

From: Sarah Hodgson [REDACTED]
Sent: 30 August 2023 18:35
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: s62A/2023/0021

Further to my earlier comment on the application for outline planning permission, I write as secretary of the Flitch Way Action Group and Uttlesford Representative of Essex Bridleways Association to say that the applicant has still not addressed the fact that the Flitch Way is a bridleway. Any link routes through or around this development should make provision for horse riders as well as cyclists and pedestrians. Cycle tracks exclude and discriminate against equestrians and are especially inappropriate when they are proposed as routes connecting to a pre-existing bridleway.

S106 monies or similar should be allocated to upgrading footpath 35_10 to a bridleway for its full length with an additional upgrade of the connecting footpath 35_35 so as to create links to minor roads and bridleways (including Bridleway 31). These upgrades will support the applicant's stated aims of promoting sustainable travel by encouraging residents to cycle.

The applicants are promoting the Flitch Way as a means of sustainable travel. For this to be workable, a bridge for cyclists and equestrians is needed over the River Chelmer. The current "Cherry Garden" bridge is dangerous and not up to standard and the alternative option: the river ford on Byway 57 is not viable for anyone cycling, walking or indeed horse riding given the depth of the river. When this application is granted we ask that it assist in implementing the provisions of the s106 Agreement agreed in the outline planning permission for the applicant to fund and construct this much needed bridge. The cost of providing this much needed bridge has proved prohibitive for Essex County Council whose funding for public rights of way has been cut to the bone. The cost to the applicant would be less than the cost of one of their 160 dwellings.

The Flitch Way crossing over Station Road south of Moors Fields is unpleasant and dangerous since it entails cycling/riding a distance along Station Road, the original bridge having been demolished.

To make this crossing safe and encourage sustainable travel east of the site either the bridge needs to be rebuilt or a Pegasus crossing needs to be installed with lower speed limits of say 20mph either side of this section of road. This requirement should be enshrined in the s106 Agreement.

By demonstrating a better understanding of the site and agreeing to implement the proposals outlined above, the applicant will show a genuine and realisable wish to benefit the local community and make a real contribution to sustainable travel.

Sarah Hodgson

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