

Submission from Willam Critchley to the LPLG (4/10/23)

Under these proposals urban sprawl will extend from the m11 junction along the b1256 corridor. A mixture of oversized industrial units and overpowering new build houses. The original separate villages and hamlets each with their own historical importance are coalescing into one blob

The very essence and rationale behind the original CPZ, established in 1995 to protect the countryside around the Airport is totally rejected.

The 2016 review into the CPZ by LUC confirms the importance and relevance of the CPZ. Highlighting that its aims align with the principles of green belt legislation.

Within my own community these proposals see Priors Green tripling in size. It is proposed that Area 5 of the CPZ is scrapped. Thereby merging Takeley, Smiths Green hamlet, and Little Canfield.

Takeley is a rural village set within an agrarian setting, it does not need a country park. In preparation for the Takeley neighbourhood plan 63% of residents requested various areas in Takeley should be protected. In the same report responding to the question what do you like about living in Takeley 56% referenced the environment and wildlife.

A report produced by Brighter Planning Partnership for Takeley Parish Council, May 2022 stated that The development of hamlets around greens reinforces the strong association of the settlement form and character with the landscape. The sense of being set away and 'isolated' from the main settlement of Takeley is still found at Smiths Green. The report continues confirming that to maintain the uniqueness of the areas there is no opportunity for development to the north of Takeley.

The B1256 is significantly overcrowded. Traffic levels are at density last seen before the A120 was built. Planners suggest buses or bicycles as a viable alternative. Essex Highways own reports into bus travel highlights issues for bus users such as overcrowding, journey delays, stressful commutes, with uncertainty and variability in journey times. The alternative to buses planners propose cycling. Not everyone can ride a bike. Employment & leisure centres in Bishops Stortford, Harlow or London are beyond the reach of a bike ride. Employers don't necessarily have suitable facilities for cyclists. Weather events, shift work are all likely to deter cyclists. As Essex Highways bus report states the alternative to bus or cycling is private car usage. In 2021 Department for Transport was highlighting traffic issues created by the multiple developments on the western side of the m11.

How much influence and input has Essex Council and Weston Homes owner of much of the land proposed for development had over these plans. Essex council are not stakeholders, in this instance they are landowners, the same as any other landowner offering sites for development.

With an identified commitment of 5,800 homes which provides in excess of the 5 year housing supply. The opportunity to look at unique and innovative solutions is presented to the council. An example to maximise potential around junction 7a of the M11, provides

housing for the new Hospital, whilst not impacting on existing communities and with clear transport links.

Takeley and Little Canfield are to be sacrificed to the God of Mammon.

..

