</p> <p>This is a serious process and we have to conclude it by next year. If not, we would have predatory applications. If there is a plan then we will be building houses we do need. There is a demand, particularly for affordable homes. Regarding this housing as for “outsiders” is not right, as we have quite a lot of people on our housing lists. We have a duty to provide houses.</p>
<p>Brian Durston (Great Dunmow): we’ve been waiting for 14 years for completion of the road for the Woodlands Park estate. I don’t have faith in you as councillors that you can deliver.</p>	<p>Cllr S Barker: this was before my time as a councillor and unfortunately the agreement at the time was that a bypass should be provided on completion of 651 houses. The developer took advice and this requirement was interpreted as market not affordable houses. The developer sold land adjacent to Thaxted Road at sector 4, and the Council will consider a planning application there, including consideration of completion of the bypass. The proposal includes provision for a sixth form school and community centre. If sector 4 does not deliver the bypass then we will have to revisit the other proposal.</p>

Questions and Responses from South Area Forum held in Stansted Mountfitchet College – 19 June 2012

Presentation on LDF consultation by Andrew Taylor, Assistant Director Planning and Building Control Uttlesford District Council

Question	Response
<p>Chris Goodlea – Great Hallingbury Parish Council What about parishes that haven’t been allocated for growth but require affordable housing in their area?</p>	<p>Andrew Taylor Settlements with no housing allocation can still put forward exception sites in their Parish. The Council is facilitating this with the assistance of the Rural Community Council who will help parish councils with carrying out a needs survey and engaging with housing associations. Councillor Barker explained that the Council cannot allocate exception sites within the Local Plan.</p>
<p>Mr Morgan – Fairfield Partnership</p>	<p>Andrew Taylor I am not aware of this study; please can you</p>

<p>The Council had lowered its housing requirement to 3300 homes. An independent survey has concluded that this number would not meet housing need in this area which will lead to problems and the number would have to be revisited further down the line. There will be pressure on Saffron Walden as there will be insufficient infrastructure to support the new development.</p>	<p>submit it as part of the consultation so that we can consider it? The Council's study, undertaken on behalf of all Essex authorities was a robust study carried out by an established company using Government statistics and methodology. There is no intention to revisit this study process.</p>
<p>Stewart Cooper - Henham The previous application for Henham Area 1 was rejected as being dangerous to school children. What has changed to overcome this reason for refusal?</p>	<p>Andrew Taylor This is still a high level proposal and as yet there is no detailed design, but the access is acceptable and the site appears to be capable of being delivered. However all the statutory bodies have been consulted and the site will not go ahead if it is a 'no go' in terms of highway safety. It is possible for an improved design to overcome previous problems with the site. An initial informal view from County Highways is that the site is acceptable.</p>
<p>Ray Woodcock – Stansted I understand the high demand for houses in the district but Uttlesford is also a high employment area and a number of commercial sites had been proposed. What will the council do to stimulate companies and businesses to use these sites?</p> <p>What comes first housing or jobs? What if there are insufficient jobs in the district for the number of houses proposed?</p>	<p>Andrew Taylor The Council is producing 2 studies along site the local plan documents; the Economic Development Strategy and the Housing Strategy which will both be adopted in September/October 2012. An Economic Development Officer has recently been employed, tasked with meeting businesses, promoting Uttlesford and encouraging businesses in the district, something that has not been done for a number of years. He is also looking to secure tenants for the Trisail / Start Hill development and looking at areas where the district can develop ie tourism.</p> <p>Uttlesford has a large number of outward commuters and this is unlikely to change. There are economic factors that are not within the control of the council but there are some encouraging signs of some commercial developments coming forward.</p>
<p>Dunmow resident The proposals for Dunmow</p>	<p>Andrew Taylor There are also large numbers of houses being</p>

<p>are for 1100 new houses, in addition there are existing planning permissions for 100 homes. This combined figure of 3500 would be an increase of over 60% for the next 15 years. This is over development of the existing community and although the new health facility and school are welcomed, I am sceptical that they will actually be delivered.</p> <p>I am concerned about the proposals for the Smiths Farm site. This has for many years been allocated for commercial development and the provision of open space which would eventually be taken over by the Town Council. The whole site was now proposed for 300 houses. It is unacceptable to turn over something that has been in place for 28 years. Why has this happened?</p> <p>The owner of the site has played a clever game and will gain from this development while Dunmow has lost out on an employment site, which are all now proposed for the north of the district.</p>	<p>proposed for other areas of the district. The allocated sites have to be viable and deliverable and a certain number of houses are needed to deliver the social infrastructure required. All the sites have been looked at critically and realistically.</p> <p>This is a key site with links to the A120 but there is a viability issue. During this process the council has looked critically at the site and whether it is capable of being delivered. The infrastructure required on the site is expensive and the option to pump prime with residential development has been considered.</p> <p>There are employment sites proposed in the south of the district at Stansted, Elsenham and Great Dunmow.</p>
<p>Councillor Alan Dean I welcome the appointment of the Economic Development officer and the intention to improve the vitality of town centres. However there have been proposals for 2 housing sites, on previous employment land at Cambridge Road Stansted. Is there a contradiction between the aims of economic development and these proposals?</p>	<p>Andrew Taylor Residential development in town centres is also important to maintain vitality in the settlements. The Council has taken a view on the best future use of underused sites.</p>

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Appendix 1

Responses to Profiling Questions from Each Exhibition June 2012

Newport

Age	Male	Female
0-11	3	4
12-17	4	2
18-24	2	0
25-44	11	13
45-59	26	17
60-74	36	29
75+	8	4
	90	69
	159	

Employment Status	Male	Female
Employed	34	22
Self Employed	17	5
Unemployed	0	1
At Home	1	9
Studying	7	4
Retired	35	22
Other	1	3
	95	66
	161	

Representing	Male	Female
Housebuilder	0	0
Planning Consultant	4	0
Business	2	0
Individual	121	64
Town/Parish Council	8	2
Other	4	0
	139	66
	205	

Ethnic Group	Male	Female
White	86	67
Mixed Race	0	0
Asian or Asian British	0	1
Black or Black British	0	0
Chinese	0	0
Other	1	0
	87	68
	155	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	7	10
Newspaper Advert	31	31
Village Poster	1	0

Word of Mouth	24	19
Leaflet at Station	1	1
Leaflet at School	0	0
Letter/Email from Council	19	13
Other	19	15
	102	89
	281	

Takeley

Age	Male	Female
0-11	0	0
12-17	0	0
18-24	0	0
25-44	2	1
45-59	8	2
60-74	11	12
75+	4	0
	25	15
	40	

Employment Status	Male	Female
Employed	4	7
Self Employed	6	3
Unemployed	0	0
At Home	1	1
Studying	0	0
Retired	14	8
Other	1	0
	26	19
	45	

Ethnic Group	Male	Female
White	23	17
Mixed Race	0	0
Asian or Asian British	0	0
Black or Black British	0	0
Chinese	0	0
Other	0	0
	23	17
	40	

Representing	Male	Female
House builder	2	0
Planning Consultant	1	0
Business	1	0
Individual	18	16
Town/Parish Council	4	3
Other	0	1

	26	20
	46	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	5	3
Newspaper Advert	6	2
Village Poster	0	1
Word of Mouth	7	3
Leaflet at Station	0	0
Leaflet at School	0	0
Letter/Email from Council	8	6
Other	3	3
	29	18
	47	

Saffron Walden

Age	Male	Female
0-11	1	2
12-17	5	1
18-24	2	1
25-44	8	9
45-59	15	12
60-74	42	35
75+	12	8
	85	68
	153	

Employment Status	Male	Female
Employed	22	24
Self Employed	8	9
Unemployed	1	0
At Home	3	7
Studying	6	3
Retired	45	37
Other	2	3
	87	83
	170	

Ethnic Group	Male	Female
White	83	75
Mixed Race	1	1
Asian or Asian British	0	0
Black or Black British	0	0
Chinese	0	0
Other	0	0
	84	76
	160	

Representing	Male	Female
House builder	1	1
Planning Consultant	0	0
Business	3	2
Individual	68	71
Town/Parish Council	7	1
Other	5	11
	84	86
	170	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	15	14
Newspaper Advert	38	34
Village Poster	0	1
Word of Mouth	12	11
Leaflet at Station	1	0
Leaflet at School	1	2
Letter/Email from Council	15	14
Other	20	14
	102	90
	192	

Elsenham

Age	Male	Female
0-11	3	0
12-17	0	0
18-24	1	3
25-44	8	8
45-59	17	17
60-74	29	17
75+	14	9
	72	54
	126	

Employment Status	Male	Female
Employed	19	20
Self Employed	10	4
Unemployed	1	1
At Home	0	4
Studying	4	1
Retired	36	24
Other	0	0
	70	54
	124	

Ethnic Group	Male	Female
White	65	52

Mixed Race	0	0
Asian or Asian British	1	0
Black or Black British	0	0
Chinese	0	0
Other	0	1
	66	53
		119
Representing	Male	Female
House builder	1	0
Planning Consultant	0	2
Business	3	0
Individual	67	51
Town/Parish Council	1	2
Other	0	0
	72	55
		127

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	22	20
Newspaper Advert	9	9
Village Poster	0	5
Word of Mouth	13	6
Leaflet at Station	0	0
Leaflet at School	0	0
Letter/Email from Council	17	22
Other	21	12
	83	74
		157

Thaxted

Age	Male	Female
0-11	0	0
12-17	0	0
18-24	0	0
25-44	11	11
45-59	12	8
60-74	20	19
75+	8	5
	51	43
		94

Employment Status	Male	Female
Employed	17	14
Self Employed	12	1
Unemployed	0	0
At Home	0	7
Studying	0	0

Retired	23	20
Other	1	0
	53	42
	95	

Ethnic Group	Male	Female
White	45	41
Mixed Race	0	1
Asian or Asian British	0	1
Black or Black British	0	0
Chinese	0	0
Other	0	0
	45	43
	88	

Representing	Male	Female
House builder	0	0
Planning Consultant	0	0
Business	2	0
Individual	42	39
Town/Parish Council	1	0
Other	2	0
	47	39
	86	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	5	5
Newspaper Advert	7	11
Village Poster	6	8
Word of Mouth	12	8
Leaflet at Station	1	0
Leaflet at School	0	0
Letter/Email from Council	16	11
Other	5	4
	46	47
	93	

Great Dunmow

Age	Male	Female
0-11	0	0
12-17	0	1
18-24	1	1
25-44	3	4
45-59	15	7
60-74	35	29
75+	8	8
	62	50
	112	

Employment Status	Male	Female
Employed	15	13
Self Employed	11	4
Unemployed	0	0
At Home	2	4
Studying	0	1
Retired	39	32
Other	0	0
	67	54
		121

Ethnic Group	Male	Female
White	51	47
Mixed Race	0	0
Asian or Asian British	1	0
Black or Black British	0	0
Chinese	0	0
Other	0	0
	52	47
		99

Representing	Male	Female
House builder	2	0
Planning Consultant	1	0
Business	6	2
Individual	47	40
Town/Parish Council	7	5
Other	4	1
	67	48
		115

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	20	13
Newspaper Advert	17	17
Village Poster	4	2
Word of Mouth	10	6
Leaflet at Station	0	0
Leaflet at School	0	0
Letter/Email from Council	18	10
Other	6	4
	76	52
		128

Great Chesterford

Age	Male	Female
0-11	2	2
12-17	0	0
18-24	0	0
25-44	10	23
45-59	16	17
60-74	20	24
75+	9	10
	57	76
	133	

Employment Status	Male	Female
Employed	14	19
Self Employed	8	2
Unemployed	0	0
At Home	1	18
Studying	1	2
Retired	28	30
Other	2	1
	54	72
	126	

Ethnic Group	Male	Female
White	53	71
Mixed Race	0	0
Asian or Asian British	0	0
Black or Black British	0	0
Chinese	0	0
Other	0	0
	53	71
	124	

Representing	Male	Female
House builder	0	0
Planning Consultant	0	0
Business	0	1
Individual	51	65
Town/Parish Council	2	2
Other	0	0
	53	68
	121	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	5	9
Newspaper Advert	19	28

Village Poster	0	0
Word of Mouth	16	17
Leaflet at Station	0	1
Leaflet at School	3	4
Letter/Email from Council	11	16
Other	5	8
	59	83
		142

Stansted Mountfitchet

Age	Male	Female
0-11	3	2
12-17	0	1
18-24	0	0
25-44	4	6
45-59	7	7
60-74	17	25
75+	11	6
	42	47
		89

Employment Status	Male	Female
Employed	7	11
Self Employed	7	2
Unemployed	0	0
At Home	2	4
Studying	3	3
Retired	24	28
Other	0	0
	43	48
		91

Ethnic Group	Male	Female
White	42	47
Mixed Race	0	0
Asian or Asian British	0	0
Black or Black British	0	0
Chinese	0	0
Other	0	0
	42	47
		89

Representing	Male	Female
House builder	2	0
Planning Consultant	0	0
Business	5	2
Individual	38	43

Town/Parish Council	0	2
Other	0	0
	45	47
	92	

Where did you hear about the exhibition?	Male	Female
Uttlesford Life	9	5
Newspaper Advert	9	10
Village Poster	2	1
Word of Mouth	6	12
Leaflet at Station	0	0
Leaflet at School	0	0
Letter/Email from Council	7	9
Other	14	20
	47	57



Appendix 2

Results of “Post-It” Note Exercise from Each Exhibition June 2012

Comments from the Newport exhibition

Policy 1

- This is excessive development for this area. Other locations in Newport are closer to the station. The improvement to access to the school should be funded by development across the area-the school serves a quarter of Uttlesford and benefits from a quarter of all the houses to be built (800/1500) should support this.
- Personally I would love new houses built in this village. Affordable housing for my children to be able to stay in the area, a community rather than the NIMBYS who are trying to stop inevitable growth.
- Flooding is a major issue in London road. Insurers attitude to flood risk is making it more difficult to insure these homes. Proper drainage arrangements would need to be put in place to ensure no additional flood risk whatsoever.
- Completely unfounded assumptions on need for such a scale of housing. Will overwhelm Newport and introduce unnecessary changes to Burywater Lane. Local housing for local people needed.
- What's the maximum number?
- 300 far too large – needs access that doesn't effect or mean an increased traffic flow to Burywater Lane, Whiteditch Lane or School Lane. Definitely don't support Policy Area 1 would support 70 houses in Newport in total.
- A minimum of 300 houses is far less than would be approved-probably 600 is more accurate. 600 houses is likely to mean over 1,000 cars-using Bury Water lane or Wicken Road daily. Congestion would be unbearable. Newport will lose being a village. I urge the council to listen and save Newport village.
- Develop the green houses but not 300 over the agriculture land.
- 300 minimum houses, there's not enough parking for 14 houses recently built at the old Council Depot. Where are the 600 minimum cars going to park?
- To widen School Lane and Burywater Lane is very badly thought out! This will make these roads dangerous, particularly for the very small and elderly.
- Is way too big particularly if 300 is a minimum! Infrastructure problems (roads, sewerage etc.) will detract from the life of existing villagers-keep it to just the green houses.
- Very messy site, council would benefit the income coming in from the proposal, safety isn't a issue as the area isn't heavily populated. (Someone else added the comment - Not at the moment. 300 houses will change that).
- I would support this policy; it has low impact on the village. Widen school lane with footpath for pedestrians.
- The proposed minimum of 300 houses in policy 1 is dangerously high. The roads of Bury Water Lane and School Lane cannot be widened at their junction due to existing houses already there, therefore the increased traffic would become a dangerous bottleneck.

- Policy Area 1 is too far from the village centre to walk (and station) so people will drive out of village. No benefit for village shops, organisations etc. and increased traffic. Smaller developments close to village centre will be better for the community!
- How do you propose to widen Burywater Lane? Are you purchasing land opposite the 8 houses in the lane? The minimum 300 houses you propose to build in policy area 1 is far, far too many. We would lose our village status with the amount of houses to be built – its an outcry.
- I think it unlikely that the village can cope with the suggested number of houses. The road will certainly become even more saturated and what about sewage or other basic needs?
- Needs additional road access.
- The new scheme for Burywater Lane is too big, no provision has been made for increased traffic to and from Saffron Walden and Clavering.
- 300 new houses in Policy area 1 seems to be far too many!
- Proposal 1 is far too large, the traffic on the widened roads will be out of proportion to the village.
- My concern regarding area 1 is that of where access is going to be. The area is not designed to cope with the traffic. The train station is not designed to deal with all the extra people.
- Why has Stansted got virtually no development where as Newport has lots proposed? 1 could easily be moved to Stansted where access could not be a problem.

Policy 2

- During rush hour it takes me a long time to cross the road from the station. The increase in traffic will make this even more problematical.
- Providing a road access through this site to Frambury Lane would provide an opportunity to make this one way and the existing E-W leg of Frambury Lane one way.
- Policy area 2 is preferable to policy area 1 owing to potentially superior access from the main road.
- School places? KS1 Primary is full!
- Area 2 seems sensible and in proportion
- Concerns over the increase in traffic travelling near the primary school
- The use of the word minimum is worrying, will this number be exceeded?
- I am very concerned that the quantity of houses is going to effect the primary school greatly. I understand land would be given for the school to expand but who is going to fund this?

Other comments:

- Newport Free Grammar School provides the secondary education for a quarter of Uttlesford. Therefore if improvements are needed to the access this should be developments on a wider basis than purely within Newport-if 3,300 houses are needed, 825 could contribute and of the 2,200 other ones already with permission a further 675.
- Why 370? That's a 40% increase in the village! What about the existing residents quality of life?

- I personally would welcome places to work being put into this plan-start up small business premises. More local work places for local people.

Comments from the Takeley Exhibition

Policy 1:

- Takeley area 1: with Stansted Airport on the doorstep would it make sense to convert the old primary school into a college, offering courses related to the airport.

Other Comments:

- Why are the maps so out of date? How long does it take for OS to catch up with Council approved plans For objective response residents need to assess impact based on where they live in relationship to proposals-how, if they can't see where they live?
- In my opinion, "comprehensive development" must include infrastructure facilities such as Doctor's surgery/health centre and retail outlets also play areas for children.
- According to plans more homes in pipeline with this and current new homes can see no provision for surgery or any health facilities. The current school would be ideal as health centre still leaving scope for more housing.
- Yet more housing for 'older people' but still no health provision of a GP surgery. This is needed for the vast new numbers on Priors Green let alone another 205 homes.

Comments from the Saffron Walden Exhibition

Policy 1

- We would really like the hub at the skate park and access route on Thaxted Road.
- This is absolutely crazy-roads already gridlocked, drainage probs exist, water table, air pollution, Doctors appts, no employment etc. Cannot believe this is actually on the table-our politicians are not interested in the wishes and opinions of Saffron Walden residents.
- Concerns about Peasland Road, one of very few through roads access the town and the few houses in other areas planned.
- If 800 is the minimum, what is the maximum?
- I support policy 1.
- Policy Areas 1 & 2, it seems that this will enlarge Saffron Waldon by 20% and consume a huge area of agriculture land. Surely food production is important too. The proposed site 1 is far too big.
- 800 houses is too much for Saffron Walden-it will destroy a beautiful town where there is not the employment potential to cater for this level of development.
- Traffic is already almost at gridlock during busy periods along Thaxted road and Radwinter road, this will make it even worse.

- Please don't build. 1. Stick to brown field sites, 2. Improve roads first, 3. 800 homes too large for infrastructure (look at Bells school site, roads to small.) 4. We must preserve our footpaths and open spaces.
- Policy area 3- O.K. Policy area 2-O.K. Policy 1- economic development, where is the evidence the town can create jobs? Not in July 2011 Essex Plan page. 43. Traffic management, where is the traffic plan? Without one the plan is incomplete.
- Radwinter road is already very congested with air quality and road safety problems. This is far too many houses to propose for this area.
- There is inclusion of roads, surely access is a given to the houses so why not use that money to build a road to the transport links via the south of the town rather than the inevitable movement through the town. Ultimately its too many houses. How many spaces along the transport route are not being used.
- 800 houses = 1600 cars, will produce a traffic nightmare for Saffron Walden. The high school already has over 2000 children. Do people really want their children at a considerably larger school?
- Far too big a development. Destroying agricultural land. Destroying my house and peace and quiet, do individuals count?
- At present-local roads are blocked with traffic, parking spaces are hard to find, schools, doctors, dentists, etc are full or very busy and new houses will make things much worse.
- I like the idea of having housing in that area because it would provide an access route from Thaxted road to Tesco. Also it provides recreational grounds and the hub because it will keep people off the streets and it provides a larger and safer skate park scenario.
- Take out extension to skate park line! Noisy! There is a difference between want and need.
- We want the hub at the skate park.
- Over Kill!
- Why this area? What research has been done about sustainability of land the other side of town.
- Specifying minimums is pointless and misleading, why is link road not shown, what happens for traffic in Borough Lane or Peaslands Road which is already overloaded, why no statement on sewage capacity, why no statement on additional parking within the town, lack of critical detail ensures development by creeping stealth.
- The link road related to policy 1 should be extended through the policy 2 site to join with Ashdon Road.
- Enough of a stand still of traffic during so many hours already to each house. How many more cars to each house? Extension of skate park not necessary-out of hours use already. Further extension further disruption to local residents.
- New housing will bring a lot more interest to local businesses and also the skate park. This is why the extension for the park would be beneficial to the new residents and also pre-existing ones.
- What about water report? Extra places in schools? Traffic pollution? Extra communal facilities? Do we really need this many houses?

- East side of town cannot take more development find sites on west and north of town for accessibility and employment reasons.

Policy 2

- All developments is on the wrong side of town and the traffic circulation should have been thought out before putting the scheme forward, where is the employment for the new residents?
- Housing allocation for Saffron Walden is far too high. There are few jobs here. New housing needs to be located close to road and rail links to Cambridge and London/M11 i.e. by Audley End and west/north of Saffron Walden.
- How on earth is Saffron Walden going to cope with the extra traffic? Getting in and out at rush hour is already a nightmare.
- It seems crazy to me that these are on the east of town when the station, M11, high school and routes to Cambridge and Stortford are all on the west of town. Saffron Walden will be gridlocked at peak times.
- Think of the traffic through old Saffron Walden. It doesn't lend itself to more traffic. Walden has been here for hundreds of years. Governments come and go.
- 17.2 With regard to social housing and especially provision for the elderly, this must be attractive because it must fit in with the private houses, and not be totally aposit. As for the elderly, they need to be near access roads -they don't all have cars. The Thaxted road site is massive. It will need shops with post office facilities, a Sainbury's on the site would be a boon.
- We strongly strongly object to a skate park extension being included, no consideration is given to those who live nearby. Screening and trees etc. Do not work. No skate park extension!
- 800 houses will be a welcome addition to Saffron Walden and a great opportunity for the skate park and local businesses.
- Why is there not a ring road around Saffron Walden from Sparrow Hill road. It would relieve the town centre road and Radwinter road etc. At worst leave route/space for future.
- 800 homes will overload the road structure on Radwinter road and Thaxted road.
- Road infrastructure improvement first please!
- East side of Saffron Walden is already congested. Radwinter road is already jammed with traffic every week day morning and on Saturdays. New housing should be located close to rail and road links to employment centre of Cambridge and London.
- More houses may be necessary but the Saffron Walden developments are on the wrong side of town. Employment is in Cambridge, London, Bishops Stortford, Harlow and Stansted Airport. Traffic from the development must pass through the town from the east to gain access to main roads motorway and railway and back again at night. Changes to the road infrastructure are not indicated. The town will become gridlocked, and emission fume levels will rise.
- Why do we need all of these hundreds of houses? All surgeries and schools too big now! We in the town should decide.

- This proposal will be hugely detrimental to S/W. It is madness. This number of extra vehicles cannot be carried across town without a ring road. Please see sense and stop this proposal now.

Policy 3

- More houses in addition to those just built on Friends developed. The existing peak traffic down Summerhill Road is already bad. Have a look any week day morning. V fast cars using it as a rat run.

Other Comments Made:

- These proposals are unsustainable in terms of traffic levels and where is the water and infrastructure requirement for this. Air quality and protection of historic town need to be safe guarded.
- The plan does not conform with the UDC Objectives in regard to development sites. There is no explanation of how placing this amount of housing in the most inaccessible corner will not cause traffic congestion and pollution. Saffron Walden Town Council opposes this plan.
- I'm concerned that Saffron Walden will lose its identity as a small market town and become more like Stortford-sprawling.
- What about water report, traffic report, CO2 report.
- 2005 Plan adopted mentions, "significant traffic problem"-what has been done? So many more homes now, leading to increased problems already.
- Ring road?-has this been considered. Traffic (especially heavy goods) needs to be directed road the edge, not through centre! Also access from Policy Area 1 to Audley End Cambridge and Stortford.
- This plan does not take into account the already over congested roads and pollution. The area chosen for the development is nowhere near the Railway Station. Most newcomers will need access to London This is the wrong side for access to M11 or Audley End Station. Come on planners start listening!
- Castle Street-Has anyone given a thought to the amount of traffic which has to pass through the town centre, without further development. I live in a conservation area and parking and traffic are a nightmare already.
- Had more red/green dots been available, you would have got a different result. But then you were looking for the results you wanted!
- Time to move out.
- There is no way any additional traffic of this magnitude can be transported by Borough Lane and adjoining roads. Traffic will be forced through residential areas. Stationary/gridlock will increase air pollution. Barmy! Build a new town!
- Many people are alarmed at the influx this development will bring. However, it is no more or less than 1950's, 60's,80's or even Victorian developments. The fact is one of over population. However, any development that puts the environment first, will lessen the impact. That means sustainable materials for building. Zero emission housing, conservation of water, means to grow local food, shared transport,

buses or walking. Stimulation of local green jobs, strong community bonds could result in an acceptable vision for a power down future. I would urge the planners to be brave, imaginative and creative in their thinking, this means using renewable energy, production of local foods etc. Good Luck!

Other Areas:

Elsenham

- Significant concerns about road access for extra houses in Elsenham, and likely impact on very narrow twisty road NE to Debden Green, Debden and Saffron Walden. Also through Stansted M, one way traffic light or narrow bridge on road north to Newport.

Wendens Ambo:

- There are a lot of empty offices over the railway bridge why more? What the village desperately needs is smaller houses for young and those who want to downsize.
- Adamantly against because ample business space already exists, traffic chaos crossing flow from station, destroys beautiful agricultural site, t-junction already v. dangerous.

Other Comments:

- As most of the maps show a clear against most, if not all sites can we trust you to accept this as a negative response – I doubt it.
- Cycle path – how about looking at footpath down from Swards End. Maybe with the ability to take bikes too. Joined up footpath as well as cycle path long overdue to station.

Comments from Elsenham Exhibition

Policy 2

- Still worried about road access and lack of infrastructure, which, with these developments will be even more critical.
- Hall Road is dangerous now with construction traffic there will be almost certainly be accidents and possibility serious injury/ death.
- There is still no plans for a new road infrastructure, roads are overcrowded and Grove hill is dangerous now.
- Bungalows for older people too far from centre-we already have that in Gold Close/Jenkins Drive. Amount of housing will considerably change character of village as the Orchard not included in these numbers. Why are some of the smaller communities not included in the allocation?
- The infrastructure is not capable of handling any expansion. Elsenham is served by mainly small country roads and Grove Hill is already a bottleneck.

- No one seems to have given any thought to the basic infrastructure of roads. (access, drainage and various services required in Elsenham.) Just profits made by developers.

Policy 3

- Policy area 3 is a Countryside Protection Zone. When did this change? Disgraceful.
- Major problem with area 3 is the road across in and out of the village, Grove Hill and Chapel Hill in Stansted will be unable to cope.
- Not in policy 3 Stansted Road can not take any more traffic.
- Elsenham's roads-Grove Hill, cannot take any more traffic, no more houses this side in 3-only the other side of the village.
- The road network cannot cope with the number of cars in this area already. All the new houses in Elsenham and Henham and Stansted will make gridlock here.
- 300 homes is a lot for the infrastructure-roads, surgery, water sewage, to cope with. These services are already stretched. What are the proposals for improvement?
- How on earth can Stansted road take the extra traffic.
- Unclear where 400 houses figure for Elsenham has come from UDC should publish their figures.
- Why do you want to put houses in Policy area 3?
- We are worried about the exit via Grove Hill, which is already a nightmare with 400 more houses meaning ½ as many again (already 1,000 house), water pressure already low and what about surgery, which is already at capacity? The 150 on Crown Estate and the Orchard is enough.
- Huge issue with access onto Stansted Road. If houses by Memorial Hall and houses by M11 are both accessing Stansted Road-it will be chaos.
- Traffic problems-what will be done about Grove hill?
- Policy area 3 was once in the countryside protection zone. Why not now?
- So when people come and see all of the houses. It is not going to look nice, as much when you can come and see a lovely field with birds flying and this is for 3 – don't do it.
- Grave concern about roads in Elsenham being extremely busy, spoiling the village feel, plus Grove hill, Chapel hill and Hall road are already choka-block. Access to/from village very problematic.
- Restrictions-congestion at; Grove Hill/Chapel Hill and Old Mead road bridge via Ugley 6ft width restriction. Additional services needed-doctors, school, statutory services, surface and water drainage and open spaces.
- Fully understand people need homes but how will we all get out of the village on the existing roads. Traffic lights into Stansted are a problem already! School already overcrowded and using portacabins.

General Comments on Elsenham

- Let's go back to option 4.
- Go back to option 4.
- Better to go back to option 4 all in one place.
- New plan of distributing houses around the area is better than having one big settlement (option 4) between Elsenham and Henham. However, keep our village a village!
- I am 5years old and I think it is really bad that you are building on the fields we like to play in. It's unfair.
- You are spoiling our village, please stop!
- We moved here to look over green fields. Not housing estates, I very strongly do not approve.
- Think for the children it is not all about you!
- Too much far too quickly, these sites are for the benefit of developers not people. Out of 57 or so parishes in Uttlesford the majority get nothing.
- Elsenham's roads can not take any more traffic!
- No school expansion-increased road traffic, bussing children to school-job creation?
- Where does the figure of houses for Elsenham come from? Why do you propose so many more for Elsenham than places of compatible size e.g Takeley? How did you arrive at these 3 sites? You should ask the question specifically, where should 400 houses in Elsenham be sited? And the other 53 at the Orchard should be taken into account.
- I do not think that you should be doing this because you are spoiling our village. And you are not putting anything in for the children-think for the children.
- What a shame our village would no longer exist if, Policy 1,2 and 3 go ahead. We are a village and want to stay a small friendly community. Another 500+ houses will destroy this.
- Elsenham Policy 1,2 and 3 should not be built on as I walk my dog here.
- Countryside protection zone-Elsenham historically has run along the line of the B1052. 2 of the sites are within the CPZ so should be excluded.
- Proposals 1 & 3 need to be reconsidered. The infrastructure is not set up. Grove Hill and Chapel Hill already cause a huge problem now and allowing extra traffic to filter onto Stansted Road will be devastating. Should a choice of these 3, proposal 2 is the better as the access towards the airport is greater. But I think you should re-think the distribution of houses more fairly.
- Why are you doing this?
- Proposals 1 & 3-Is the wrong one you get rid of the children's area and don't build anything for us.
- Elsenham-this is a village not a town, nobody can sell houses in Elsenham as it is, so no way are you going to sell 400 new ones. The infrastructure in the village can't take more people, the school is over subscribed, the trains are packed the internet is so slow. I don't understand why you are pushing this. We've been fighting for years, so

you know we don't want it. It's our lives you are affecting so we should have the final say, as to whether the development goes ahead or not.

- You are spoiling our walks.
- Problem of access to the village-roads, clogged already, especially Hall Road and the hill to Stansted. What about doctors and school places.
- I want to have a house in policy area 1 and 2.
- All areas in Elsenham totally inappropriate! Elsenham is a village not a large settlement.
- Very disappointed that the village will change so much. All the countryside being built on, where will we walk our dogs? We have had a lot of development already.
- Policy 1-210 houses Policy 2-115 homes Policy 3-130 homes=455 55 bed extra care home. What about doctor's surgery. We are not a key village inadequate shops. 400 houses increase village size by 40% - unacceptable. roads, water pressure, electricity supply.
- Please forget putting houses in Elsenham, please put houses in Thaxted
- The distribution of the housing around the district is much better than having a huge out of proportion development in Elsenham. I believe the policy areas 1, 2 and 3 are a fair allocation, being built over a reasonable plan timeframe, taking into account the Orchard has already been approved.

Comments on Henham Sites

- Henham Policy 1- this is a new policy and no-where have residents had any change to object
- Henham Policy 1- density of proposal is too great. Not consistent with existing surroundings. Also access would be too limited and dangerous.
- Henham-site close to school totally inappropriate. Access on a dangerous bend-extra traffic. Residents will wander onto Vernons Close estate which is privately maintained. Usage of the word minimum is not helpful we need to know the maximum
- Suggest play area in Henham policy area 2. Suggest building small numbers of housing on Blossom Hill Farm. We need a guarantee that builders e.g. Fairfield will not get planning permission to build additional housing.
- Henham Policy 2- I object to the building of any houses on this proposed site. Road access is very narrow for passing traffic. Our cottage physically shakes when large/heavy cars pass by. The increase in traffic would ruin our quiet village life which we love.
- Henham Policy 2- We live at the start of Chickney Road close to this site. The road is very narrow and traffic is already dangerous. Any increase in this due to building here would have a detrimental effect to us.
- Henham policy 1 & 2, please don't build more houses in Henham. It is a village and should stay as such.

Other comments

- You must think about providing more green space near Dunmow e.g small country park. Hatfield Forest must be protected from too many visitors and UDC have a responsibility here.
- The dot diagrams are great-very clear.
- Your maps could do with a few more names/directions on them to help orientation.
- Why have smaller settlements i.e. Broxsted (that desperately wants housing) received no allocation.
- Why are you doing this?
- Why nothing in Barnston-Councillor Barkers' village?

Comments from Thaxted Exhibition

Policy 1:

- This site was objected to at the last consultation-other sites were favoured. It is rural land and yet there are other suitable in fill and brownfield sites.
- I strongly object to this proposal as Thaxted is a very old and beautiful place and we do not want extra traffic as it is ruining our old cottages and will destroy life as we know it. Where are the extra children going to go to school, doctors etc. We will fight tooth and nail to stop this ridiculous proposal.

Other Comments:

- At the last consultation we thought red dots meant the residents of Thaxted did not want that site and nobody seems to have taken any notice. What about doctors-school etc?
- Where is the water coming from for all these additional houses?
- Why did I bother sticking on the red dots, building on agricultural land should not be allowed. To which comment someone else has added "Here! Here!"

Comments from Great Dunmow

Policy 1:

- Get the bypass near Tesco completed first.
- Finish off the bypass at Tesco first.
- This is likely to lead to coalescence with the new quarry and eventually Takely and Canfield and so must not go ahead. More smaller developments throughout the district should be considered.
- Complete the bypass first.
- Why 850 new homes when permission already for 700+ homes at Woodlands Park and only 250+ completed-Get the byway finished!
- It is essential to complete the building of the site at Woodlands Park before directing new building plans can start. The bypass from Tesco to B184 roundabout needs to be opened as a priority.
- Whatever the final decision there must be a cast iron obligation to complete the by-pass first! The council would not be forgiven.

- Compulsory purchase the road for the bypass and build the road.

Policy 2:

- Welcome mixed use nature of site. New School needed along with potential job creation unlocking site with residential will hopefully see the site come forward.
- Where has the designated industrial area disappeared to? This is the only designated area in Dunmow-without new employment Dunmow will die.
- Policy 2/3-would you buy a house next to a waste transfer station? Ridiculous concept.

Policy 3:

- It is a disgrace that waste transfer station is placed next to housing and hotels-should be away from town.
- Waste transfer station must allow for public recycling facility-even if not provided initially. Over 1100 extra houses will require this additional facility.
- "Panhandle" should be trees not waste so close to houses. Areas West of 3 in Policy 2 should be recreation, allotments-east winds are more frequent now.

Other Comments:

- It is a travesty that these plans for Great Dunmow are being pushed through before we have our neighbourhood plan in place.
- 800 homes here; 850 there etc. No mention of public transport provision at all thousands of extra car trips on our roads a day.
- I think the proposal for Radwinter is excellent and will keep the school going. This should happen in other villages e.g. Great Easton.
- The best of a bad job schools, shops and surgeries must be in place early-after 300 houses giving population of 1000 approx. Early residents will go to town schools and surgeries exacerbate the current full-use problem, and not move back once settled into estate provision.
- Why has permission been granted for development N&S of the Ongar road and not included in the plan. The remainder of Woodlands Park should also be included in the plan.
- Commenting on this is a waste of time as no one listens to what the people of Dunmow really want.
- Waste transfer site- no help to the people of Dunmow as not a recycling site. Badly placed next to hotel, existing and proposed homes and existing business.
- It would be better to remove the wording 'where possible' throughout the document to make it more robust.
- Support making good use of land at Stansted Airport for Employment, particularly the under used Brownfield land on the north side.
- Liase with EHDC re: 1.Development plans for 3500 homes in North Bishops Stortford. 2. Overall effect of combined development on a)shopping centre and b)secondary schooling in Herts.

- Elsenham Policy Area 2-This is the only site that makes provision for schools within Elsenham.
- Existing green spaces must be protected from development. What provision is being made for shopping and car parking? All new schools/doctors/play and open spaces must precede development.
- Before any applications further, what about roads and other infrastructure, schools, doctors surgery etc. Developers of Woodlands Park promised at a public meeting to build a surgery, school and a by-pass nothing has been fulfilled on any of these promises. How can developers be trusted not to renege? Infrastructure first.

Comments from Great Chesterford

Policy Area 2

- Access to PA2 via main road. Access to school in new location?
- What is the vehicle access plan for policy 2 only mentioned cycle/ped route via Stanley Road currently in excess of 100 homes via Spencer Road.

Site Reserved for Education

- What is the proposed access route for the area 'Reserved for Education'?
- Will there be a financial support for building of education area, particularly preschool?
- Turn school 70's, 80's classrooms to double height. Do we need a new school for the future? Stealth method for expanding village.

Other Comments

- "Minimum"? ! Please state a maximum number of houses too.
- No Self Build opportunities?
- Is difficult to give reasoned feedback when there is so little firm plans here. It's no good later saying we had the opportunity to comment when what we have is so vague.

Comments from Stansted Mountfitchet

Policy Areas 1 and 2

- Please do not build houses on Cambridge Road sites. Commercial or mixed use only. With Community Centre and library at Grafton Green, Health Centre would be excellent too.
- Link between Cambridge Road and Grafton Green car park needed now.
- The proposed housing in Policy Areas 1 & 2 would have a hugely negative impact on the Village, roads and services. It is ridiculous to think how 14 homes can better the village. It would only serve to cause more chaos and congestion!
- I feel that the Policy Areas 1 & 2 would be ideal for the site of the Health Centre. With the new Parish Council Community Centre and offices

adjacent, this would create a heart to the village. The land needs to stay as commercial/industrial/amenity.

- I do not support these use of employment land in Stansted village centre for residential purposes. Why has the Elm Farm option not been considered?
- Land at 10 Cambridge Road is a major over development.
- Please do not build on Cambridge Road
- Policy Areas 1 & 2 - Best for commercial. Footpath must be included (election issue for SMPC) – not impressed by police consideration.
- Policy Areas 1 & 2 – Given the chaos caused by Tesco parking, will this not increase the problem given the number of dwellings proposed?

Policy Area 2

- Stansted Policy 2 – should include premises for Business start ups.
- Please put some parking in the Policy 2 area for people using The Co-op and Tesco to alleviate the problems on the Cambridge Road. Also more units employing people instead of housing at Policy 2.

Policy Area 3

- Policy Area 3 – happy for retirement homes as long as it's low rise and retains a large area of open space.
- Stansted Mountfitchet Policy Area 3 – one storey retirement homes (no. 35) would be fine provided that parking is also available and accessed adjacent to the buildings – the present playing field could be garden, sitting out and vegetable plots for residents only.
- The proposal for 35 independent living units for Policy Area 3 – it was agreed to keep the old playing field as an open space for 10 years. We need this to remain green for the centre of the village.
- Policy Area 3 – the Retirement Homes should be individual units, preferably single storey. Ideally some of the current open space should be retained for recreational use.
- Less houses on St Mary's site – leave green area.

Other Comments

- 300 houses in Newport scandalous
- Employment land should be accessible by foot and public transport. If we are to reduce carbon use we must not make travel to work totally as dependent.
- Build off Bell Hill – the supposed Green Belt was used for growing Xmas Trees and light industry at one time so could be called Brown Field Site.
- As a resident of Stansted I have concerns for all development in surrounding areas that use Stansted for their entry and exit unless there are improvements in the roads.