

**Written representations relating to Draft Local Plan Regulation 18 Consultation Council, 30 October 2023**

**Proposed development around Taylors Farm, Takeley Street:  
Mr and Mrs Fish - Takeley.**

I am writing to ask you to vote NO to carrying forward draft planning to the next stage unless there are written guarantees that the Countryside Protection Zone will be reinstated. Reassurances and consultation is not enough. Consultation is likely to be a box ticking exercise.

If the plan goes ahead to put a 37 acre industrial site in Takeley Street, this will most likely operate 24/7. This could affect us as follows:

Loss of amenity

Increased noise pollution

Light pollution

More air pollution as well as heavy road traffic

Traffic congestion - M11 is already at capacity -- B1256 will be 170% capacity within 5 years - according to Uttlesford's own evidence for the plan

Houses also suffer from poor water supply already. A huge industrial estate - with employment expected to be 1600 to start with - will make it worse

Any upgrade in infrastructure such as mains drainage, water and roads will take years if at all - there are no guarantees.

If this site goes ahead, the Developer has the option on all the land from Thremhall, to the airport balancing pond just behind Street Farm and The Green Man. This is only the start. Please vote NO to this Plan

**Proposed commercial site on land around Taylors Farm**

**Gordon & Margaret Silvester**

We strongly object to proposed commercial site being built on good agricultural land. It would create more heavy goods vehicles on B1256 which has already a high volume of traffic due to vast housing developments having been built in Takeley and surrounding areas. The roundabout at junction 8 of M11 is often at a standstill as is M11 north bound with only 2 lanes for the vehicles heading towards Cambridge and beyond.

The infrastructure in the particular area mentioned above is below present-day expectations with no sewer connections and very low water pressure.

Please think about the residents who have seen enough development and changes to Takeley and all the meadows and green belts that have been lost for development and now you want to take the last open ground on B1256 for commercial units.

## **Representation from Malcolm Ireland, Takeley**

My house backs onto the East end of the agricultural land on which the proposed industrial development will extend. Despite being within a mile of the side of the airport runway, the outlook over the fields is quiet and dark at night. The powerful illumination at an industrial complex as planned will cause permanent light pollution, and night time noise will travel across the fields unhindered, to disturb the tranquillity of the night.

My house fronts onto the B1256 which is plagued by heavy lorry traffic thundering both ways. At present there are not high numbers of lorries, but when they do come past they make the house shake and when walking on the pavement it is a frightening experience to have them drive past fast less than 1M from the centre of the path. This proposed development will certainly increase the lorry traffic and make it 24x7 which will be intolerable for local residents for noise, vibration and pollution. A total ban on HGV traffic through The Street on the B1256 24x7 would be a welcome restriction in any case, but that would appease residents to some degree if the proposal for the Industrial Area should be approved. An exemption would be necessary only for public transport and vehicles making deliveries/ maintenance work in The Street. All other heavy vehicles should use the A120 and Thremhall Avenue roads which were built to take commercial traffic.

## **Statement Submitted to Council by Daniel Brett, 30 October 2023**

### **Time-Wasting has Damaged this District**

The local plan process has left this council with little room for manoeuvre in terms of scheduling. R4U was elected in May 2019 with a mandate to withdraw the local plan, but decided to submit it then run a campaign against it at the hearing, and eventually withdrawing it over criticism by planning inspectors. A year was wasted.

Instead of amending the plan or improving the evidence base, the council decided to go right back to the beginning of the process with a new call for sites, that simply yielded very similar results. More time and money wasted.

Stakeholders forums were held, but they appear to have very little input into the new draft plan. More time and money wasted.

Then last year, just as the draft was being prepared and polished for Reg 18 consultation, the process was frozen while the council officers chased up an “exciting opportunity” with an undisclosed landholder. This came to nothing. At least 18 months was wasted.

### **R4U Failing to Uphold Election Mandate**

A redrafted plan could have been submitted to Planning Inspectors before the May 2023 elections, if there had been the political will to proceed. The time-wasting has been hugely damaging for this district, leading to massive speculative development that lacks the infrastructural leverage we would have had if a plan had been in place in R4U’s first term – as it had pledged to do in May 2019. A single new settlement,

which R4U had rightly always pushed for, is now off the table due to prevarication and tardiness – and with it goes the opportunity for decent town planning. Now, existing settlements will have bolt-on developments even as they creak under existing infrastructure strain.

In May, R4U was re-elected for a second term on a planning mandate based on “four key principles”:

1. **Evidence-led:** Can we seriously consider that Takeley Street, with the biggest allocation of housing in a settlement lacking rail access and already under strain, or east of Saffron Walden, with all the problems R4U has highlighted in the past with congestion, or Thaxted, which totally lacks public transport and other infrastructure, have greater evidence than Great Chesterford?
2. **Infrastructure First:** Does the draft actually provide the infrastructure to ensure sustainability? In the case of Saffron Walden, the infrastructure looks overly ambitious and it is hard to see how such facilities can be justified by the level of development – unless there are still plans for the “exciting opportunity” to be delivered after the Reg 18 consultation.
3. **Local Control:** The promise of local development corporations has been dropped. The R4U leadership would have known that these would not have been preferred or viable before the election, so why make this promise?
4. **Housing Affordability:** Despite the council acknowledging the severe rise in poverty in our district as well as the vast imbalance between local wages and local house prices, the draft plan has slashed the proportion of affordable housing from 40% to 35%. Developers have largely been willing to offer 40% affordable in order to get plans passed, so why would the council decide that 40% would not make new developments viable?

The Chief Executive has stated that the Reg 19 could be “substantially different” from the Reg 18 draft. Indeed, the approval of the Highwood Quarry site is a game-changer and this draft is already too high in terms of numbers. This will lead to competitive Nimbyism with each settlement identified for growth seeking to have its numbers reduced as a result of successful appeals.

However, if councillors have fundamental problems with the plan, they will have to go back to redrafting and consultation on a new Reg 18 – and there simply isn’t the time. There are significant fundamental problems that should prompt councillors to delay and fix, with speed, in order to avert a bad plan being adopted or one that needs a total rewrite.

### **Protect the CPZ**

One of the main issues is the erosion of the Countryside Protection Zone at Takeley. The CPZ has been a central policy of UDC in order to maintain Stansted Airport’s position as an “airport in the countryside”. UDC spent vast sums in a failed bid to stop airport expansion, partly because of the impact on residents. Now it is putting forward a fundamental change to the policy that builds closer to the airport boundary,

just as it is expanding. This is a complete contradiction in the principles R4U – and other parties – have adopted over the years towards the airport. Erosion of this policy not only encumbers Takeley with yet more unsustainable development, it urbanises and erodes the quality of life in that area. If the CPZ policy is not sustained, in its current form, it may not be reversed in a Reg 19 because that would constitute a “fundamental” and not a “substantial” change.

### **Vote to Delay and Amend**

I ask the council to vote against going to Reg 18 in order to amend some of the flaws, contradictions and lack of evidence in this draft and resubmit in January. Although this uses up more time, the alternatives could be even more damaging, including: the need for another Reg 18 consultation this time next year, rejection by Planning Inspectors, or the adoption of a plan that goes against the will of the public – and against the manifesto mandate on which R4U has won two successive elections.

Councillors should not believe that just because their wards are not allocated housing, they can breathe a sigh of relief. If this plan goes awry – and it looks like it may do so, based on the current draft – they could face an onslaught of unsustainable speculative development in their communities, without sufficient infrastructure, and over the tops of their heads.

This is not a call to waste more time, it is a call to avert further problems arising from an inadequate draft plan.

### **Statement for Council, 30 October 2023 - Dr Zanna Voysey**

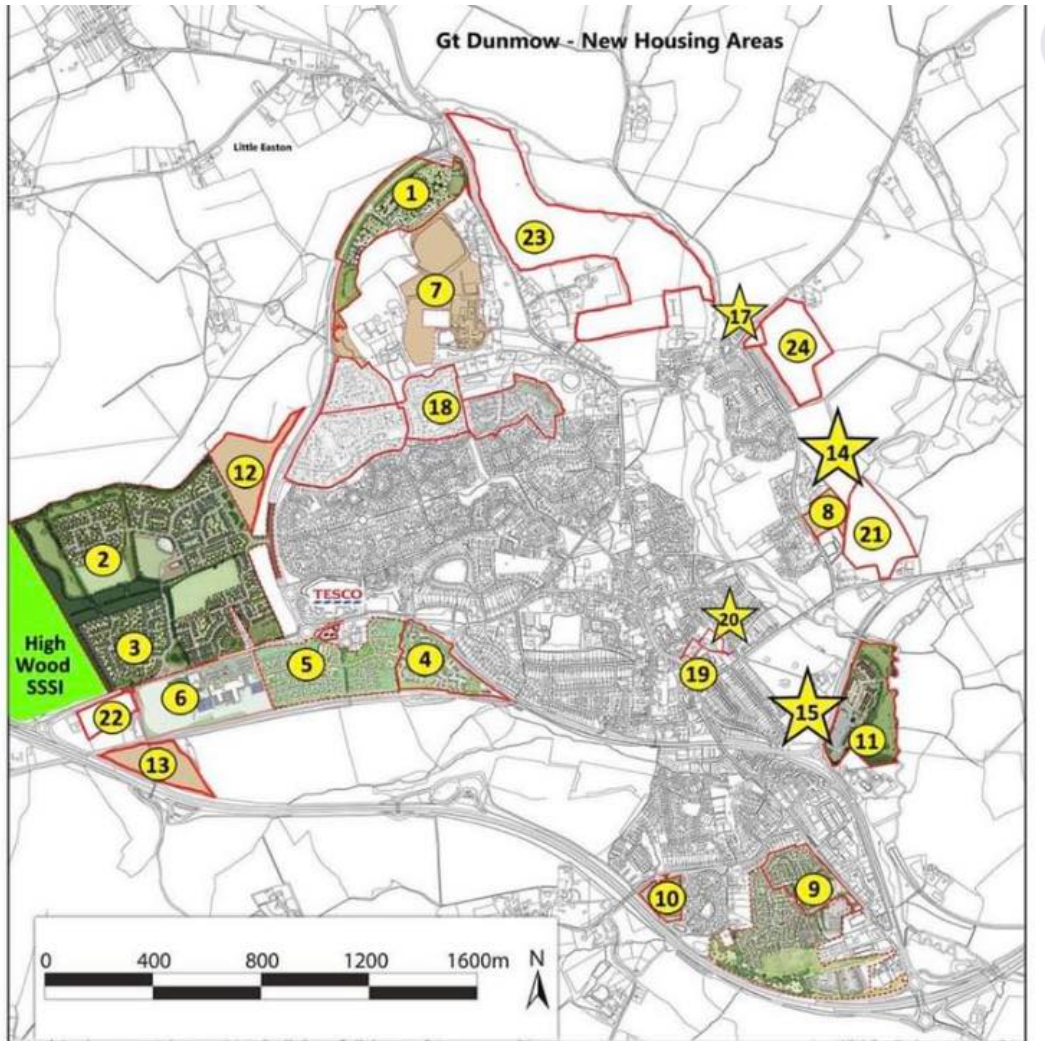
I am writing to express my profound concern and objection regarding the planned housing developments around Great Dunmow.

I would like to express in particular my profound concerns regarding the planned development between the **B1008 and the Chelmer River near Bigods Lane** (numbered 23 on the provided map, below). Bigods Lane is a rural lane of exquisite beauty, providing a lifeline to 100s of walkers, cyclists and horseriders in our community as a peaceful recreation spot every single day, treasured by so many. It is also a crucial wildlife corridor - home to egrets, herons, owls, hedgehogs and many more. Church End is one of the few areas of town that has not already been spoilt by newbuild estates, with significant treasured old buildings in and around St Mary's Church. As a conservation area, building directly behind this area will completely destroy the atmosphere of the conservation area, and our heritage will be lost forever.

This is not to mention the obvious fact that the amenities of the town cannot possibly support the planned development, given the existing unacceptable pressure on school places, GPs, supermarkets and road infrastructure. Moreover, the junction

between Bigods Lane and St Edmunds Lane is already an accident blackspot, with one recent fatality. Adding further traffic to this area puts our community at risk.

Please, do NOT build on site 23.



**Statement for Council, 30 October 2023 - Michael O'Reily**

I am writing to raise objection regarding the planned housing developments around Great Dunmow. It is a real concern since there has already been a huge amount of development and disruption for the town. Not to mention the increased pressures on surgeries, schools, grocery shops etc. I understand and appreciate the need for some select development sites but now the town just seems hemmed in and rapidly losing its identity. The few that have gone up in recent years are just about bearable

but enough is enough, further additions to this already weighty scheme just seems irresponsible.

I understand that spaces for speaking publicly at the council meeting (Mon 30th) are now closed, but I hope you are still able to add my voice to the meeting/minutes.

In the past I have raised issues with road safety, council tax and fly tipping in Dunmow. All of these were long drawn out communications where I had to repeatedly prod when emails were not responded to. Our personal council tax issue was not dealt with for over a year and only in the past few months was it finally rectified. So as I write this, I can't help but already feel a bit defeated, unheard and ignored. That's not how we should feel about our council. I'm of course not blaming an individual but rather feeling somewhat let down by the whole. And these developments are just further evidence of that.

Myself and other residences of Church End feel profound concerns regarding the planned development between the B1008 and the Chelmer River near Bigods Lane (numbered 23 on the provided map, above). We are of course concerned about the others too but it is especially alarming when said site smacks bang into Bigods Lane - a rural area of exquisite beauty, providing a lifeline to 100s of walkers, cyclists and horseriders in our community as a peaceful recreation spot every single day, treasured by so many. It is also a crucial wildlife corridor - home to egrets, herons, owls, hedgehogs and many more. Church End is one of the few areas of town that has not already been spoilt by newbuild estates, with significant treasured old buildings in and around St Mary's Church. As a conservation area, building directly behind this area will completely destroy the atmosphere of the conservation area, and our heritage will be lost forever.

And also to reiterate-the obvious fact that the amenities of the town cannot possibly support the planned development, given the existing unacceptable pressure on school places, GPs, supermarkets and road infrastructure. Moreover, the junction between Bigods Lane and St Edmunds Lane is already an accident blackspot, with one recent fatality. Adding further traffic to this area puts our community at risk.

Please, do NOT build on site 23.

## **Draft Uttlesford Local Plan 2021 – 2041 (Regulation 18) Consultation**

### **Public statement by: Mr Roderick Jones, Great Dunmow**

For the purpose of transparency, I am a Great Dunmow Town Councillor, my statement is a personal one and does not reflect the views or opinions of the Town Council or its members.

A local plan isn't to prevent development, rather control it. No draft local plan is perfect, every draft local plan can be modified and improved.

We have all seen the effects of piecemeal and speculative development in Uttlesford. It doesn't provide: the necessary school places, the necessary uplift in health care provision and other essential services. It does not lead to better infrastructure in the short or medium term. It does not lead to 'greener' and more sustainable development and does not allow for co-ordinated strategic planning between the LPA and other public authorities.

I hope that you have placed your trust in the Director of Planning and the Interim Planning Policy Manager recommendations; as I will trust that you have read and understood the report, the draft local plan, the suite of evidence-based documents and my statement. It is a lot to read and process, however, it is your responsibility to make informed decisions. I ask that any challenges to the recommendations will be substantiated and objective. Conjecture and subjective challenges will not improve the draft local plan.

As a Councillor you have agreed to uphold the 7 Nolan Principles of public life, three of them are: Selflessness, Objectivity and Leadership. I ask you to think of the district as a whole and put aside ward and party politics, and your own predisposed subjective opinions of why the housing allocation is or isn't in the right place.

The purpose of having consultation (Reg 18) on a draft local plan is to allow people to have their say and for this to be considered<sup>1</sup>. The draft Local plan will not please everyone, it is your responsibility to improve the draft local plan following the consultation.

It is for you, to decide, to take back control of the piecemeal and speculative development occurring in Uttlesford on behalf of the residents of Uttlesford.

Please publish the draft local plan to allow the residents and other consultees in Uttlesford to make their representations.

Thank you for your time.

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<sup>1</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 No. 767 Part 6 Reg 18.

## **Mr & Mrs Colocasidou: Statement for Council – 30 October 2023**

Dear Councillors & Committee,

We are outraged to see the potential shrinking of our Countryside Protection Zone in the latest Uttlesford local plan.

Uttlesford council commissioned their own study of the CPZ back in 2016, [report](#) attached. The study comprehensively found the CPZ should be maintained and in particular to CPZ Parcel Section 3 north of Takeley Street (around Taylor's Farm) should be extended. Quote "Consider extending the boundary of the CPZ to Flitch Way to the south of Takeley Street, which would help to prevent further consolidation of the hamlet and maintain its rural character".

The recent failed attempt by FKY Ltd at the land at Tilekiln Green, Start Hill (S62A Planning Application Number: S62A/2023/0017) proves this type of development is unsuited to our village and surrounding areas under the Countryside Protection Zone. The CPZ was a major factor in preventing this development from proceeding, and was referenced many times in this planning case.

Quote "The CPZ helps to maintain the openness of the countryside and protects its rural character and restrict the spread of development from the airport. For some parcels, particularly to the south of the airport, the CPZ plays an essential role in protecting the separate identity of individual settlements. In summary, therefore, the CPZ is helping to maintain the vision of the 'airport in the countryside'. Unless other planning policy considerations suggest otherwise, we recommend that the CPZ is carried forward into the new Local Plan."

As our councillors we urge you to consider the impact of your new plan to remove the CPZ North of Takeley Street, which will have dramatic negative effects upon the lives of existing residents of Takeley Street. The CPZ north of Takeley Street is not suitable for large scale 24/7 industrial enterprises so close to our existing village. You will be wiping out village life for many families.

The CPZ is unique to our district, we must fight to ensure the protection of the CPZ, and as such we urge you to make the correct decision in maintaining the CPZ.

## **Mr & Mrs Knight: Statement for Council – 30 October 2023**

Dear Councillors & Committee,

We are outraged and feel very disappointed to see the potential shrinking of our Countryside Protection Zone in the latest Uttlesford local plan.

Uttlesford council commissioned their own study of the CPZ back in 2016. The study comprehensively found the CPZ should be maintained and in particular to CPZ Parcel Section 3 north of Takeley Street (around Taylor's Farm) should be extended. Quote "Consider extending the boundary of the CPZ to Flitch Way to the



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As the owner and residents of one of the oldest buildings in Takeley (dated circa 1350), Rayleigh Cottage is A GRADE II listed property, and our former owners did own much of the land in the surrounding areas and were reputedly involved in the formation of the Bank of England. As the current custodians of this property, we must most strongly protest at any further development in the vicinity. As it is, we have recently had large houses developed right in front of us, opposite and next to Hatfield Forrest. This has already eroded our rural normality and significantly increased the level of traffic and associated noise. We feel the A20 is a reasonable boundary from the Airport and any future development should be refused.

The CPZ is unique to our district, we must fight to ensure the protection of the CPZ, and as such we urge you to make the correct decision in maintaining the CPZ.

### **Mr Tracey Statement for Council Meeting - 30 October 2023**

Please recognise this correspondence as a registration to **Oppose** the Proposed Housing Development, Church End, Great Dunmow which may potentially be included in the Town Plan.

I have been a resident in Church Street for over 35 years and have witnessed a huge expanse in the residential size and population of Great Dunmow.

Unfortunately, due to the document plan file size I cannot download the larger documents as this has repeatedly crashed my computer, and the legend on the map is not legible and distorts further when enlarged.

To this end I can only confirm that myself and potentially others are not furnished with all the information required to make a full response.

Despite these limitations I would draw your attention to the following points of opposition to the proposal

## **5. Conservation**

The last enclave to maintain the picturesque “Historic Flitch Town” element of the brown tourist signs of Great Dunmow is Church End which has a significant conservation area and many grade II listed buildings. Residents occupying these premises must abide by many restrictions and limitations to maintain the quaint image for the enjoyment of local’s parishioners and all visitors.

The age of the buildings means the buildings are close to the roadside and already have a high level of traffic noise and pollution exacerbated by the fact that double glazing is not permitted.

Heavy traffic also makes the windows reverberate and the house shake as there is no substantive footings to some of the properties due to age. An increase in traffic would only worsen this issue for the residents and potentially make maintenance of some listed buildings more difficult.

## **2. Public Footpaths**

Public footpaths accessed from Bigod’s Lane and off of St Edmonds Lane are used regularly by individuals and walking groups and are accessed by local pedestrians that have no need to use a car to access them.

The footpaths provide panoramic views of Dunmow and St Marys Church from **ALL** perspectives which need to be preserved.

It appears some public footpaths would now be through a housing estate and the wonderful views would be lost forever.

## **3. Road Infrastructure and Weak Bridge**

Bigod’s Lane, the Broadway and Church Street and Lime Tree Hill roads are lanes and are not a suitable road infrastructure for a further increase in traffic that the proposed additional housing and a school will create.

Long traffic queuing is already prevalent down Lime Tree Hill at the T junction The Causeway and Beaumont Hill at peak times.

Furthermore, this is coupled with a narrow weight restricted bridge at Church End which causes a bottle neck.

In the 35 years of residence the traffic has never been so bad. Motorists sounding their horns daily as the road narrowing on the “S Bend” by the Angel & Harp public house and due to the dangerous parking of those using the public house and recreation ground.

Additionally, since the development on Brick Kiln Farm land off St Edmonds Lane the traffic has significantly worsened with all drivers using St Edmonds Lane having to pause and navigate in and out parked cars to give way to oncoming traffic.

Again, this road is not suitable for additional traffic.

### **Statement from Cathryn Blades, Council 30 October 2023**

I am contacting you with regards to the proposed plan to remove the Countryside Protection Zone from the fields and green space around Takeley.

All we hear about on the news and in every day life from the Government, the Mayor and the powers that be are how pollution and the daily congestion is harming our environment and our health. Twenty miles down the road you have to pay to enter to Ultra Low Emission Zone, and slightly further on from that is the Congestion Charge. They are trying to keep cars and diesel engines out or penalising the ones that have no choice. Yet here we are today asking you to reconsider your decision on creating more pollution and congestion!

Please please please help the residents of Takeley keep it how it is, which is a beautiful piece of the English countryside surrounded by trees and open space that is low in emissions and pollution so our children and grandchildren can enjoy it for years to come and not the concrete jungle they want to create.

Thank you for taking the time to read this.

### **Representation from Dave Spragg, Takeley**

I'm emailing to lodge my strong objection and to express my absolute horror upon hearing of the proposal to do away with the Countryside Protection Zone around Taylor's Farm, Takeley and replace it with an "industrial land" classification.

The roads around here already cannot cope, the A120/M11 interchange is a joke, the current works ongoing to replace the Birchanger roundabout seem to be an enormous "solution" to a very small problem, and how on earth businesses can survive in Bishop's Stortford when it is much of the time so difficult to get in or out of the town is beyond me.

I have lived on Takeley Street, the B1256, for over 20 years, and it was a great relief when the new A120 dual carriageway opened and slashed the traffic volumes - but the relief didn't last long, and we got only half the so-called traffic calming width restrictions we were promised, with "build-outs" on only one side, not the both sides we voted for, creating a quite dangerous "slalom" that does little to slow the traffic. You could offer cash prizes to drivers doing less than 30 mph - it won't cost you much I can assure you!

The A-road became a B-road and there has since been a significant increase in the number of residential properties along "The Street" and yet traffic volumes have been increasing significantly over the last 10 - 15 years, the volume varying significantly versus time of day and week-day versus weekend.

During the week I am woken early by a lot of commuter traffic that builds up from 5:30am onwards, joined by the heavy tipper lorries from 6:30/7:00 onwards that then run up and down the road all day long - I'm not sure whether they are related to the landfill site near Elsenham Golf club, or Highwood Quarry at Dunmow, or something else, but the same big, heavy and noisy tipper trucks are back and fore, back and fore all day long, usually in pairs, often in convoy, and woe betide anyone trying to drive through at close to the 30 mph speed limit as you just get a tipper truck seemingly trying to get in your boot and trying to intimidate drivers into going faster. How on earth we haven't yet had a major accident I don't know, but these days it can take 5 - 10 minutes just to be able to pull out of my own driveway whilst trying to get a safe gap in the traffic, especially when going right toward the Post Office and pharmacy. Even the buses rarely do less than 40, but the lorry drivers are probably paid per load, so are keen to get in as many trips as possible during the day and 50mph+ is their preferred speed, whether up or down, laden or unladen, continuous through the day into early evening.

Then we have the return of commuter traffic from 4:45 through to 6:45pm, but in the evenings and at weekends, and during occasional quieter spells during the day, I am left wondering whether I am in Takeley or have landed on the straight at Silverstone race circuit, as we have cars and vans belting through at motorway speeds. In the summer when mowing the grass on the verge at the front of my home (Thorncroft) despite the pavement separation I at times feel I am in danger of being sucked into the road by speeding vans and lorries, and I'm no lightweight. Residents certainly cannot risk allowing their children anywhere near the road.

We are losing countryside around here at a quite alarming rate, farmland lost forever to housing estate after housing estate and Takeley becoming a small town with hopelessly inadequate amenities, excessive amounts of housing, inadequate school facilities, no Doctor's surgery, poorly maintained and pot-hole plagued roads, loads of traffic noise, increasing exhaust and light pollution, loss of habitat for foxes, deer, badgers, slow-worms, bats and birds.

We don't need or want more industrial land, we do need to preserve some of our green space, and if this plan does go ahead the access should never be via the B1256 when the A120 dual carriageway is available to connect to on the other side.

### **Representation from Michael and Becky Taylor, Takeley**

I have been informed that there is a decision pending on a sizeable development between the B1256 and the A120.

From my understanding the size of the proposal is considerable and will result in 24/7 light and noise pollution behind a residential area - not least with the constant traffic of articulated lorries on the B1256. There are more houses being built with even more residents therefore that will be considerably adversely affected by an industrial development in this residential space. This will also add to the pressure on an already inadequate infrastructure as the residential traffic increases with the new housing developments.

The loss of green space, habitat and woodland and removing a Countryside Protection Zone around Taylor's Farm make this proposal unacceptable and unreasonable (this is an area with public footpaths which were particularly well used during lockdown by us and many other local families).

Local residents should be properly kept informed of all such developments that have such an impact rather than almost by chance. We did not know about this, nor about today's meeting.