

Hunsdon Eastwick and Gilston Neighbourhood Plan Group (The Group)

Response to East Herts and Places of People consultation on the Concept Development Framework (Stage 2)

1 Introduction

This response follows on from the Neighbourhood Plan Group's Interim Response to the draft Gilston Area Concept Development Framework (CDF) (dated 20th September 2017) and the community workshop which took place in Eastwick and Gilston Village Hall on 23rd September. We would reiterate in the strongest possible terms the comments made in our Interim Response of 20 September 2017. This document sets out our additional comments which we would request are taken fully into account alongside our original representations.

The workshop was attended by over 100 local residents from Gilston, Terlings Park, Eastwick, Hunsdon and Widford. All age groups were represented and all contributed over the course of a three hour period to a review of the draft CDF and put forward comments and proposals for how they would like to see the document modified going forward. The level of engagement was extremely encouraging and demonstrated that local people are willing to engage with the developers and East Herts in a constructive dialogue to ensure that should development proceed, it will be of the highest quality; impacts on the local area and existing communities will be mitigated and managed and the provision of necessary infrastructure will be secured. A few pictures taken at the event are included in Appendix B.

However, the workshop served to highlight once again the widespread lack of information and understanding in the local area about the development proposals and it would have been helpful to have had time to repeat this recent workshop in another village as well to allow even more of the community to be involved. Whilst grateful for the recent assistance provided by the development promoters in securing professional support to help us engage more effectively, we must reiterate our great disappointment with the way in which the CDF has been prepared and the level and extent of community engagement which has been undertaken to date. The CDF document expressly states that it will be developed *collaboratively* with the communities prior to the EiP but until now, there has been no effective collaborative working (as required by Policy GA1) and the document remains as originally drafted by the development's promoters over a year ago. We hope that the event of last week and this response will constitute a step towards real dialogue and collaboration, leading to a revision of the document.

We are also aware that the combined local authorities have been granted funding from DCLG to prepare a Vision for the area and this work is now underway; this we believe should inform the CDF, not the other way round.

We are concerned that it may be the intention of the developers and East Herts to seek to finalise the CDF before the EiP session relating to the Gilston area takes place in November. We would be extremely concerned if this is the case, given the many written commitments to community consultation. The CDF is a substantial and far-reaching document which will set the framework and principles for development and change in the area over the next 30 years. Given the shortcomings of the formal consultation process, the community workshop has presented the local community with their first real opportunity to

understand and engage with the principles and form of the development. A number of fundamental concerns have been raised (as detailed below and in Appendix A) and we do not believe these issues can possibly be resolved and further consultation undertaken in the short time remaining before the EiP.

We believe the workshop can provide a constructive and helpful basis for a more active and on-going dialogue on an amended CDF with the Council and the promoters over the coming months and we look forward to working with you.

We suggest that a meeting to discuss and agree the scope of the amendments and a timeline should be sufficient to set out a clear way forward to the Inspector and answer her concerns about the status of the document.

In this regard, we have been very encouraged by the email received from Cllr Linda Haysey (dated 15th September) in which she reiterates the Council's commitment to a high quality development which complies with Garden Town/ Village concepts and principles and collaborative working with the local community. This email also serves to highlight the importance of the masterplan for Gilston (the whole site) and we welcome the East Herts' masterplanning approach which was the subject of a report to Executive Panel on 21st September which sets out clearly the required stages in masterplan preparation for *all* of the strategic sites allocated in the District Plan. This approach again highlights the importance of effective community engagement at each stage of the process and the need for a site-wide masterplan to ensure a coordinated approach to development and infrastructure provision. We remain concerned, however, that this process is not being followed in the case of Gilston, with the preparation of an outline planning application having commenced in advance of finalisation of the CDF (the document which will set the principles for development) and the preparation of a site-wide masterplan which demonstrates how these principles can be satisfied.

We set out below the key issues raised at the community workshop and our comments and proposed amendments to the draft CDF. In conclusion, we set out our thoughts on the way forward which we hope you will find constructive.

2 Key Issues

The community workshop gave us the opportunity to explore directly with the wider local community which aspects of the CDF, in our collective view, would support a high quality development, respectful of our communities and well integrated in our countryside and where modifications or further amplification may be appropriate. We have identified some areas for agreement as 'common ground', alongside things which we feel should be amended or removed from the CDF at this stage.

The workshop was led by the Group drawing on professional support and facilitation by our urban design advisors Urban Silence and comprised group discussion, table discussions on the topics of vision and development objectives, landscape structure, village centres and transport and movement and a review of key sections of the CDF. Copies of key sections of the draft CDF were displayed, (as kindly provided by the promoters) on the walls and comments were added by participants through the use of post it notes. A full transcript of the comments made at the workshop is attached as Appendix A and these comments have informed the response set out in this document.

Key issues raised at the workshop may be summarised as follows:

- The draft CDF raises significant questions and contains many contradictions about the character of the development which is being proposed. Whilst promoting the concept of 7 Distinct and Separate Villages, the illustrative masterplan and the images used throughout the document suggest urban or peri-urban character and perhaps a higher density than the 33dph stated in the diagrams. Many in the community observed that:
 - Terlings Park should be the maximum density before any sense of village is lost;
 - Harlow is often referred to as an inspiration, rather than garden villages which respect their context and setting and their relationship to existing communities;
 - The separation between villages is incidental rather than substantial, and the links and integration to the countryside not strongly presented.

We believe the Vision for 7 Villages needs to be further developed in text and illustration before the CDF is finalised and work on the preparation and submission of an outline planning application is further progressed. Based on the information contained in the draft CDF, the community has no confidence that the concept of 7 Distinct Villages in a rural setting will be delivered. We need a longer and more meaningful discussion about how the villages will be distinctive and individual in the context of the wider Visioning work. This is vital given the neighbouring authorities' publicised ambitions that this development will "form an extension" to Harlow with the residents becoming a "substantial new addition to the Harlow community". If we are to believe the vision set out in the document, the commitment to garden village principles must be strengthened and inappropriate and misleading images removed.

- The draft CDF only relates to the landholdings of Places for People and City and Provincial Properties and provides no guidance or commitment to the prevention of further development outside those boundaries.
- The draft CDF fails to recognise the impact (other than visual) on existing settlements. Limited consideration is given as to how the impacts of development on existing communities will be mitigated, how the new development will be integrated with existing villages and how existing communities will share any benefits. We believe a new section is required in the CDF to address issues of community integration and how the impact on all existing communities / pockets of houses will be mitigated / minimised; access and traffic through the villages; the availability of new services to the existing residents, access to the countryside and the existing network of paths, etc. The impact of construction is also not addressed.
- The transport strategy fails to identify firm commitments to good mobility. In addition, there is a lack of certainty regarding the impact, timescale and funding of new highways infrastructure and public transport provision. Further information is required in the context of the wider visioning work to ensure that there is adequate capacity to accommodate the cumulative impacts of development in the area. The residents of Terlings Park are particularly concerned that old maps are used (where their houses and play areas are not shown) and the apparent disregard of the potential impact of the second Stort Crossing in separating them from the community they are part of.
- The workshop again raised concerns about the massive infrastructure deficiencies in the area and the need for greater clarity and stronger commitments regarding

infrastructure delivery, funding and phasing. Policy GA1 (ii) states that the Concept Framework should identify *'infrastructure requirements and phasing'*. The draft CDF does not provide sufficient information on infrastructure requirements and contains no information about phasing. There is no assurance that the infrastructure referred to in the CDF will be delivered; the area's infrastructure is already overloaded and we believe cannot cope with added development pressures without new infrastructure which any developers must be required to provide before they start adding more pressure to already overloaded systems. We would therefore suggest that in its current form, the CDF fails to meet the requirements set out in Policy GA1 and that further amplification is required before the document can be finalised.

- The CDF lacks certainty- it is a developers' document written to *support* the development proposals rather than providing East Herts with a robust framework for the determination of planning applications. It needs to contain a much stronger commitment to the delivery of high quality development and infrastructure provision and what will be expected of any future planning applications.
- There is a lack of information about how the "Garden City Principles" will be applied and in particular, how the principles of land value capture and community ownership of community assets will work in practice Requests for such information have been outstanding for many months. We believe that it is unreasonable on the part of East Herts to invite a formal consultation on the CDF over the month of August but are not able to provide any clarification of how these elements will work – they are fundamental to the concept they are promoting.

3 Stage 2 Comments

Our detailed comments are set out below. These should be read in conjunction with our Interim Response dated 20th September. For ease of reference these are arranged under the headings set out in the document with relevant page references. We have sought to highlight those aspects of the draft CDF which we support and where we feel review and modification is necessary.

| Ref | Page | Comment | Proposed Changes to CDF |
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| SECTION 1: INTRODUCTION | | | |
| 1 | Page 6 | The Concept Framework Status is confusing: here described as evidence to enable the site allocation, and in other instances (including Policy GA1) it is stated that the document is intended to be adopted as guidance for future planning applications | <ul style="list-style-type: none"> • Our recommendation is that the CDF is amended to become a Framework to guide future master planning and assess the planning applications. • If an evidence base document is needed, it should be titled in such a way to avoid confusion: 'Summary of Proposals' or similar |

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| 2 | Page 7 | <p>No reference is included to the need for the CDF to be prepared in consultation with local communities and how this has informed preparation of the draft CDF. Reference should also be included to Policy GA1 and the requirements of that policy as this sets the context for preparation of the CDF and specifies the considerations to be taken into account. The introduction should also explain the status of the document, how it is to be used and the intention of East Herts regarding its formal endorsement.</p> | <ul style="list-style-type: none"> • The current consultation should be seen as part of an ongoing process of engagement with the community before the CDF is finalised. • The purpose and expected outcomes of the consultation and timescales for further consultation to finalise the CDF should be clearly stated. • Text amendments to address points raised and provide necessary clarification. |
| 3 | Page 7 | <p>Para 4 states that the document relates solely to the Gilston area. Development in the Gilston area, whilst very different from the 'urban extensions' being considered for Harlow, cannot be considered in isolation from the wider area. Consideration needs to be given to the cumulative impacts of development and the Visioning Work being undertaken for the wider Harlow & Gilston area and confirmation is required that this has been taken into account in preparation of the CDF. Clarification is also required of how the development and wider planning matters are being addressed in other cross boundary forums.</p> | <ul style="list-style-type: none"> • Include reference to the wider Visioning Work for the Harlow & Gilston area and relevant governance structures |
| 4 | Page 7 | <p>The map should show the District Plan boundary of the Gilston Area, as informed by a East Herts led master planning approach - not limited to the land holdings of principal landowners. The map does not identify all villages within and adjacent to the development area; without this we believe that other landowners will seek to gain consents to add their land in a wholly unplanned manner. The lack of consultation on the District Council's master plan ambitions is a root cause of the issue.</p> | <ul style="list-style-type: none"> • Amend map to show boundary of Policy GA1 • Add Gilston, Eastwick, High Wych, Gilston Park and the full Stort Valley |

SECTION 2: CONTEXT

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| 5 | Page 10 Strategic Context | <p>The Strategic Context makes no reference to the proposals for the Harlow & Gilston Garden Town and the wider visioning work being undertaken. What are the implications of this for the Gilston development? The Gilston Area needs to be considered in the wider context and the cumulative impacts of development in the Harlow area need to be fully assessed to ensure that there is adequate infrastructure capacity to accommodate the level of growth proposed. The Strategic Context is the only section in the CDF which considers risks and opportunities but no mention is made of the impacts of the development on local communities. For example the CDF makes no reference to the immensely important Stort Valley corridor and/ or commitments to this as remaining in the Green Belt.</p> | <ul style="list-style-type: none"> • Review and update text • Update plan to show development proposals in wider area • Identify all other development and growth areas, including those of Harlow and Gilston Garden Town |
| 6 | Page 12 Local Context | <p>The Local Context contains limited reference to existing villages and the need to manage and mitigate impacts of development on existing communities & the smaller house “groupings”. The section does not identify risks and opportunities presented by Local Context eg: traffic and capacity of infrastructure.</p> | <ul style="list-style-type: none"> • Include summary of risks and opportunities from a local perspective (as in case of Strategic Context) • Amend map to highlight existing villages & smaller house “groupings”, roads and network of paths. |
| 7 | Page 14-15 Planning Policy Context | <p>This section should make clear the status and purpose of the CDF and how East Herts intend to use it. No reference is made to Policy GA1 which provides the planning policy context for preparation of the CDF.</p> <p>We do not agree with the final paragraph on page 15 (see ref. 1): the purpose of the CDF should not be to support the allocation of the site in the District Plan but to set out the principles for development and provide a framework for future planning applications. It would also be appropriate to include reference to the status of proposals and DCLG funding for Harlow & Gilston Garden Town.</p> | <ul style="list-style-type: none"> • Amend and update text to include details of Policy GA1 • Include reference to status of proposals and DCLG support for Harlow & Gilston Garden Town. |

SECTION 3: VISION & DEVELOPMENT OBJECTIVES

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| <p>8</p> | <p>Page 18-19 Gilston Area Vision</p> | <p>The vision statement is positive in presenting a focus on people and community life. It also (second half) talks about local character and seven distinctive villages.</p> <p>It is however, somewhat generic and could refer to other new locations and does not clarify the relationship of the Gilston Area's 7 villages to Harlow and the existing villages: functionally interdependent but with strong identity as individual villages. The Vision offers no guidance of what is intended as high quality development. We are concerned that the 5 principles are not easily translated in design and development proposals and lack practical relevance when discussing implementation.</p> <p>A vision for change of this magnitude should be ambitious for the well-being and prosperity of all in the area – in particular, it needs to make clear that this refers not only to new development but also to existing communities, who make a significant contribution to local character, and community lifestyle.</p> <p>Infrastructure is key and the principles need to include reference to the provision and appropriate phasing of necessary infrastructure (which needs to be provided before development proceeds) and reference should also be included in para 4 to the need to manage and mitigate the impacts of development on existing communities- not just visual impacts.</p> | <ul style="list-style-type: none"> • Review Vision Statement to include reference to the well-being of all, including existing communities • Clarify relationship to Harlow • Emphasise that vision is based on 'Garden Village' principles • Strengthen the commitment to delivery of 7 distinctive villages • Include new principle relating to infrastructure provision at required time. • Amend para 4 to include need to mitigate and manage impacts on local communities |
| <p>9</p> | <p>Page 18-19 Gilston Area Vision</p> | <p>The birds' eye view and diagrammatic plan presented in this section have no caption nor explanation and do not match the vision or objectives for the creation of 7 distinct 'villages'.</p> <p>Both present the development like a suburban town or an urban extension rather than as villages in a landscape setting. The birds' eye image shows a very dense development with insufficient green</p> | <ul style="list-style-type: none"> • Remove diagram showing layout of villages • Replace aerial view with more appropriate image which represents key principles underpinning the Gilston Area Vision and the spirit of village development |

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| | | <p>space separating the villages and no evidence of individual character. The photo is also out of date as it does not include other largescale housing development which has taken place in the area (eg: Harlow Leisure Centre).</p> <p>The diagram ignores the local context and shows details of village layout which are clearly not consistent with village character. The street and block layout go far beyond the scope of the CDF.</p> <p>Whilst it may be argued that the images are <i>illustrative</i> we believe they are misleading and potentially very dangerous to include alongside the vision statement as they are not consistent with the aims set out in this section and suggest a very different form and density of development. The images are at also at odds with the site promoters pre- application material for the outline planning application which suggests 7 storey development which is unacceptable in the context of 'villages'.</p> | |
| 10 | Page 20-21 Objectives | The use of the term 'aspirational' questions the commitment to delivering a high quality development and necessary infrastructure. It does not give the community confidence that the objectives will be achieved. | <ul style="list-style-type: none"> Remove 'aspirational' from heading and amend to 'Meeting the Objectives' |
| 11 | Page 20-21 Objectives | The objectives should all relate to the vision. 10,000 new homes should not be identified as a development objective, but a possible outcome. Objective 2 refers to a private estate and there are no specific proposals to satisfy this objective. Objectives 3 and 8 are supported. Objective 4 needs to be qualified as it would be expected that there would be a hierarchy of villages and that this would be reflected in the location of social infrastructure and facilities. Objective 5 needs to distinguish between drainage and water supply. There is inadequate explanation and justification for objective 10- regeneration of Harlow. It is noted that at the EiP for the East of England Plan the benefits to Harlow regeneration were challenged. This objective highlights the need to take into account the visioning | <ul style="list-style-type: none"> Reword Objective 1 to read: Delivery of 7 new Garden Villages to provide for the future growth of East Hertfordshire Qualify Objectives 4 and 5 Review Objective 10- this should be informed by the wider visioning study Additional objective: Mitigate and manage the impacts of development on existing communities and ensure that existing communities benefit from development Add new objective: Ensure the provision of |

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| | | work for the wider area. | adequate infrastructure to meet the needs of existing and new development |
| 12 | Page 20-21 Objectives | We feel the image is 'promotional' and misleading (no cars, etc) and perhaps not representative of village character. The provision of parkland within the villages overlooked by direct frontages is welcomed. | <ul style="list-style-type: none"> Consider replacing/ amending image |
| 13 | Page 22-23 Strategic Influences | We are generally supportive of the Strategic Influences but are concerned that the reference to Gibberd's legacy suggests that the development is perceived as an extension to Harlow and a town, rather than villages. It is a factor to take into account in promoting good planning but we understand that Gibberd advocated land to the north remaining green. The visioning work being undertaken by Allies and Morrison has highlighted that a different form of development will be appropriate in the Gilston Area. We agree that the landscape and village life are important influences but would question the integrity of these objectives given that the development will impact so significantly on existing villages, heritage and landscape quality. We believe that the text needs to be more specific to the local area with references to existing landscape assets and villages and the need to mitigate and manage impacts on existing character. | <ul style="list-style-type: none"> Amend or remove Strategic Influence 2 to make clear that this is not an extension to Harlow Amplify text to include more specific inspiration from local references |
| SECTION 4: BASELINE SUMMARY | | | |
| 14 | Page 28-29 | We agree with the baseline summary of archaeology and heritage and the importance placed on this. | |
| 15 | Page 40-41 | Many local groups are deeply interested in local wildlife, which is one of the key assets of the area. We would welcome reference to involvement of local groups | <ul style="list-style-type: none"> Add reference to the need to involve local groups in the identification and protection of natural habitats and wildlife |
| 16 | Page 42-43 | We do not feel that sufficient analysis has been undertaken of the existing villages, the various small pockets of houses and built form. Over-emphasis is placed on Harlow and there is limited analysis of the constraints (and opportunities) presented by existing villages. The plans of existing | <ul style="list-style-type: none"> Further analysis required of exiting villages and constraints and opportunities these present for proposed development. Review plans of villages |

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| | | villages contain errors and need to be reviewed. | to ensure correct |
| 17 | Page 46 Surface Water Drainage & Flooding | <p>We are very concerned about the capacity of existing infrastructure and are being given conflicting information. The final para states that the existing Rye Meads Sewerage Treatment Works has capacity for development up until the year 2040, which includes development in the Gilston Area. The development will not be completed within this period and it is unclear what allowance has been made for other development in the area and development beyond 2040.</p> <p>The map is incorrect and out of date. It does not include the watercourse systems through the airfield which impact Hunsdon and Hunsdonbury - areas which have seen increased instances of flooding in the last few years.</p> | <ul style="list-style-type: none"> • Further and more detailed information is required. • Review watercourse maps to include the most recent and ensure the drainage/SUDs is using this data to inform the CDF, |
| | Page 50-51 Services & Utilities | <p>The paragraph states that there is capacity within their existing infrastructure to supply the proposed Gilston Area development however this does not address the supply of water in the area which is mainly derived from underground sources and aquifers. This year water restrictions due to low ground water levels were narrowly avoided. How this supply shortage would be met with an increased population needs to be stated within this section.</p> | <ul style="list-style-type: none"> • Further and more detailed information is required |
| 18 | Page 50-51 Access & Movement | <p>We do not feel that (given the importance of the issue and current problems) this section presents a sufficient baseline analysis of congestion and bus and rail transport facilities.</p> | <ul style="list-style-type: none"> • Need further information on existing highway capacity and public transport provision • Need a diagram or table that clearly identifies the current problem areas and deficiencies that need to be addressed or considered by the developers. • Need a map indicating all key routes and current traffic levels • Include information about safety and accidents |
| 19 | Page 52-53 Market | <p>We do not think the image reflects the vision and should be removed. The form of buildings proposed (a crescent 4-5 times</p> | <ul style="list-style-type: none"> • Remove image |

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| | demand | larger than the one in Bath) is not in keeping with village character and is more representative of an urban setting. | |
| SECTION 5: SPATIAL FRAMEWORK | | | |
| 20 | Page 58-59 Place-making Principles | <p>We welcome the creation of village centres with houses, shops and community facilities.</p> <p>The image, however, shows a vast paved urban square and a wide road, not in keeping with village character. We believe this is detracting from the concept and is not appropriate for inclusion in the CDF. The Visioning work being undertaken (by Allies and Morrison) includes an analysis of the morphology of village settlements – this sort of understanding needs to be expressed in any revised CDF.</p> <p>Village 2 (in the caption of the picture) is perhaps intended to be the main centre with a supermarket and other services and it is therefore not representative of a placemaking framework that is inspired by villages.</p> | <ul style="list-style-type: none"> • Replace with image which reflects the vision of a typical village centre |
| 21 | Page 60 Landscape led approach (text) | <p>We are supportive of the landscape led approach but do not consider this has been fully developed in the Spatial Framework and further work is required.</p> <p>The wording of this section should be amended to present the ‘requirements’ of the approach. For example instead of ‘whenever opportunities arise...’ the wording should reinforce guidance: the proposals ‘should respect...’, ‘should integrate...’ etc.</p> <p>We cannot agree with the statement in para 4 that the outcome is the protection and enhancement of existing assets- the proposals shown in the CDF would have a significant impact and change the character of the area. It would be more appropriate to say it ‘seeks to minimise the impact on existing assets’.</p> <p>It does not appear that the landscape led approach is fully reflected in the concept masterplan and images. The landscape</p> | <ul style="list-style-type: none"> • Amend tone and purpose of text throughout to reflects requirements and commitments • Further detail is required to reinforce the landscape led approach • Stricter requirements are needed to define the minimum separation between villages and between new and existing dwellings. |

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| | | <p>buffers and separation between villages need to be of sufficient width to avoid coalescence.</p> | |
| 22 | Page 60-61 Illustrations | <p>We welcome the approach of only developing part of the site, leaving large parts as landscape.</p> <p>However, we do not consider that the main plan is illustrative of the vision and landscape led approach advocated in the document.</p> <ul style="list-style-type: none"> ➤ The most prominent aspect of the images is the footprint of the villages and their (urban) street pattern: the landscape is dimmed out and incidental ➤ The concept plan should <i>not</i> show layout of individual villages. The layouts suggest an urban form and density and further work is required to define village character. This level of detail is not appropriate for the CDF. The villages should be shown in outline only. ➤ Landscape/ green buffers between villages need to be wider to prevent coalescence and maintain distinctiveness. The Illustrative Concept Master Plan suggest the villages merge. ➤ The central crescent shaped housing is built over the green area identified as a Key Landscape Feature (diagram 1). It appears locally as an alien imposition on the local area and is deeply resented for its scale and for the way it splits the landscape: it should be removed. ➤ It is inappropriate for Gilston Park to be surrounded by development and there is a need for better integration with open countryside to the north ➤ The existing network of parks, views and paths is not acknowledged nor integrated ➤ It is misleading to talk about '7 villages of the Gilston Area' as this | <ul style="list-style-type: none"> • Use Diagram 4 as the main illustration of this concept • Remove prescriptive and detailed urban form from all plans and diagrams, which anticipates a development layout yet to be discussed and developed • Simpler definition of the location of the villages and how they integrate and relate to the landscape and existing villages would be better |

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| | | fails to acknowledge the existing villages. The existing villages need to be clearly identified on the concept plan. | |
| 23 | Page 61 7 Villages of Gilston Area based on Illustrative Concept Plan | The concept shows area of land including the airfield and Gilston Park being retained as open space but we have no confidence that the necessary measures will be put in place to ensure these areas will not be built upon in the future. More information and a clear commitment/undertaking to the retention of open areas in perpetuity is required. | <ul style="list-style-type: none"> • Further information and undertakings required about the retention of open areas in perpetuity • Further commitment to the prevention of further development in the nearby areas (outside the promoters' landholdings) is needed |
| 24 | Page 62-63 Village Character | <p>We do not agree with the presentation of proposals for the villages and the rationale for different village layouts. All of the layouts appear to be of similar structure and density with an urban form inspired by Harlow and it is unclear how these have been derived and how they reflect village character.</p> <p>Moreover, it is unclear what is the urban design 'requirement' and guidance offered in this section.</p> <p>We need a longer and more meaningful discussion about how the villages will be distinctive and individual and suggest that the images in this section should be removed and the section revised to set principles for village development/character. It must also be recognised that this is not just about creating new 'distinct villages'- the existing villages want to retain their character and distinctiveness as well and we feel this has not been understood or addressed in the CDF.</p> <p>There needs to be clear thinking about the illumination of villages and alongside this light pollution in the context of 7 villages. There is no reference to this important matter of character and we cannot understand why this has been ignored.</p> | <ul style="list-style-type: none"> • Revise or remove Section on Village Character • Set guidance principles for village development/character • Include commitment to protecting character and distinctiveness of existing villages. • Existing villages, heritage and landscape features should be considered in detail to inform the character of new villages. |
| 25 | Page 64 Strategy 1: Landscape Buffers | <p>We do not think the Landscape Buffer Strategy has been adequately developed:</p> <ul style="list-style-type: none"> ➤ There is no mention of the Stort valley as an asset and the | <ul style="list-style-type: none"> • Strategy 1 requires further development to address the comprehensive visual identity of the new and |

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| | | <p>landowners contribution to that as green infrastructure needs explanation and commitment;</p> <ul style="list-style-type: none"> ➤ The landscape buffers are too narrow; ➤ Need for wider and connected green buffers to protect and enhance natural habitat; ➤ The green infrastructure network and links between the parklands are poorly defined; ➤ The plans for the parklands, buffers and other community assets need better explanation; ➤ Gilston Park and its locally listed garden setting, including 'home wood' are not fully exploited for the wider setting. ➤ Consideration needs to be given to the impact of sports fields/ floodlighting on adjoining woodland/ wildlife and existing local communities; <p>The site promoters own land between Eastwick and the A414- this could provide an opportunity to mitigate the sound and pollution from this busy dual carriageway but seems to be a missed opportunity.</p> | <p>existing villages and the visual green background to Harlow</p> |
| 26 | <p>Page 66-67 Strategy 2 Minimising visual impact</p> | <p>Strategy 2 should be about more than minimising visual impact but also about minimising impact on existing communities, local heritage and wildlife. The plans do not show how existing heritage and landscape assets will be protected and enhanced. In particular, we would note the following:</p> <ul style="list-style-type: none"> ➤ Eastwick seems poorly thought about as a community. It has a distinguished Listed Church and war memorial as well as the opportunities to create sound and pollution buffers to the busy A414; ➤ The plans for the parklands, buffers and other community assets need better explanation; ➤ St Mary's is a Grade I Listed building with c1,000 years of history and we do not feel the future of this important community asset has been adequately addressed; | <ul style="list-style-type: none"> • Develop and amplify Strategy 2 to show the requirements for minimised local impacts |

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| | | <ul style="list-style-type: none"> ➤ Gilston Park and its locally listed garden setting, including 'home wood' are not fully exploited for the wider setting; ➤ Consideration of Hunsdon and Hundonbury, home to Grade 1 listed Hunsdon House and St Dunstan's Church as well as numerous other Grade II listed properties appears to have received scant consideration in assessing the impacts from the traffic generated by the proposal and the plans for the collection of historic buildings and garden at Brick House Farm are particularly poor; ➤ The scheduled monuments are noted but little more is said about how they will be protected and enhanced; ➤ The Pye Corner war memorial seems to be ignored rather than used as an opportunity to mark the respect it deserves, especially in the context of the proposed adjacent park. | |
| 27 | Page 68 Strategy 3: Learning from Harlow | We do not understand the emphasis placed on the design of Harlow when the Gilston Area is being conceived as 7 distinctive villages and not as an extension to Harlow. Whilst some lessons may be learnt, the development of Gilston should draw from wider best practice and precedents in the development of Garden Villages- this theme needs developing as a part of the core vision. | <ul style="list-style-type: none"> • Strategy 3 should be reviewed to include references to wider best practice in the development of Garden Villages. |
| 28 | Page 70 Scale and Massing | There is no clear rationale for the proposed height of buildings in villages. We are concerned that the proposed height of buildings is not appropriate to village character. Further work is required in relation to defining village character and the focus in the CDF should be on establishing broad principles. The images suggest an urban form of development with a uniform height of 4 storeys in Village 3 and 3 storeys in Village 4. Villages are characterised by a variety of building types and design. This is at odds with the developers' ambitions as set out in their | <ul style="list-style-type: none"> • Set out a clear rationale for height control in the villages and distribution of massing to enhance individuality and separation. • Remove and replace images with typical village 'mix' |

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| | | consultation on the outline application where they suggest 7 storeys, which we feel is simply out of context and so should be specifically excluded by the CDF. | |
| 29 | Page 71 Illustrative Concept Plan | The status of the Illustrative Concept Masterplan is unclear. We do not consider that it is consistent with the vision and objectives and should be amended as set out above (ref.20). | <ul style="list-style-type: none"> • Include conceptual diagram about rationale for heights and massing • Identify maximum heights |
| 30 | Page 72-73 Density approach | <p>We agree with the statement in para 1 that the focus should be on quality of place rather than quantity of development and support the approach of not building across the whole site.</p> <p>However, we find the explanation of density very confusing and further clarification is required. We would like to better understand what a development with an average net density of 33 dph would look like in terms of height and massing. The images contained in the CDF would suggest an urban form with a higher density than is characteristic of Garden Villages and we are concerned about the implications of this for the overall scale and form of development. We would like the CDF to establish clear guidelines which all developments will be required to comply with to ensure a high quality development based on Garden Village principles is delivered.</p> <p>We note that the separation of the villages is 'incidental' and the individuality of the villages is virtually undetectable</p> | <ul style="list-style-type: none"> • Clarification required of density calculation • Establish guidelines for determination of planning applications • Replace the precise footprints of the urban blocks with generic form |
| 31 | Page 74-75 Green Belt | We disagree with the statement made in para 1 regarding the Green Belt. This is a matter which will be determined through the District Plan. Reference should be made to proposals in the draft District Plan and Policy GA1. The revised Green Belt boundary has not been approved. Amend title of plan to ' <i>Proposed Green Belt Boundaries</i> '. The justification for Green Belt review is not a matter for the CDF and will be determined through the District Plan and debated at the EiP. | <ul style="list-style-type: none"> • Amend section to reflect policy position and status of District Plan • Amend title of plan |
| 32 | Page 76 to 81 Green Infra- structure | We disagree with the opening reference to Harlow's Green Wedges, which are in an urban setting and between | <ul style="list-style-type: none"> • The Stort Valley will be a key separation from Harlow and needs to be |

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| | | <p>neighbourhoods of the same town. But we also note that the Harlow Wedges are wider and more generous than the village separation described in the vision and objectives of the development.</p> <p>We support the creation of new managed parklands, but we would like to see more emphasis on the integration of historic features, views and paths and equally important, the process for these being transferred to the community for long term management with endowed funds/assets to provide for their maintenance to the quality expected.</p> <p>The existing park and play area at Terlings Park are ignored. It appears that this area is targeted for an A road dual carriageway; that cannot be right?</p> | <p>treated with a comprehensive plan, not limited to the land ownership of the proponents</p> <ul style="list-style-type: none"> • Gilston Park and surrounding Key Landscape Feature (page 60) should be integrated in the proposals on plans on all pages. • The separation of the villages and the green buffers should be clearly identified as structural elements in both plans (plans on all pages) and text • Existing landmarks and paths should be integrated (plans on all pages) • The built crescent clearly interrupts a key landscape area and should be removed |
| 33 | Pages 83-89 Character and open space provision | <p>We support the spirit and approach to the formal open space provision, but we would like to see more and better local inspiration from the 'countryside' rather than managed municipal parks to reflect the core vision of 7 villages within a rural setting.</p> <p>Governance by the community in perpetuity is a strong concern alongside an assurance that it will not be 'rolled back' for future development.</p> | <ul style="list-style-type: none"> • It is evident that the crescent fragments the continuity of the landscape – it should be removed. • Pitches and managed open space should not be located in sensitive areas • Clear guidance for future control of pitch floodlighting and club parking in sensitive areas is required. |
| 34 | Page 92 Village Centres Approach | <p>The illustrations are mis-leading. They are not of villages but of towns (similar to Harlow) and are inconsistent with the vision. The fact that they show specific villages is of concern as this suggests design work is further developed than has been stated. This level of specificity is anyway inappropriate to the CDF which is a guidance document.</p> <p>The first Placemaking principle that 'Gilston will exploit the rural setting with all the</p> | <ul style="list-style-type: none"> • Remove/ replace images with more appropriate illustrations of village environments • Delete first sentence of first placemaking principle • Clarify place-making guidance in relation to village vision. |

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| | | amenities of a <i>town</i> ' could be misinterpreted. | |
| 35 | Page 92 Village Centres Approach | We support the second placemaking principle- provision of a range of high quality low-carbon homes | |
| 36 | Page 92 Village Centres Approach | We do not agree with the last placemaking principle that development will promote more sustainable transport choices and high density development is appropriate near station. Existing services are at capacity and this principle is meaningless without a commitment to improving the frequency and capacity of bus and rail services | <ul style="list-style-type: none"> • Amend last placemaking principle to include reference to commitment to provision of improved public transport. |
| 37 | Page 92 Village Centres Approach | The CDF provides no guidance about how the development of the centres and community and service provision should be phased and subsequently managed. The inclusion of details regarding phasing in the CDF is a requirement of Policy GA1. We are concerned that provision will not be made until the later phases of development giving rise to increased pressures on existing facilities. | <ul style="list-style-type: none"> • Provide guidance relating to phasing and timescales for village centres and provision of community facilities |
| 38 | Page 92 Village Centres Approach | No guidance is provided regarding the proposed size of each village or how these relate to existing villages. There appears to be an assumption that each village will have a range of facilities but it would be expected that there would be a hierarchy of service centres. Policy GA1 requires the provision of serviced sites for Gypsy and Travellers and Travelling Showpeople. The CDF does not identify which village these will be located in. The policy also allow for the provision of a cemetery but does not show where this would be situated. | <ul style="list-style-type: none"> • Provide clear guidance on size of villages and hierarchy of service centres • Clarify criteria for location of sites for Gypsy and Travellers and Travelling Showpeople. • Clarify location of cemetery. |
| 39 | Page 93 Village Centres Approach | The plan shows a level of masterplanning detail which is not appropriate for the CDF. The CDF should establish principles and the masterplanning work should follow. The layouts of the villages should be omitted and the plan should be revised to show the boundaries of villages and proposed location of village centres. The plan raises questions about how the new road network will connect with the existing road network and suggests that traffic will be routed through Hunsdon. It also shows an additional Stort Crossing to the west but | <ul style="list-style-type: none"> • Amend Village Centres Plan • Address inconsistencies with other plans in the CDF (including access and movement) |

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| | | provides scant detail about this important new route which will carry considerable traffic through the proposed development; this should be better explained. | |
| 40 | Page 94-95 Village Centres – retail & commercial | No information is provided about the phasing of village centre development. This will have implications for infrastructure provision. There is a concern about the viability of retail facilities in every centre and a need to establish a hierarchy of centres which will also benefit existing residents. The individual village plans are unhelpful. The main plan should be amended to show location of centres and boundaries of villages only with details of village layouts omitted. | <ul style="list-style-type: none"> • Further information on phasing of village centre development and provision of facilities • Amend plan. Remove village insets And identify existing villages. |
| 41 | Page 96-97 Village Centres – Education & Leisure | The paragraph should be amended to include a commitment to how Early Years education will be provided. The last sentence of the second para should be amended to include firm requirements: 'Secondary school provision SHOULD include sixth forms' | <ul style="list-style-type: none"> • Amend text |
| 42 | Page 96-97 Village Centres – Education & Leisure | Greater clarity is required about the number of schools required and how these will be phased and how much land land will need to be safeguarded to allow future expansion. If schools will take children from the wider area outside the site, this needs to be reflected in the traffic modelling. Local schools are already under pressure and do not have capacity to accommodate new development. Additional school places are required before any development takes place. Plans to be amended to show village boundaries and location of facilities-omit village insets | <ul style="list-style-type: none"> • Include clear requirements on number and timescales/phasing of new schools • Identify need for safeguarded land, if any in future. • Ensure that the transport model takes account of pupils travelling from the wider area to the site • Amend plans |
| 43 | Page 98-99 Village Centres – Community Facilities & Health | Greater clarity is required about the type of facilities to be provided and the timescales and phasing of new health provision. Existing facilities are inadequate. A clearer commitment is required to a phased provision of facilities to meet the demands arising from the development. Plans to be amended to show village boundaries and location of facilities- omit village insets | <ul style="list-style-type: none"> • More information required on phasing • Amend plans |
| 44 | Page | Policy GA1 states that consideration | <ul style="list-style-type: none"> • Clarification required |

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| | 98-99 Village Centres – Community Facilities & Health | <p>should be given to the potential of the site to facilitate the delivery of a re-located Princess Alexandra Hospital (PAH). This is not addressed in the draft CDF.</p> <p>We do not consider that a major hospital of regional scale is consistent with the vision for villages. We would like to see a firm assurance that the traffic and infrastructure of a major hospital will not be located here. There has also been suggestions that it might be resited outside of the site but within the vicinity of the Gilston Area which would significantly impact traffic modelling.</p> | <p>regarding the status of proposals for PAH</p> <ul style="list-style-type: none"> • Firm guidance to prevent major regional infrastructure to be located within villages • Ensure that the transport model takes account of PAH relocation |
| 45 | Page 100 Residential | The top photo shows a density and form of development which is inappropriate in a village environment. | <ul style="list-style-type: none"> • Remove photo |
| 46 | Page 100 Residential | The guidance provided on residential mix and typologies is very limited. No reference is made to social and affordable housing to meet local needs. | <ul style="list-style-type: none"> • Add guidance on maximum densities and typology mix • Add reference to affordable housing |
| 47 | Page 101 Residential | The village insets should be removed for reasons previously stated. Plan should be amended to show boundary of villages only. | <ul style="list-style-type: none"> • Amend plan |
| 48 | Page 102-103 Approach to Governance | <p>Inadequate information/ guidance on requirements is provided and further clarification is required regarding future governance arrangements and how/ when these will be implemented. Detailed comments are set out in our Interim Response. We are particularly concerned about the management of community assets and the need to ensure that existing communities (including Hunsdon and High Wych will have a role in this). The protection of undeveloped land (eg: Hunsdon Airfield) needs to be much stronger. It is imperative that the shared green/ recreational spaces remain in the control of and accessible to all residents not just residents of new villages (we have requested details on this for several months but have yet to receive anything). Additional land in Hunsdonbury not connected to the site but under the same ownership has been included in the SLAA with the same reference as being promoted for the Gilston Area although it is outside the site boundary maps. There is</p> | <ul style="list-style-type: none"> • Precise guidance and requirements to be provided on Governance Approach (see also Interim Response). • Strong and clear policy commitment to prevent further development in the nearby area and in the existing villages |

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| | | concern that it may be brought forward for further development so clarity needs to be provided on its status and whether it would be afforded the same treatment and protection as the Airfield. | |
| 49 | Page 104-105 | The transport vision is supported in principle, although we do not believe that people with cars will choose walking cycling or buses instead. The Illustration of page 105 shows a wide road, a large articulated bus (unsuitable to a village) and very narrow walking space | <ul style="list-style-type: none"> • Replace image with one that is more in the spirit of a people orientated village street |
| 50 | Page 106-107 Strategic connections | The title is inappropriate as it suggests that there are no strategic transport issues off-site. We are concerned that the focus on Harlow as the only destination and the rail link to London is misleading as it underplays other destinations in Hertfordshire that attract traffic through the villages, especially when the development is set within the London Cambridge corridor with Stansted being some 9 miles distant with its planes approaching landing overflying the development c.35% of the time. | <ul style="list-style-type: none"> • Replace Title with 'Strategic Connections' • Include firm requirements to manage additional traffic in off-site congested hot spots • Include specific reference to all main destinations • Identify routes that are at risk of attracting traffic through villages (Hunsdon & High Wych in particular) • Amend plans accordingly |
| 51 | Page 108-109 Road Hierarchy | The section is not presented as guidance or requirements. No reference is made to the requirements to minimise impacts on existing communities and local roads. There are grave concerns about: <ul style="list-style-type: none"> ➤ The scale of the Primary Road – presented as a 4 lane segregated road with side access roads: completely out of character with the aspiration for villages and slow community setting ➤ In village 7 the primary road appears to converge with a tertiary road at Brick House. This fails to consider the setting of this collection of historic buildings and garden at Brick House ➤ The eastern access proposed fails to respect the setting and children's play space of Terlings Park | <ul style="list-style-type: none"> • Give clear indication of requirements and commitment to good access infrastructure at Gilston Roundabout. • Set out clear criteria to protect Terlings Park from the impact of the Eastern Access. • Set out clear requirements to prevent additional traffic through Hunsdon. • Set out clear requirements for low impact integration (no through traffic, but good access) for the existing villages, smaller pockets of houses and Terlings Park. • Add requirements for adoption and |

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| | | <ul style="list-style-type: none"> ➤ The expectation that the wide Primary Road will feed into Church Lane and Hunsdon is wrong ➤ The requirements for slow speed and liveability on the Primary Spine are needed. <p>The road sections are inappropriate, as are the images which show an urban boulevard in Rotterdam.</p> | <p>maintenance of the proposed new roads.</p> <ul style="list-style-type: none"> • Set out a clear commitment to slow speed, human scale roads, including a maximum road width consistent with village concept. • Replace/ amend images and sections accordingly. |
| 52 | Page 110-111 Sust. Transport Strategy | <p>The community does not believe that a strategy of walking and cycling is a credible foundation: people have cars and will use them. If the Council and Developers are planning to encourage cycling then they must put forward measures to do this and explain how that will work.</p> <p>However, this section should set out clear commitments to maximise sustainable travel, including but not limited to physical provision.</p> | <ul style="list-style-type: none"> • Plans – integrate the existing villages and paths into walking and cycle network. • Reinforce requirements and commitments to the promotion of walking and cycling – including marketing and promotion. • Add requirements for integration with Harlow’s sustainable transport initiatives. |
| 53 | Page 112-113 Bus Strategy | <p>The vague language of the text is inappropriate and is not supported. It should be changed to clear requirements for quality bus service in the area.</p> <p>There is no clarity of how the existing villages (especially but not only Hunsdon) will benefit from the additional provision.</p> <p>We disagree with the identification of the key destinations.</p> | <ul style="list-style-type: none"> • Indicate requirements for minimum quality bus services. • Identify likely passenger levels and requirement for services. • Integrate all existing villages. • Consider bus services to Hertford, Welwyn and Bishop Stortford. |
| 54 | Page 114-115 Rail | <p>The text paints a rosy picture of the rail service, with vague reference to forthcoming improvements. The community does not believe that capacity on the trains, in the station and in the car park will be available to serve the development.</p> <p>There are no ‘transport requirements’ but only ‘possibilities’ in this section.</p> | <ul style="list-style-type: none"> • Identify likely passenger levels generated by the development and requirement for additional services and relative timeframe. • Express firm requirements for access to the station, for development in line with additional capacity at station and railway. • Express firm travel planning and |

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| | | | management expectations. |
| 55 | Page 116-117 Highway Improvement Strategy and summary | <p>The text of this section places no obligation on the developers to address transport requirements generated by the development and improve on current deficiencies.</p> <p>This section should set out clear parameters for strategic connections. There should be requirements to demonstrate good standards of service across the wider network and for minimal environmental impacts (noise and pollution).</p> <p>Our experience is that current roads are already congested and there is significant rat running already.</p> | <ul style="list-style-type: none"> • Firm requirements for transport infrastructure improvements off site. • Clear guidance for good standards of service. • Commitment to fund all necessary infrastructure in line with arising additional needs. • The summary should indicate quite clearly the transport service offered to the existing communities. |
| 56 | Page 116 Highway Improvement Strategy Page 121 Successful Outcomes | <p>The statement that the second Stort crossing is not enabling works and will be required with or without the Gilston Area development gives rise to doubt upon its funding viability. Without this link the A414 will become more congested making rat runs through Widford, Hunsdon and Much Hadham all the more attractive.</p> <p>We question the statement made in column 3 that the development will not result in increased traffic in Hunsdon and High Wych given that the new highway network feeds into local roads. The route through Hunsdon is used as a short-cut to Bishops Stortford which is the areas natural shopping destination as well as a preferred route to Stansted Airport.</p> <p>Successful Outcomes Transport “Capitalise on good regional road and rail connections” – this suggests that the road and rail infrastructure is adequate already. Amend text.</p> | <ul style="list-style-type: none"> • Further clarification required of traffic assessment and how impacts on existing communities will be mitigated. • Further information required regarding funding and phasing of highways infrastructure. • Amend text on page 121 |
| 57 | Page 130-131 Delivery and Implementation | <p>The text does not set out any commitment or requirement (not even the delivery of the District Plan assumptions).</p> | <ul style="list-style-type: none"> • Clear commitments for housing delivery in line with District Plan. • Clear commitments to infrastructure first. • Clear commitment to managed construction to protect residents. • Clear requirements for |

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| | | | community engagement in all future design and approval stages. |
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4. Summary and Next Steps

We have sought to be constructive in our response to the draft CDF and hope you will find these comments and the earlier comments set out in our Interim Response helpful.

We believe it is vitally important that the status of the CDF is clarified. In our view, the current document is written and presented as a summary of evidence to *support* the allocation of the site in the District Plan. However, a strong and robust CDF is required in accordance with Policy GA1 which sets out clear guidance and requirements in terms of design principles, land uses, infrastructure and phasing and provides a framework for development and the preparation and determination of future planning applications. The CDF should determine *how* the development proceeds and therefore must be fit for purpose and formally endorsed by East Herts.

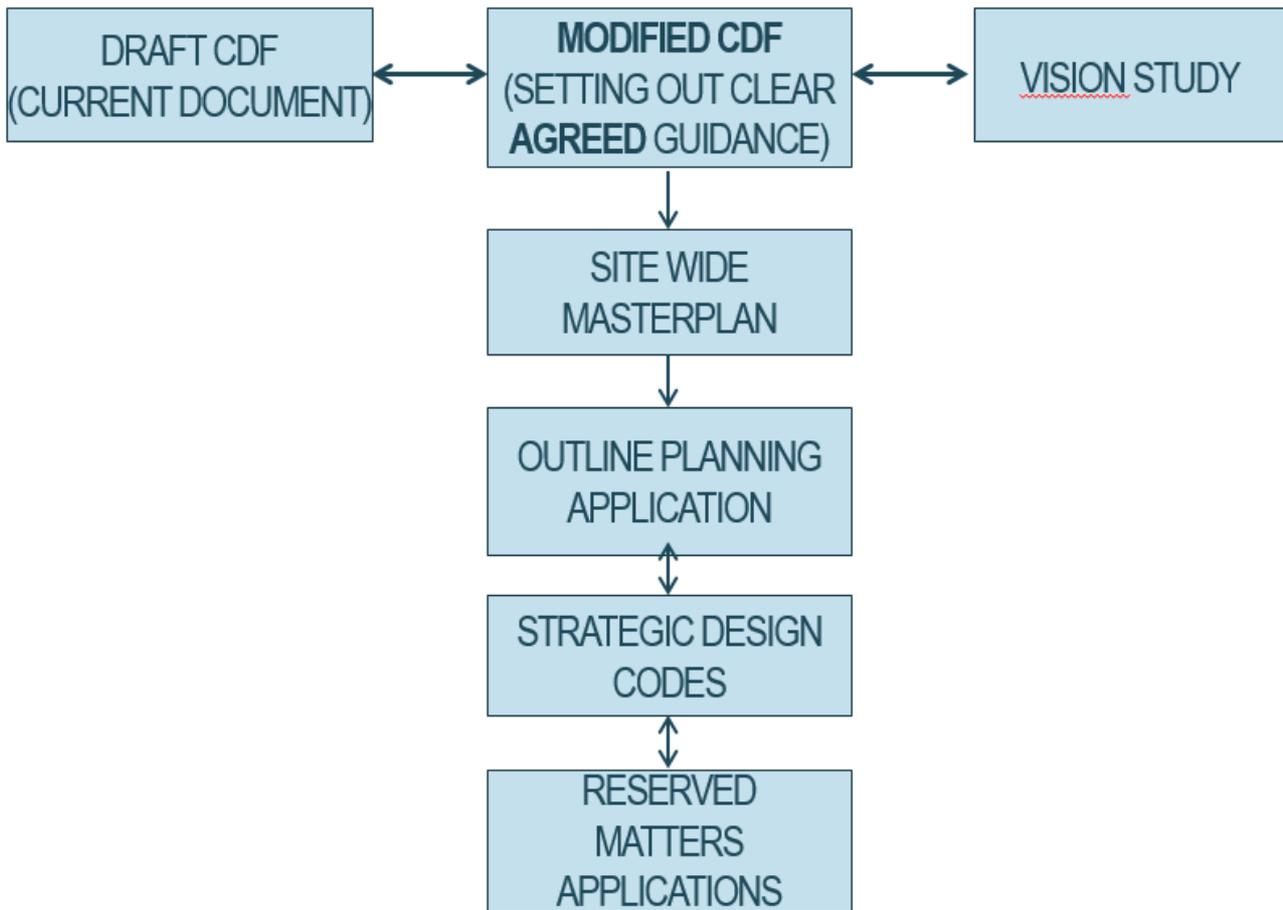
We believe there are a number of fundamental issues which need to be addressed and that further work needs to be undertaken in consultation with the community before the CDF can be finalised. This view has been reinforced by the comments made at the community workshop and in the spirit of Policy GA1 and East Herts' adopted masterplanning approach, we look forward to a constructive and on-going dialogue about the CDF with the Council and development promoters. As a first step, we would propose a meeting to discuss and agree the scope of the amendments and a timeline for its speedy revision.

Whilst this may mean that it will not be possible to finalise the CDF before the end of the EiP, we believe it will be possible to demonstrate to the Inspector that 'common ground' is being identified, good progress is being made and that the document is being prepared in consultation with the local community in accordance with Policy GA1. We believe this could have benefits in the longer term for taking forward development proposals and achieving the high quality of development which all parties are seeking.

We would also emphasise the importance of establishing a clear process for taking matters forward and ensuring that any planning applications are informed by the CDF and the visioning work currently being undertaken for the wider area. At present there appears to be a number of parallel activities and it is unclear how these are being coordinated. We would suggest that it would be more appropriate to view this as a staged process facilitated by East Herts (as illustrated in the following diagram) with community engagement at each stage. This reflects the masterplanning approach adopted by the Council which we understand is to be a requirement of all strategic sites.

The District Council should take the lead in coordinating the modifications to the CDF in response to the representations received from all parties and its re-issue as a robust, clear and collaboratively developed guidance document which will inform future master plan development and planning application discussions.

Proposed Approach



As stated previously, we very much welcome the support provided to the Group by the promoters which has enabled us to coordinate our responses and to engage effectively with the local community on these complex matters. We have also been very encouraged by Cllr Haysey's email of 15th September and the Council's commitment to a high quality development which complies with Garden Town/ Village concepts and principles and collaborative working with the local community on the sitewide masterplan.

We look forward to continuing discussions with the Council and development promoters regarding the key areas of concern and proposed modifications to the CDF.

Hunsdon, Eastwick and Gilston Neighbourhood Plan Group

September 2017

APPENDIX A (PART 1)

Comments made by Participants at Gilston Community Workshop (23rd September 2017)

Table Discussions

| Ref | Comment |
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| Table 1: Vision and Development Objectives | |
| Do you agree with the Vision Statement and five key principles? | |
| V1 | Planning should be central to the vision. Infrastructure led- roads, schools, healthcare and amenities. |
| V2 | Design principles is not a guarantee- just nice words (as stated in the Vision and Development Objectives section of the CDF). |
| V3 | The five principles in the Gilston Area Vision are not measurable and lack practical relevance when discussing implementation. |
| V4 | The area currently comprises several villages. Filling in the gaps with houses separated by roads does not create new villages. See C- Strategic Influences- the proposals do not in any way match the images of 'village life'. |
| Do you agree with the Development Objectives and concept of 7 new villages? Should the villages be distinct or inspired by Harlow? What will be the relationship with the existing villages? | |
| V5 | One new town carefully planned would be better and more honest than seven artificial villages. |
| V6 | The concept takes no account of the character of villages. Gilston Park which is currently in private ownership is portrayed as the centre of the proposed development and to call the overall concept Gilston Park Estate is totally unacceptable. |
| V7 | No account taken of effect on existing villages- already suffering from opportunistic development, busy roads, full schools |
| Is the vision coherent in the Objectives and well developed in the text and images? | |
| V8 | It does not appear that the vision is coherent with the objectives and village life. Looks more like a township development than villages. |
| Is the use of the land and density coherent with the Vision? | |
| V9 | Density is not consistent with the village concept or the proposal in the concept framework or the illustrations in the document |
| Is the illustrative material helpful in illustrating the vision and objectives? | |
| V10 | The illustrative material is not helpful or accurate and possibly misleading. Again, does not support the village concept. |
| V11 | I believe it is impossible to build the 7 villages in a manner which will make them distinct and separated. What will result will be an urban sprawl. |
| V12 | Villages not surrounded by sufficient green space- not distinct entities |
| What's good and should be kept? | |
| V13 | Some selective housing is required to meet local need |
| V14 | Why not open another doorway off the M11 and build a whole new town like Milton Keynes etc with its own infrastructure from scratch |
| What should be stronger or clearer? | |
| V15 | Accountability for claims and pledges should be made stronger and clearer. |
| V16 | Communication with local residents to notify when discussions are taking place so they can take part and add their comments. |
| V17 | Lack of consistency when discussions/ meetings are taking place. Different information given to different people. |

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| V18 | Approx 25 years ago a by-pass around Sawbridgeworth was required due to the high traffic congestion. This was shelved due to no funding but will definitely be needed before any development. |
| What should be improved? | |
| V19 | Detail should be improved. Big discussion on infrastructure essential prior to any development as the current infrastructure cannot cope and is at full capacity. |
| V20 | A central part of the vision should be that this is an opportunity for planning to lead development. Provision of infrastructure should be a key part of the vision. Proper roads, schools, transport, schools and health |
| What needs to be removed altogether? | |
| V21 | This is only one concept. What about other alternatives like building a new development at the M11 junction. We haven't been given any other options. |
| V22 | The thought of incorporating Gilston Park into this concept is unthinkable!!! Total lack of local knowledge!! |
| Table 2: Village Centres: Function and Identity | |
| The intention is for each village to have a centre with retail, community and education facilities. Is this good? Should there be a more clearly defined hierarchy? | |
| VC1 | What is the point of medical centres if existing surgeries cannot find doctors? |
| VC2 | No buffers can be seen at all! Eastwick has listed buildings and a manor house this build will affect. |
| VC3 | Villages too close together. Buffers- unclear how this will separate the villages. |
| VC4 | What happens when shops are not used? More houses or empty shops? |
| Should some centres have a better/ bigger range of facilities? Which ones? | |
| VC5 | How will facilities be funded taking account of specialist requirements. |
| VC6 | We will just be sandwiched between two Harlows/ Town Centres |
| VC7 | There is no work apparent looking at the impact on existing villages |
| Is the secondary school in the right location? | |
| VC8 | Need a staged plan to develop infrastructure before commenting on secondary school location eg: roads |
| VC9 | Villages are generally defined as having a church and a pub no a whole load of facilities associated with <u>TOWNS</u> which is basically what is being proposed |
| What should a contemporary village centre look like? Should the principles be further defined in the CDF? | |
| VC10 | What does contemporary village mean? Concern for the environment is increasing and this is not reflected in the concept at all. |
| VC11 | Don't want any replication of Harlow |
| VC12 | I'm concerned about the concept of a village. The illustrations don't look like an English Village. It looks like Harlow Town Centre which is soulless! |
| Does the CDF provide sufficient detail about how the existing villages should relate to the new development? | |
| VC13 | Not enough information. Much more clarity required. |
| VC14 | Individuals from Places for People have no idea about the local area. |
| VC15 | Don't want a replica Harlow |
| What's good and should be kept? | |
| VC16 | Everything as it is now |
| VC17 | Wildlife-owls, bats |
| VC18 | The concept of villages is simply a new phrase for 'estates'- these have not worked in Harlow |
| VC19 | Keep the local lanes and famous walks. |
| VC20 | Our wildlife and history |

| What should be stronger or clearer? | |
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| VC21 | Is there an understanding of current healthcare facilities and what future demand will be and management of this |
| VC22 | The impact on the current villages |
| VC23 | Infrastructure plans and timescales |
| VC24 | No Village Road Identity. The interlink road makes this a town. Each village should have separate access. |
| VC25 | Remove the 'Estates word'. This scares me. |
| What should be improved? | |
| VC26 | I don't see any 'buffers' between the 'villages'. It looks like an urban sprawl |
| VC27 | Where are the emergency services? Fire? Police? Ambulance? Cannot all be supported from Harlow!! |
| VC28 | Individual identity for each village with clear separation |
| VC29 | Diagrams and illustrations do not demonstrate a 'village' setting |
| VC30 | Build villages as separate villages with own entrance and exit- no interlinking |
| What needs to be removed altogether? | |
| VC31 | Village approach is not adopted! The 'look' is actually Harlow Town |
| VC32 | Remove the interlink road |
| VC33 | No flats in the development |
| VC34 | The ambition to build 10,000 houses. No flats |
| Table 3: Landscape Structure | |
| Is the intention of developing 34% of the site good and retaining the rest as open land good? | |
| LS1 | It may be an intention but as years go on, intentions change. |
| LS2 | Building on the Green Belt and leaving non-Green Belt area to the community is very odd. |
| LS3 | Choosing the Green Belt as part of that 34% is a disaster |
| LS4 | There should be no encroachment of land for road/ flyover construction next to Terlins Park. |
| LS5 | In general, not enough information has been provided |
| Is the balance of 'strategic' and 'incidental' open space correct? Are the linkages between the open spaces strong enough? | |
| LS6 | No! Not enough space between each village. WE really need to stress that these are intended as <u>garden</u> villages |
| Do you agree with the proposal to create three parks outside the villages? | |
| LS7 | Why build houses on Green Belt when proposing to put parks on non Green Belt? |
| The villages have green features derived by local field patterns. Are the right choices being made? | |
| LS8 | No, because there is no guarantee that these green features will be maintained, particularly if other developers take over the construction of the villages other than 1 and 2 (specific to Places for People) |
| Should the existing villages, views and paths be better integrated? | |
| LS9 | The existing villages and parks have been established over centuries, incorporating the best views and connections. Why do developers think they can improve on this? |
| What's good and should be kept? | |
| LS10 | An intact Green Belt! |
| LS11 | The Green Belt should not be allowed to be built on or moved to a different area to allow developers to build on <u>Green Belt</u> . |
| LS12 | Green Belt should be protected from any sort of building as the Green Belt was included to protect the countryside from urban sprawl. |
| LS13 | The River Stort and railways should be allowed to protect the urban sprawl |
| LS14 | Listed buildings and the historical landscape need preserving. |

| What should be stronger or clearer? | |
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| LS15 | Green corridors on the plan misrepresent the current landscape: inaccurate |
| LS16 | What about the local flora and fauna? We have a barn owl living just outside our kitchen window. Also loads of deer roam the grounds. What considerations have been given? |
| LS17 | The wording on the proposals are not clear as to exactly what is definitely intended |
| LS18 | If the Green Belt is moved for development this will allow other developers to ask for the Green Belt to be moved all over the UK |
| What should be improved? | |
| LS19 | <u>Indicative Ecology Strategy</u> – Green corridors misrepresent the current situation – shown on map but they do not actually exist |
| LS20 | The proposals punch a hole in the Green Belt. The Green Belt is designed to restrain urban growth. It doesn't work if there is a hole in it! Where is the replacement to reform the green belt? |
| LS21 | This development has no natural limits to growth |
| LS22 | Housing density for villages should be comparable or less than that of Terlings Park |
| LS23 | Not enough space provided between existing villages and new estates. |
| What needs to be removed altogether? | |
| LS24 | Football pitches need to be removed from plan (in Gilston Village): flood lights, parking, volume of people and noise are all bad |
| LS25 | The use of the name 'Gilston Park Estate' should not be associated with this development. |
| Table 4: Transport and Movement | |
| Is the proposal of a connecting primary street/ boulevard interconnecting the new villages and by-passing the existing ones correct? | |
| TM1 | No – new roads lead to other local villages and stop: the cars will then go where? |
| TM2 | The villages will coalesce and clog these roads in no time |
| TM2 | Concerned about traffic – already it is total gridlock |
| TM3 | Access only road for Pye Corner and closure at eastern end should be discussed locally |
| TM4 | Gilston Lane needs to be retained to allow access |
| TM5 | Access Road at Eastern Link at Gilston Village to be as far away as possible from Village 2 |
| TM6 | Impact on Terlings Park and Gilston – detrimental roundabout proposals and elevated bypass |
| TM7 | Eastwick Road is already completely gridlocked |
| Are the links to wider highway network clearly identified and studied ? Are the impacts on existing communities properly addressed? | |
| TM8 | Maps provided are inaccurate and based on old information |
| TM9 | There appears to be no understanding of the present transport problems, ignorance of the state of the existing roads and the amount of traffic |
| TM10 | Concerns over the increased traffic from air pollution for the A414. There are no plans to mitigate against this. |
| TM11 | Access to Gilston Park not thought through |
| TM12 | No clear exact position – roundabout outside Terlings Park/ Gilston/ Pye Corner completely detrimental: one access / egress in/out of T.P. cannot take land/ trees/ environmental impact/ children's playground – noise / health issues |

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| TM13 | New roads and infrastructure will require additional police, etc. Is funding available? |
| Is there sufficient commitment to reducing the impact of traffic through innovation, excellent public transport and opportunities for walking and cycling? | |
| TM14 | Nothing is detailed |
| TM15 | Need to be realistic about methods of transport. Not all people can travel by bike or public transport |
| TM16 | In reality car use will be essential for majority of residents |
| TM17 | Ineffective concept. A roundabout will adversely impact traffic flow / congestion |
| Will it be possible to avoid travel by car for daily needs? Is the distribution of land uses helping? | |
| TM18 | Young families and the elderly will choose car travel over public transport. |
| What's good and should be kept? | |
| TM19 | The Green Belt |
| What should be stronger or clearer? | |
| TM20 | Where the main roundabout is going to be? |
| TM21 | Transport needs to be established <u>before</u> this process commences, particularly how the whole process will be funded |
| TM22 | The impact of the proposals need to be considered to ensure that there is <u>minimal</u> impact on existing villages |
| TM23 | Amenities + facilities need to be implemented early rather than after the completions i.e. doctors, schools and shops |
| TM24 | If the density of Terlings Park was over the 33dph where was the infrastructure for transport for Terlings Park? Where is the guarantee on the new villages? |
| TM25 | How does the plan cater for pedestrians? i.e. pavements / lighting |
| TM26 | Local residents applied for Planning permissions & got knocked back due to Metropolitan Green Belt and now 10000 are proposed |
| TM27 | The big issue will be the road system, which should be sorted out BEFORE any building of houses commences. See my comments re roundabout. The small roundabout at the junction of Gilston and Eastwick is already totally inadequate. |
| TM28 | Infrastructure first |
| TM29 | Density not as shown on the maps |
| TM30 | With two bridges over the Stort etc when roundabout at Eastwick has spare exit / entry |
| TM31 | Big concerns re flyover being built next to Terlings Park beside a Children's play area. How many lanes? Pollution, noise, safety. |
| TM32 | Station parking for Harlow Town Station is already inadequate. What provision for additional parking is proposed? |
| What should be improved? | |
| TM33 | External infrastructure beyond the villages |
| TM34 | Clear detailed specifics on a cycle super-route should be factored into the design |
| TM35 | Cycle ways being forced on existing communities will NOT work. People have cars and will use them!! |
| TM36 | Improvement will be infrastructure to support all proposed buildings before buildings commence. |
| TM37 | Who agreed Terlings Park knowing a road for proposed Harlow North would compromise what they believed they were purchasing village quiet life! |
| TM38 | Will Harlow Town Station have more parking? |

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| TM39 | Will Harlow Town Station be on the Oyster card? |
| TM40 | Flyover by Terlings Park. What impact is there on the Children's play area – i.e. pollution |
| What needs to be removed altogether? | |
| TM41 | At Terlings Park residents are concerned that we will have a roundabout junction opposite the entrance of the development. Also elevated road along the park with a children playground is a very bad idea. |
| TM42 | Flyover will be a cut through traffic! |

APPENDIX A (PART 2)

Comments made by Participants at Gilston CDF Community Workshop (23rd September 2017) – Individual comments

| Ref No | Topic | CDF Page No | Comment |
|---------------------------------|---------------------|-------------|---|
| CONTEXT | | | |
| 1 | Local Context | 12-13 | The area cannot cope with 10,000 houses. The numbers must be reduced to a value that the area can take. Proper analysis should be done. |
| 2 | Local Context | 12-13 | Lack of consideration of existing traffic problems in surrounding villages |
| 3 | Local Context | 12-13 | Width of roads in developments- poor in Church Langley (Newhall side streets). Who is passing this in planning? |
| 4 | Local Context | 12-13 | Quality of housing- high prices, low building material, not sound proofed. Need homes with annexes for elderly relatives or grown up kids unable to afford to purchase a home of their own |
| VISION & DEVELOPMENT OBJECTIVES | | | |
| 5 | Gilston Area Vision | 18-19 | None of these visions is my idea of what a village should be. Small dense towns is more what I see |
| 6 | Gilston Area Vision | 18-19 | The use of the word 'village' is misleading if this is a vision of the developer's interpretation of a village |
| 7 | Gilston Area Vision | 18-19 | The whole consultation process is flawed with <u>no</u> effective consultation with the parishes affected. What consultation has taken place has been designed to tick the box but <u>not</u> to inform |
| 8 | Gilston Area Vision | 18-19 | Do not agree with the key principles |
| 9 | Gilston Area Vision | 18-19 | These images do not show current houses |
| 10 | Gilston Area Vision | 18-19 | Proposed flyover joining the A414 will create further congestion to an already congested road |
| 11 | Gilston Area Vision | 18-19 | Sports Centre built on years ago. Need to update illustration to show 700 houses here |
| 12 | Gilston Area Vision | 18-19 | Picture shows tree lined roads- will these be put in? |
| 13 | Gilston Area Vision | 18-19 | How to ensure density will be kept to between outline and detailed planning? |
| 14 | Gilston Area Vision | 18-19 | Designer obviously never lived in a village |
| 15 | Gilston Area Vision | 18-19 | 'Blot on the landscape'. |

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| 16 | Gilston Area Vision | 18-19 | Build 7 new villages at the cost of spoiling existing ones |
| 17 | Gilston Area Vision | 18-19 | Which part of this design represents village life? |
| 18 | Gilston Area Vision | 18-19 | Density of the villages needs to be reassessed. It is too dense and spoils the 'garden' theme |
| 19 | Gilston Area Vision | 18-19 | Vision needs to be planning led with reference to provision of necessary infrastructure to support new and existing communities |
| 20 | Gilston Area Vision | 18-19 | 'Opportunity for planning-led development to ensure infrastructure provided in advance to support development. Too aspirational – 'motherhood and apple pie'. Infrastructure is key |
| 21 | Gilston Area Vision | 18-19 | (add to vision bullet points) Infrastructure provision at required time |
| 22 | Vision and Development Objectives | 20-21 | Support objectives 3 (range of housing types which respond to housing needs) and 8 (network of pedestrian, cycle and green linkages). Do not support 4 (range of social infrastructure in each village) and 5 (use natural features to sustainably manage water) |
| 23 | Vision and Development Objectives | 20-21 | Question objective 10- At the EiP for East of England Plan the benefits to Harlow regeneration were strongly challenged- see Inspector's Report |
| 24 | Vision and Development Objectives | 20-21 | Objective 5- Water use or rainfall? Water supply is an issue. Rainfall raises issues of flooding downstream if floodplain affected |
| 25 | Vision and Development Objectives | 20-21 | How many storeys do you propose to build in keeping with a village feel? |
| 26 | Vision and Development Objectives | 20-21 | Hunsdon should not be part of any strategy around the regeneration of Harlow |
| 27 | Vision and Development Objectives | 20-21 | Vision is unsustainable because of infrastructure. Water, transport facilities, social facilities, schools etc must be built <u>before</u> development proceeds |
| 28 | Vision and Development Objectives | 20-21 | Image is not a true vision of density proposed |
| 29 | Vision and Development Objectives | 20-21 | How many schools will be provided? Will these be built prior to houses? Hospital won't cope with 30,000 more people |
| 30 | Strategic | 22-23 | Gibberd strongly advocated land to |

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| | Influences | | north remaining green |
| 31 | Strategic Influences | 22-23 | Agree with English landscape Tradition and Village Life- but the plans destroy existing villages, heritage and beauty |
| BASELINE SUMMARY | | | |
| 32 | Archaeology and Heritage | 28-29 | Agree with analysis of historical development |
| 33 | Landscape Heritage | 38-39 | It's an airfield – it would be left and still in use |
| 34 | Ecology and Natural Habitat | 40-41 | Highly important to ensure the Natural Habitat. Hence why 'Buffers' need to be prominent |
| 35 | Ecology and Natural Habitat | 40-41 | No communication made with local wildlife charities eg Barn Owls |
| 36 | Ecology and Natural Habitat | 40-41 | No input requested from local residents regarding local wildlife |
| 37 | Surrounding Settlements and Built Form | 42-43 | I don't feel I've been considered! My home would be positioned at a major junction. Hardly a village vision! |
| 38 | Surrounding Settlements and Built Form | 42-43 | (Hunsdon Village section) This is not where Hunsdon Church is! (and marked new development is not that new) |
| 39 | Surface Water Drainage & Flooding | 46-47 | (Thames Water reference to 2040) 2040 does not allow for 35 years of growth! |
| 40 | Services & Utilities | 48-49 | 'Connected Counties' has already failed existing villages |
| 41 | Access & Movement | 50-51 | A414 regularly gridlocked back to Church Lane |
| 42 | Access & Movement | 50-51 | No buses between Hunsdon and Harlow currently |
| 43 | Access & Movement | 50-51 | Disagree Harlow well served by buses |
| 44 | Access & Movement | 50-51 | Disagree Harlow well served by buses |
| 45 | Access & Movement | 50-51 | Disagree with comments on rail transport |
| 46 | Access & Movement | 50-51 | Disagree with comments on rail transport |
| 47 | Access & Movement | 50-51 | Disagree with comments on rail transport |
| 48 | Access & Movement | 50-51 | Disagree with comments on rail transport |
| 49 | Access & Movement | 50-51 | Trains are already overcrowded. Timetable is at maximum capacity. No investment in rail |
| 50 | Market Demand | 52-53 | This type of building is not in keeping with the existing historic and listed buildings |
| 51 | Market Demand | 52-53 | No social housing |
| 52 | Market Demand | 52-53 | Do not support image |

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| 53 | Market Demand | 52-53 | Do not support image |
| 54 | Overall Summary | 54-55 | Veolia Twin Mains were installed when? Why to build next? |
| SPATIAL FRAMEWORK | | | |
| 55 | A Landscape Led Approach | 60 | Who is working with you to ensure that heritage and landscape is retained? Current plans do not show. |
| 56 | A Landscape Led Approach | 60 | Do not agree with fourth paragraph- that outcome is protection and enhancement of existing assets |
| 57 | A Landscape Led Approach | 60 | Do not agree with fourth paragraph- that outcome is protection and enhancement of existing assets |
| 58 | A Landscape Led Approach | 60 | Village 4 Badly designed |
| 59 | A Landscape Led Approach | 60 | Villages too large – over developed |
| 60 | A Landscape Led Approach | 60 | Gilston Lane to be separated from villages new road by bridging at crossing points |
| 61 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Village spacing does not reflect 'green wedges' of Harlow. Spacing is too small |
| 62 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | What about the open land/ airfield? Can we be sure this will not be built upon in the future? |
| 63 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Enforcement of 'Garden Villages'- not anything else |
| 64 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | How do you distinguish between each village as they look like they run into each other |
| 65 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Over what timescale do the developers propose to complete the 7 villages |

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| 66 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | No to surrounding the real Gilston Park |
| 67 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | No to building around field north of Gilston Park |
| 68 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Football parking? Floodlights? Loss of wildlife in and around woodland |
| 69 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Density of villages is an aspect that is unworkable for a 'village' concept. Don't call it a village if it does not meet the definition |
| 70 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | This development as it is today will eliminate local wildlife, local community, rural villages as it is. It has not thought about connecting us. |
| 71 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Are you prepared for an increase in crime? Increase of pollution |
| 72 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | There is evidence of distinct villages but the plans destroy current villages through bad. Eastwick is so unique, its manor house, listed buildings, church. Value the environment and its people who live in it. |
| 73 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Eastwick wants to keep its identity. Issues we have are sound pollution, not great access and dual carriageway link to train station. Gas main requirements. Please increase the buffer zone!! |
| 74 | 7 Villages of Gilston Area based on | 61 | Dentists? Doctors? Health Centres? |

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| | illustrative concept masterplan | | |
| 75 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | No identification of unique villages. Exits/ entries? Village identity? |
| 76 | 7 Villages of Gilston Area based on illustrative concept masterplan | 61 | Plan not supported |
| 77 | Illustrative master plan | 61 | Crescent not supported |
| 78 | Illustrative master plan | 61 | Crescent not supported |
| 79 | Illustrative master plan | 61 | Crescent not supported |
| 80 | Illustrative master plan | 61 | Housing interrupting green space north west of crescent not supported |
| 81 | Illustrative master plan | 61 | Group of houses isolating Channock farm (Village 4 south) not supported |
| 82 | Illustrative master plan | 61 | Village 2 too close to Gilston Park |
| 83 | Illustrative master plan | 61 | Ring boulevard not supported |
| 84 | Illustrative master plan | 61 | Junction on ring boulevard (village 5) bad design |
| 85 | Illustrative master plan | 61 | Access to last strip of houses north of village 4 not good |
| 86 | Illustrative master plan | 61 | Access and stream between village 3 and 4 a problem |
| 87 | Illustrative master plan | 61 | Separation between village 5 and 6 not enough |
| 88 | Illustrative master plan | 61 | Separation between village 6 and 7 not enough |
| 89 | Illustrative master plan | 61 | Green space (oval) in village 6 supported |
| 90 | Illustrative master plan | 61 | Roundabout and access to village 6 should be looked at again |
| 91 | Illustrative master plan | 61 | |
| 92 | Scale and Massing | 70-71 | The population not approx. 40,000 people. Images show 20 people |
| 93 | Scale and Massing | 70-71 | Where is parking for approx.. 20,000 cars! No car is featuring on design layout |
| 94 | Scale and Massing | 70-71 | Picture shows either miniature houses or giants The intention is clearly to try |

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| | | | and humanise an inhuman environment – misrepresentation! Need buildings of human scale – these are too big |
| 95 | Scale and Massing | 70-71 | The scale is too much – if the proposal was to build less houses this would be preferable. The ‘pain’ must be shared across East Hearts – not just Gilston. |
| 96 | Density Approach | 72-73 | These are not village densities. This is a town |
| 97 | Density Approach | 72-73 | How many dwellings make up a village as opposed to making up a town? |
| 98 | Density Approach | 72-73 | Housing density FAR TOO GREAT for a village. 36 homes per hectare is closer to a central urban development not rural |
| 99 | Density Approach | 72-73 | You call these villages. It’s another Harlow! Pictures do not match density proposed. |
| 100 | Density Approach | 72-73 | <u>Housing Density Guarantee</u> Clear specific detail on guaranteed end to all future housing developments after this development |
| 101 | Density Approach | 73 | Do not support net density |
| 102 | Density Approach | 73 | Do not support net density |
| 103 | Density Approach | 73 | Do not support net density |
| 104 | Density Approach | 73 | Do not support net density |
| 105 | Density Approach | 73 | Do not support net density |
| 106 | Density Approach | 73 | Do not support net density |
| 107 | Density Approach | 73 | Do not support net density |
| 108 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 109 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 110 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 111 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 112 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 113 | Green Belt | 74-75 | Disagree with statement on Green Belt |
| 114 | Green Belt | 74-75 | Failure to provide compensatory Green Belt (Developer wants entire landholding removed from Green Belt |
| 115 | Green Belt | 74-75 | Inadequate Green Space provided between each ‘village’. ‘Villages’ too close together |
| 116 | Green Belt | 74-75 | This does not look like village as no green space shown between to distinguish |
| 117 | Green Belt | 74-75 | Building on the Green Belt can never be justified. You will never get it back! Building on it is short sighted and merely a ‘sticking plaster’ solution for short-term gain- long term pain |
| 118 | Green Belt | 74-75 | Existing Green Belt should be retained |
| 119 | Green Belt | 74-75 | Green Belt is for a reason |

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| 120 | Green Infrastructure | 76-77 | Crescent not supported |
| 121 | Green Infrastructure | 76-77 | What about local flora and fauna? We have a barn owl living just outside our kitchen window. Also loads of deer roam the grounds. What consideration has been given? |
| 122 | Green Infrastructure | 76-77 | The proposals punch a hole in the Green Belt. The green belt is designed to restrain urban growth. It does not work if there is a hole in it! Where is the replacement to reform the belt? There is no natural limit to growth. |
| 123 | Green Infrastructure | 76-77 | Not enough space between each village |
| 124 | Green Infrastructure | 76-77 | Eastwick has a war memorial. This has to be cherished and better identified |
| 125 | Green Infrastructure | 76-77 | There should be plenty of Green Belt between villages as that is what makes them a village! Don't head up as village and structure like a town |
| 126 | Green Infrastructure | 76-77 | INDICATIVE ECOLOGY STRUCTURE: Green corridors misrepresent current situation. Shown on map but do not actually exist (in developed layout) |
| 127 | Green Infrastructure | 76-77 | Housing density should be comparable or less than that of Terlings Park |
| 128 | Green Infrastructure | 76-77 | Listed buildings and historical heritage needs preserving |
| 129 | Green Infrastructure | 76-77 | Too many proposed footpaths. Existing are fine |
| 130 | Green Infrastructure | 76-77 | More detail on church St Marys |
| 131 | Green Infrastructure | 76-77 | Crescent inappropriate |
| 132 | Green Infrastructure | 76-77 | Crescent inappropriate |
| 133 | Green Infrastructure | 76-77 | No to playing fields (in crescent). These usually include floodlighting, car parking, etc. |
| 134 | Green Infrastructure | 76-77 | Not enough separation between existing villages and new estate |
| 135 | Green Infrastructure | 76-77 | Wider buffers of trees between villages |
| 136 | Green Infrastructure | 76-77 | Why build houses on green belt when proposing to put parks on non green belt? |
| 137 | Green Infrastructure | 76-77 | Not enough greening |

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| 137 | Green Infrastructure | 76-77 | Building on Green Belt and leaving non green belt area to community – very odd |
| 138 | Green Infrastructure | 76-77 | Choosing green belt as part of 34% (of identified development land) is a disaster |
| 139 | Green Infrastructure | 76-77 | Large gaps from village to Gilston – sep village – borders. G-woodland (deep). Visual and Noise |
| 140 | Green Infrastructure | 76-77 | Village 4 not liked |
| 141 | Green Infrastructure | 76-77 | Village 3 not liked |
| 142 | Green Infrastructure | 76-77 | Village 2 not liked |
| 143 | Green Infrastructure | 76-77 | Village 1 not liked |
| 144 | Green Infrastructure | 76-77 | Village 5 not liked |
| 145 | Green Infrastructure Strategy | 78-79 | The existing villages and paths have been established over centuries, incorporating the best views and connections. Why do developers think they can improve on this? |
| 146 | Green Infrastructure Strategy | 78-79 | Crescent inappropriate |
| 147 | Green Infrastructure Strategy | 80-81 | Primary green corridors shared with grub lorries and scaffolding lorries? |
| 148 | Green Infrastructure Strategy | 80-81 | Boundaries and green spaces unclear |
| 149 | Green Infrastructure Strategy | 80-81 | This roundabout (pointing to station / Fifth A) does not work |
| 150 | Green Infrastructure Strategy | 80-81 | Crescent not supported |
| 151 | Green Infrastructure Strategy | 80-81 | Single secondary school a problem |
| 152 | Green Infrastructure Strategy | 80-81 | Narrow green links within villages not good |
| 153 | Green Infrastructure Strategy | 80-81 | Gilston Roundabout a problem |
| 154 | Parkland Character | 82-83 | Crescent not supported |
| 155 | Village Character | 84-85 | Crescent and boulevard not supported |

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| 156 | Open Space Provision | 88-89 | Crescent not supported |
| 157 | Open Space Provision | 88-89 | Pitches south of Gilston park unwelcome |
| 158 | Open Space Provision | 88-89 | Pitches south of Gilston park unwelcome |
| 159 | Land Use- Village Centres Approach | 92 | These illustrations are not villages. They are towns. |
| 160 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 4 centre |
| 161 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 4 centre |
| 162 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 4 centre |
| 163 | Land Use- Village Centres Approach | 92 | Need clarity about if there is a village to accommodate travellers. If so, which village? |
| 164 | Land Use- Village Centres Approach | 92 | If villages not built by same developer how will they look? |
| 165 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 2 Centre |
| 166 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 2 Centre |
| 167 | Land Use- Village Centres Approach | 92 | Do not agree with illustrative view of Village 2 Centre |
| 168 | Land Use- Village Centres Approach | 92 | Support second placemaking objective- delivery of low carbon homes |
| 169 | Land Use- Village Centres Approach | 92 | Do not agree with last placemaking objective- proposed development will promote more sustainable transport choices and a more denser development in southern part of site to benefit from from proximity to Harlow Town Station |
| 170 | Village Centres Plan | 93 | Need speed restrictions within villages and existing villages |
| 171 | Village Centres Plan | 93 | Where are the logistics of volume of traffic? 6 lane highway cannot be built |
| 172 | Village Centres Plan | 93 | Where is the illustrative concept masterplan? |
| 173 | Village Centres Plan | 93 | Car parking issues. Each household has an average of 3 cars. Where is the parking? |
| 174 | Village Centres Plan | 93 | They must not be able to upgrade existing footpaths across private land |
| 175 | Village Centres Plan | 93 | Make village 3 smaller- not connected to The Lane |
| 176 | Village Centres Plan | 93 | Keep Gilston Lane for existing residents! Not connected to the new road creating 'rat runs'- bridge across road in Village 2 |
| 177 | Village Centres Plan | 93 | What access for local people? |

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| 178 | Village Centres Plan | 93 | Where are existing roads on plan? These are already congested. |
| 179 | Village Centres: Retail and Commercial Provision | 94 | Bottom left picture is of a town not a village |
| 180 | Village Centres: education and Leisure Facilities | 96-97 | Amend last sentence of second para- Secondary school provision SHOULD include sixth forms |
| 181 | Village Centres: Education and Leisure Facilities | 96-97 | Do not agree |
| 182 | Village Centres: education and Leisure Facilities | 96-97 | Schools need to be built before housing- current development has no infrastructure so local schools are over-subscribed already |
| 183 | Village Centres: Community Facilities and Healthcare | 98-99 | Inadequate facilities for healthcare. Hospital/surgeries already strained. |
| 184 | Village Centres: Community Facilities and Healthcare | 98-99 | There are no school places locally as it is. You cannot build first and then add schools, dentists, doctors |
| 185 | Village Centres: Community Facilities and Healthcare | 98-99 | Congestion- none of the plans adequately address this issue. Too few crossings to get into Harlow. |
| 186 | Village Centres: Community Facilities and Healthcare | 98-99 | Clarity required on hospital capacity and location |
| 187 | Village Centres: Community Facilities and Healthcare | 98-99 | Hospital??? PAH already has a much larger catchment population than it was built for. |
| 188 | Village Centres: Community Facilities and Healthcare | 98-99 | New Hospital?? Commit to build and location. Princess Alex already overwhelmed |
| 189 | Village Centres: Community Facilities and Healthcare | 98-99 | Infrastructure- without committing to basic quantifiable amenities, one cannot support this. Hospitals, schools etc are at capacity in Harlow. |
| 190 | Village Centres: Community Facilities and Healthcare | 98-99 | Do not agree |
| 191 | Village Centres: Community Facilities and | 98-99 | Do not agree |

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| | Healthcare | | |
| 192 | Residential | 100 | Top photograph inappropriate |
| 193 | Approach to Governance | 102-103 | Will surrounding villages be part of governance eg: Hunsdon/ High Wych |
| 194 | Approach to Governance | 102-103 | Protections on un-built land/ Hunsdon Airfield need to be stronger |
| 195 | Approach to Governance | 102-103 | It is imperative that the shared green/ recreational area remains in the control of <u>all</u> local residents |
| 196 | Access and Internal Road Hierarchy | 108-109 | Sound pollution |
| 197 | Sustainable Transport Strategy | 104 | General approach not supported |
| 198 | Sustainable Transport Strategy | 104 | General approach not supported |
| 199 | Sustainable Transport Strategy | 104 | 'Walking and cycling are the most sustainable form of transport' (Highlighted – mid of first column) |
| 200 | Sustainable Transport Strategy | 104 | (Referring to Greater Anglia cycle hire scheme – end of third column) – for the few! How would they cope with Thousands? |
| 201 | Sustainable Transport Strategy | 105 | Work requirements mean people need to drive to and whilst at work |
| 202 | Sustainable Transport Strategy | 105 | (image) How will cyclists cross the A414 safely? |
| 203 | Sustainable Transport Strategy | 105 | (image) Inconsistent with the section on page 109 |
| 204 | Sustainable Transport Strategy | 105 | Is this realistic for young families – children... buggies... thousands of them. Elderly people. Cycling and walking unrealistic |
| 205 | Access and Internal Road Hierarchy | 108-109 | How does a 6-lane primary route link to Church Lane / Acorn Street? |
| 206 | Access and Internal Road Hierarchy | 108-109 | 6-lane 'highway' linking t country roads how?? |
| 207 | Access and Internal Road Hierarchy | 108-109 | 6 lane Primary Street accessing Church Lane... How!!! Extremely dangerous! |
| 208 | Access and Internal Road Hierarchy | 108-109 | How does a 6 Lane Primary Road just end in Church Lane? |
| 209 | Access and | 108-109 | Concern about access to Church Lane |

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| | Internal Road Hierarchy | | |
| 210 | Access and Internal Road Hierarchy | 108-109 | Approximately 25 years ago a new junction on the M11 was needed to improve congestion. This will be needed before any development |
| 211 | Access and Internal Road Hierarchy | 108-109 | These plans do nothing to prevent the existing villages becoming part of a rat run from the proposed villages |
| 212 | Access and Internal Road Hierarchy | 108-109 | All traffic should go through the new development not through existing village or new roads in green areas |
| 213 | Access and Internal Road Hierarchy | 108-109 | The rat run to Bishop Stortford ?? (through Hunsdon) |
| 214 | Access and Internal Road Hierarchy | 108-109 | <ul style="list-style-type: none"> - A414 access to Church Lane - Hunsdon / Widford already a racetrack to Stortford |
| 215 | Access and Internal Road Hierarchy | 108-109 | Church Lane joining A414 already busy and dangerous junction |
| 216 | Access and Internal Road Hierarchy | 108-109 | Access to A414 from Hunsdon may need traffic control / traffic lights |
| 217 | Access and Internal Road Hierarchy | 108-109 | Our small village roads in Hunsdon are already over used by HGVs and skip / containers causing accidents on already busy roads |
| 218 | Access and Internal Road Hierarchy | 108-109 | Objections to new road from Terlings Park onto High Wych Road already a car park going into Harlow |
| 219 | Access and Internal Road Hierarchy | 108-109 | Why can the road not go through the new development |
| 220 | Access and Internal Road Hierarchy | 108-109 | Our house would have a roundabout / junction right outside. More road noise, poorer air quality. Our part of Gilston appears to be sacrificed to give Harlow traffic another rat run to the A414. #villagelife! |
| 221 | Access and Internal Road Hierarchy | 108-109 | New roundabout & access road outside Terlings Park will be chaotic in terms increased traffic pollution and noise |
| 222 | Access and Internal Road Hierarchy | 108-109 | The proposed flyover (eastern link) will go adjacent to a children play area and cause excess pollution and noise |
| 223 | Access and Internal Road Hierarchy | 108-109 | I did not have an issue with Terlings as it was a brown field site. For the first time we then had access to other houses / green space for my child to play with other local children. Now you intend to |

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| | | | put a road through it/ between us. So where is our local access to a safe park? |
| 224 | Access and Internal Road Hierarchy | 108-109 | Terling Park flyover Pollution Child playground View Traffic Should be relocated away from Terling |
| 225 | Access and Internal Road Hierarchy | 108-109 | The design of the new road/ flyover needs to significantly reduce the impact to residence of Terlings Park |
| 226 | Access and Internal Road Hierarchy | 108-109 | Terlings Park residents are against a roundabout and a road along the park that connects Gilston with Harlow. Currently proposals do not reflect correctly on the proposed maps |
| 227 | Access and Internal Road Hierarchy | 108-109 | No northern access to villages. Southern access roads into already congested roads |
| 228 | Access and Internal Road Hierarchy | 108-109 | The increased traffic for development will increase air pollution + noise pollution + traffic jams!! |
| 229 | Access and Internal Road Hierarchy | 108-109 | Rather than cut through the existing green space with roads – make access to this space easier |
| 230 | Access and Internal Road Hierarchy | 108-109 | Clarity on road link to Edinburgh Way. This road is already gridlock you can't push traffic that way. Where will the roundabout go? Pollution if you have flyover. Eyesore! |
| 231 | Sustainable Transport Strategy | 110-111 | <u>Road access</u> will have a devastating effect on local villages and grid lock congestion in Harlow. Public transport and cycle lanes need to be put in place BEFORE development starts |
| 232 | Sustainable Transport Strategy | 110-111 | All road infrastructure cycle lanes + access would need to be in place prior to building. Our villages will all suffer during this period |
| 233 | Sustainable Transport Strategy | 110-111 | Cycle routes – clear specific details needed on vision |
| 234 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 235 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 236 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |

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| 237 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 238 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 239 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 240 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 241 | Sustainable Transport Strategy | 110-111 | Eastern access by Terlings Park not appropriate |
| 242 | Sustainable Transport Strategy | 110-111 | Widening of existing crossing supported |
| 243 | Bus Strategy | 112-113 | Good transport integration to existing villages (needed) |
| 244 | Bus Strategy | 112-113 | Bus integration to existing villages with no service!! |
| 245 | Bus Strategy | 112-113 | Already no service in Hunsdon. Bus removed |
| 246 | Bus Strategy | 112-113 | Bus routes not serving the existing area and villages not supported |
| 247 | Bus Strategy | 112-113 | (middle column - Reference to bus services in Harlow) Not relevant to planned development |
| 248 | Bus Strategy | 112-113 | 'The details of services to be provided are yet to be confirmed... etc ' – clarity of commitment needed |
| 249 | Rail Strategy | 114-115 | Station car park currently full by midday – if can get off A414 |
| 250 | Rail Strategy | 114-115 | Rail infrastructure not funded – when is this planned for? |
| 251 | Rail Strategy | 114-115 | (referring to last sentence first column about four tracking railway) When, how and who pays? |
| 252 | Rail Strategy | 114-115 | 12 car trains will not transport the extra thousands who would need to use this service |
| 253 | Rail Strategy | 114-115 | Standing room only on primary commuter trains already |
| 254 | Rail Strategy | 114-115 | Remove (reference to TOC not anticipating any capacity issue – middle of second column) |
| 255 | Rail Strategy | 114-115 | Parking at the station will be a major issue, already nearly full to capacity. Where do the extra thousands park? |
| 256 | Rail Strategy | 114-115 | Harlow Station- how will it cope with the |

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| | | | additional people. Parking bad enough there. Will Oyster card come to match the fact they are building affordable housing? |
| 257 | Rail Strategy | 114-115 | To accommodate future increase capacity of station for passengers, parking, cycling must be specified. Train number capacity and frequency needs to be specifically increased |
| 258 | Rail Strategy | 114-115 | (End of last column – word ‘could’ underlined) we need commitment! |
| 259 | Highway Improvement Strategy | 116-117 | Congestion at the Gilston Roundabout is already extremely congested. Building a new 2 lane road through the station roundabout only pushes the congestion to that point. Unsustainable! |
| 260 | Highway Improvement Strategy | 116-117 | Environmental impact if elevated bypass (eastern access) is put in. Children / Community, health impact, emissions, noise, dirt, plant movement |
| 261 | Highway Improvement Strategy | 116-117 | Additional roads would result in trees being removed and marshes being destroyed |
| 262 | Highway Improvement Strategy | 116-117 | Eastwick Road too congested NOW. Will only get worse with road proposals |
| 263 | Highway Improvement Strategy | 116-117 | Protected Fiddlers Brook. Trees. Keep these preserved |
| 264 | Highway Improvement Strategy | 116-117 | <ol style="list-style-type: none"> 1) Terlings Park shown (still) as former lab 2) Consideration MUST be given to existing community and impact |
| 265 | Highway Improvement Strategy | 116-117 | Logistical nightmare of building contamination / heavy plant movement extra pollution |
| 266 | Highway Improvement Strategy | 116-117 | We object to the road proposals outside / parallel to Terlings Park |
| 267 | Successful communities | 120-121 | How provide job opportunities? |
| DELIVERY AND IMPLEMENTATION | | | |
| 268 | Delivery and Implementation | 130-131 | Infrastructure first!! |

Hunsdon Eastwick and Gilston Neighbourhood Plan Group (The Group)
**Response to East Herts and Places of People consultation on the Concept
Development Framework (Stage 2)**

Appendix B - Photos of Workshop 23 September 2017







