

We greatly welcome the reservations made in the Inspector's report as to the soundness of the Local Development Plan, which highlights the need for infrastructure and services and most of all the needs and views of the community. As residents living in the settlement of Folly Farm, a site of significant historical interest we have seen the negative impact that the ongoing development on land at Woodlands Park and now the Land West to woodlands park has had on the environment. There has been a substantial increase over the last few years in noise and light pollution along with transport emissions that are a danger to the health of the existing and any new residents of the town and surrounding countryside. The environment is at great risk from over development and has many areas of unspoilt countryside, woodlands which are habitats to wildlife and fauna of significant importance such as the Bee Orchid that freely grows in and around Folly Farm and Bluebells along the woodland paths.

Over the last few years we have already witnessed a decline in the birds, insects and bees that lived in and around the farm and see an increase in the numbers of hedgehogs, rabbits and deer killed on the roads. We have a significant number of buildings of historical interest in and around the town which are at risk on being swallowed up in future developments that will greatly detract from the historical legacy of the town. The local plan has been already used as a vehicle for developers to obtain outline permissions to build on land of environmental value and up against sites of historical interest. These developments are not sustainable and the density of housing disproportionate to the surroundings. If these go ahead we will lose important amenity space and sites that have significant heritage value along with the ancient trees and fauna that will be removed to make way for housing and many vehicles that will put considerable strain on the already stretched and poorly maintained infrastructure. None of these developments have significant environmental merit, carbon neutrality or benefit the local area in any way than financial gain for the developer and local authority. Once again, we see profit put before sound sustainable development and protection of the environment.

The housing stock is disproportionate to the need of the local area where there aren't the jobs to warrant housing need, indeed property prices are only affordable to those who can commute to the Cities to earn greater salaries in order to pay for housing. The majority of these household's commute by car and to a much lesser extent by Public transport into the cities of London, Cambridge, Colchester and Ipswich. Currently the buses run infrequently and indirectly to the local towns of Chelmsford, Bishops Stortford, Harlow and Braintree, it takes more than double the time to travel by public transport than driving to one of these towns to complete the commute by train. The A120 is heavily trafficked and M11 is often gridlocked from junction 7 all the way into London, The A130 is at a complete standstill from 7am in the morning and again in the evening. The Park and ride facilities are not fit for commuters travelling early or late and it is often far easier to complete the whole journey to stations by car. The consequences of increased car use pushes on far beyond the local area and affects all environments surrounding the area. What the local area needs as a priority is an improved, direct and efficient transport system that benefits the environment. The local plan as it stands does the opposite, providing housing before infrastructure and transport will only lead to a significant increase of vehicle use, pollution in rural areas that were not planned to be so heavily trafficked. This is the opposite of many policies in urban areas

where housing is planned around transport links. We do not believe that the case is justified for building in rural areas with little public transport in place when there are still so many undeveloped 'brown field' sites in urban areas, adjacent to excellent sustainable transport links and jobs opportunities, yet to be developed. It is cheaper to build for profit in a rural area but at what cost to the depletion of the environment and health of its inhabitants. The plan does not take a wholistic view of all the factors important to good planning such as transport, jobs and sustainability.

We understand the emphasis of the review is looking at the Three Garden Communities in the proposals but the planning of extensive housing on the sites to the south and north of Stortford Road in Dunmow and we hope these areas are included in this re-assessment. The current pandemic crisis has brought home what really matters to us all, the quality of our environment, open spaces and the welfare of our communities. The plan needs to put its existing and future residents at the front and central of its proposal and respond to the needs of those people within them over and above the profits of developers and contribution to local levies.