

APPENDIX A (PART 1)

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

Table Discussions

Ref	Comment
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.

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?	
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 Terlings 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?	
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	Indicative Ecology Strategy – 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

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?

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'.

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

	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

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

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?

	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

			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

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

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

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?

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

	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

	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

			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

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

			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













