

Re: Section 62A Planning Application: S62A/2023/0016 Warish Hall Farm, Smiths Green Lane, Takeley, Essex, CM22 6NZ

Following the refusal of the original scheme by these developers, UTT/21/1987/FUL, which was thoroughly rejected by our esteemed councillors and subsequently on appeal, APP/C1570/W/22/3291524 I find these proposals to be scurrilous and vindictive. During the review of the application one councillor commented that the further east the proposals went the worse the development became, this field is the furthest point east of that application. Not satisfied with an application to the local authority, UTT/22/3126/FUL which has yet to be determined they have decided to subvert the will of the local electorate, the will of the locally elected representatives and place a third application for this unwanted development.

This application is not sustainable, no infrastructure improvements are being offered which would benefit the existing residents as required within the NPPF.

Danny Friedman KC Speaking at the Grenfell Tower enquiry described the building industry as "reckless and predatory". Extreme avarice by developers is destroying Takeley, residents lifestyles and environs, I urge the to reinforce their previous decision, the decision of the Planning Inspector and reject this proposal.

The traffic assessment included with these proposals states "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Smiths Green is not suitable for any significant increase in traffic. It is an unlit single track lane without any pavements or paths for pedestrians. Verges exist these are closely bounded by drainage ditches. Smiths Green is frequently used by walkers and cyclists. Uttlesford LCWIP, <https://uttlesfordlcwip.commonplace.is>, highlights user concerns over the safety of Smiths Green. The transport assessment considers 30mph as safe and acceptable speed. Significant traffic calming measures will be required to ensure that pedestrians, cyclists, horse riders and significant volumes of motorised vehicles can co-exist safely. The nearest bus stops are on the Dunmow Road, including school buses. Students requiring transport will need to walk down the unlit Smiths Green and during the winter months hope that they are not run down. Smiths Green frequently floods, particularly at its junction with Dunmow Road. Having safely negotiated Smiths Green they have to cross Dunmow Road, a very busy and unlit road around its junction with Smiths Green. A 2019 report for Takeley Parish Council reported over 12,000 vehicle movements through the 4 Ashes Junction in a 12 hour period. Significant development to the west of Parsonage Road can only add to traffic chaos negotiating these roads and junctions.

Smiths Green is a restricted and protected lane being significant and unique within UDC. Such an increase in traffic levels generated by this development is inconsistent and damaging to the protected status. The southern end of Smiths Green is designated as a village green and afforded such protection. In winter months at its junction with the B1256 the sun rising low in the east makes visibility of oncoming traffic impossible and extremely dangerous.

There is limited public transport servicing the village, bus routes have recently been consolidated. Extended travel by train is only available from Bishops Stortford, Stansted Airport, or Elsenham. Costs from Stansted Airport for journeys are prohibitive, not having suitable parking and recent airport comparisons place Stansted Airport as the most expensive for drop offs.
As at November 2022:

Bishops Stortford: Rail season ticket to London Liverpool Street £4384.00, annual parking £1870, annual bus fare £670

Stansted Airport: Rail fare £4776.00, annual parking £3023, annual bus fare £670

Elsenham: Rail Fare £4604.00, No direct bus route, No parking

The application highlights the reliance on private transport for journeys, significantly above national and UDC's averages. This reliance on private car journeys is further supported by the developers own assessment of vehicle usage in their application UTT/22/2744/FUL. Such car usage is highlighted by the applicants own need to create additional parking around their own offices. This level of private car usage is not sustainable and against UDC plans to be carbon neutral by 2030. Parsonage Road the main route to Stansted Airport has recently seen a number of fatal accidents, highlighting how congested local traffic routes are. Within the application cycle routes are proposed, including the use of Flitch Way. These proposed routes, including the Flitch Way, are not suitable for use during the winter, other than for leisure, nor do they provide access to employment or educational establishments.

A discussion September 2021 in relation on the impact of development taking place in and around Takeley and the impact on junction 8 with the M11 https://publicaccess Uttlesford.gov.uk/online-applications/files/DFED1981E9EF54E7FC4198EAF143611D/pdf/UTT_21_2488_OP-HIGHWAYS_NOTE-3737468.pdf UTT/21/2488/OP

In attendance were:- Mark Norman – National Highways Shamsul Hoque – National Highways Katherine W – Essex County Council Mary Young – Essex County Council William Allwood – Uttlesford DC

MN is concerned that a lot of separate applications are coming forward which, individually aren't likely to have much impact, but in combination are significant. There is no Local Plan to help inform the development likely to come forward and the infrastructure required to support it.

...

NH and ECC would like discussions with the developers to ensure that the cumulative impact on the junction is assessed and suitable proportionate mitigation is provided. An interim scheme is being provided in the short term and it is recognised that there is a need for a long-term scheme. This will be looked at through the work of the local plan and the National RIS Programme but a shorter-term strategy is needed, as there is no guarantee when or if a major scheme will come forward".

Traffic levels from numerous smaller developments are causing great problems accessing major routes and facilities in local towns, including education, healthcare, retail and leisure activities.

Healthcare in Takeley is a small pharmacy. During a recent visit Staff were responding to clients complaining about the long waits they replied by advising that with over 9000 clients and an ever increasing work load due to the new houses being built they struggle to cope. Due to the pressures in servicing prescriptions they are unable to provide the wider facilities, such as flu or covid vaccinations, to access these services journeys to Bishops Stortford or Great Dunmow are required. The government are looking to pharmacies to provide further healthcare services, our local pharmacy will be unable to cope with such additional workloads. Despite the sizeable sums paid to our local Clinical Commissioning Group by developers, access to GP appointments remain above the national average and are a cause for concern for local residents. Our local hospital, Princess Alexander Hospital is due to be rebuilt with increased capacity to accommodate the huge increase in population. Dental services in our village are limited to a private orthodontist and a small dental surgery neither offer NHS services.

Educational facilities in our village are limited to primary schools. Students who move up to secondary school are required to travel to Bishops Stortford, this will be by bus or private car. These journeys negatively impact on students school life. Their ability to participate and enjoy after school activities will be severely limited, interacting with friends after school are unlikely to happen due to the reliance on parents providing transport. Journeys which transit junction 8 of the M11, which as we have already identified is unable to cope with traffic levels.

In a recent report the group Transport for New Homes highlighted how we are building in reliance on private vehicle transport. This development continues in this trend. This development continues to create reliance on private vehicles. Given the number of residents we will see a

significant number of private vehicles negotiating the local junctions as residents attempt to access already overstretched services.

Wild life will be negatively impacted by this development. Deer regularly use this area as grazing and as a pathway through to the areas north of Priors Green. Rare species live in local woods and forests. This development will have significant impact on biodiversity. This development will cut this environmental corridor. Such corridors are an important factor in preserving and enhancing wildlife diversity. Developers have a duty to protect and enhance wildlife. This development fails this requirement. The application highlights that the field is bounded by woods to the southwest and a wooded bridleway along its eastern boundary. These wooded areas enhance the biodiversity of the area and provide significant contribution to biodiversity and the wellbeing of residents who regularly use these lanes for recreational purposes. These areas will become sterile unable to attract existing or new wildlife. Light and noise spilling from the new development will interfere with natural habitats to the detriment of wildlife.

NPPF require developers to provide infrastructure improvements to benefit existing and new residents, there are no infrastructure benefits attached to these proposals. Existing overstretched infrastructure will suffer even further.

Affinity water provide services to our village. They extract water from ground source supplies, including rare habitats such as chalk streams. Their supply is unreliable and frequently pressure is reduced. Further developments will put increased pressure on already stretched services. Thames Water operate Takeley Sewage Works and during the year 2021 they released untreated sewage into Pinceys Brook for a reported 1281 hours, in 2020 1062 hours. Highlighting how our infrastructure is unable to keep pace with the speed of development in our village. With new developments in Takeley Street and around Parsonage Road this figure will only increase. This is an unacceptable health risk.

The design, size and density of the homes proposed are completely out of keeping with the area. By way of an example an alternative application has a density of 10.6 dwellings per hectare whilst this application, in a more rural location, brings forward 19 dwellings per hectare. Parking is insufficient. Being a rural location car ownership is going to be above average, plans should allow for at least two cars per dwelling, three for larger dwellings plus visitors parking. Unless sufficient provisions are made residents and visitors will have no alternative but to migrate onto the verges of Warish Hall Rd, with the resulting damage.

A significant number of properties in Smiths Green are listed. To maintain the uniqueness of this environment it is important that it is protected against developments such as these proposals. Maintaining the uniqueness and setting of these properties is a requirement within the NPPF. This development will destroy this environment.

May 2017 the UDC conservation officer, Angharad Hart prepared a report on the heritage assets along Smiths Green and surrounding area, a summary is attached.

The impact of the development throughout its life will be significant on residents existing and new. Smiths Green and Warish Hall road are restricted to 7.5 tonnes. During the construction phase there will be extensive disruption with large delivery vehicles using Smiths Green, damaging the road boundaries, causing havoc for residents trying to go about their daily lives. Excavations, necessitating road closures, required to connect the development to services, water supplies, electricity, Gigaclear, sewage and the like will contribute to this chaos. Once residents start to live in the new homes development traffic will be replaced by private cars journeying to places of work, educational establishments, retail establishments, healthcare appointments and the like, supermarket and other delivery vehicles will further congest roads.

UDC instigated Countryside Protection Zones around Stansted Airport to protect the countryside around the airport from overdevelopment and to maintain the original vision of the airport as being in the countryside. This policy has been broadly accepted by the Council and is being included in

the new local plan nearing its publication. This development is outside of Takeley's development boundaries and within the CPZ. Despite the age of these policies the Planning Inspector adjudicating the appeal, UTT/21/1987/FUL, APP/C1570/W/22/3291524, accepted these policies as being relevant today and rejected the appeal. The CPZ is de-facto green belt land.

This is a greenfield site which must be retained for agricultural use. Development should be on brownfield sites as reported by the CPRE there are sufficient brownfield sites to meet demand. NPPF direct developers to utilise brownfield sites. Housing targets are no longer mandatory, allowing councils to promote sensitive housing schemes on brownfield land.

Inspector Richard McCoy BSc MSc DipTP MRTPI IHBC concluded that "Therefore, there are no considerations before me of sufficient weight to outweigh the totality of the harm arising nor the conflict with the development plan as a whole, giving great weight to the heritage assets' conservation.assessment of the original scheme and reject this application." I would urge you to support this assessment and reject these proposals

A summary of Heritage Assets prepared by UDC conservation officer, Angharad Hart in May 2017.

Warish Hall and Moat Bridge - 1007834

Immediate domestic setting adjacent to outbuildings forming an agricultural complex on a moated site surrounded by open fields and arable land resulting in an isolated rural setting within open countryside.

Both the immediate and wider setting inform the character and historic context of the heritage asset, and contribute positively to its overall significance.

Introduction of substantial built development would compromise the wider rural, open countryside setting.

How would this be avoided? Identify alternative sites. Retain a sizeable area of land so that the heritage asset retains its open countryside setting. Extend this area of open land along the eastern boundary of Smiths Green to preserve the sense of openness and rural character, when travelling north from the village towards the surrounding countryside, and towards the heritage asset.

Hollow Elm Cottage - 1112220

Goar Lodge - 1168972

Beech Cottage - 1112212

Immediate domestic setting(s) and wider rural setting as part of a sporadic development pattern with open countryside to the north and west

The immediate setting and wider historic context of the heritage asset, and contribute positively to its overall significance.

Introduction of substantial built development to the north would detract from the wider setting of the heritage asset, and subsequently its significance by replacing historic open countryside setting with that of an urban settlement.

How would this be avoided? Identify alternative sites for development. Retain a buffer of open land to the north of Gore Lodge and Beech Cottage and along the western edge of Smiths Green as part of any forthcoming scheme. Extend this area of open land, or mature vegetation along the western boundary of Smiths Green to preserve the sense openness and rural character when travelling north from the village towards open countryside.

The Cottage- 1306743

Moat Cottage - 111221

The Croft- 1168964

White House - 1322592

Immediate domestic setting within a modest historic settlement pattern with wider rural agricultural setting to the north and south and modern development to the east and west.

The immediate setting and wider historic context of the heritage asset, and contribute positively to its overall significance.

Introduction of substantial built development to the north would detract from the wider setting of the heritage asset, and subsequently its significance by replacing historic open countryside setting with that of an urban settlement.

How would this be avoided? Identify alternative sites for development. Retain a buffer of open land to the north of Gore Lodge and Beech Cottage and along the western edge of Smiths Green as part of any forthcoming scheme. Extend this area of open land, or mature vegetation along the western boundary of Smiths Green to preserve the sense of openness and rural character when travelling north from the village towards open countryside.

The Gages - 1168954

Cheerups Cottage- 1112207

Immediate domestic setting within a modest historic settlement pattern with wider rural agricultural setting to the northwest and south and modern development to the east and west. The immediate setting and wider historic context of the heritage asset, and contribute positively to its overall significance.

Introduction of substantial built development to the northwest would detract from the wider setting of the heritage asset, and subsequently its significance by replacing historic open countryside setting with that of an urban settlement.

How would this be avoided? Identify alternative sites for development. Retain a buffer of open land to the north of Gore Lodge and Beech Cottage and along the western edge of Smiths Green as part of any forthcoming scheme. Extend this area of open land, or mature vegetation along the western boundary of Smiths Green to preserve the sense of openness and rural character when travelling north from the village towards open countryside.

Warish Hall moated site and remains of Takeley Priory. - 1007834

A scheduled monument.

Immediate agricultural setting surrounded by open fields and arable land resulting in an isolated, rural setting within open countryside.

Both the immediate and wider setting inform the character and historic context of the heritage asset, and contribute positively to its significance.

Harm will be caused by introducing built development to the wider setting of the heritage asset, replacing open countryside setting with that of an urban settlement.

How would this be avoided? Identify alternative sites. Retain a sizeable area of land so that the heritage asset retains its open countryside setting. Extend this area of open land along the eastern boundary of Smiths Green to preserve the sense of openness and rural character, when travelling north from the village towards the surrounding countryside, and towards the heritage asset.