

Application Reference number S62A/2023/0026 Proposed Development at Land West of Robin Hood Road Elsenham Outline Application for the erection of up to 40 dwellings with all matters reserved except for access.

Dear Sir

I wish to comment on the recent change to access arrangements for the proposed 40 new homes and raise an objection to this recent application.

From looking at the plans, it appears that the access has changed from the original Rush Lane approach to an area at the bottom of Robin Hood Road, which is currently used as a turning point. I can see no reason why there is a necessity to change this access arrangement and can foresee multiple problems for the current residents of Robin Hood Road, Network Rail and any future residents of the new homes. To be more detailed:

- As a resident of one of the properties in the lower half of Robin Hood Road, I can confirm that Network Rail vehicles use this area on a regular basis for out of hours and emergency access to the pedestrian crossing at the bottom of the road. Having witnessed, on a regular basis, several of their vehicles parked and backed up on the area, this will impede entry/exit to the new homes, causing significant traffic disruption and potentially delaying Network Rail accessing the area in an emergency.
- As the council are already aware there are a number of underground springs in the area and the road at the bottom of Robin Hood Road has constant foul and surface water easement. This makes the road particularly dangerous during the colder/icy months and any increase in traffic/pedestrians may cause additional danger to them. The original site access does not have this issue, therefore makes it more suitable for use. The constant use of Robin Hood Road by heavy vehicles in the building and development stage will damage this area significantly. The current road is not strong enough to support these vehicles and will have a major, negative impact on the local residents.
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- The current plan suggests a single lane carriageway of 5m wide with priority traffic signage to control the flow of traffic. To believe that this will work with the addition of extra vehicles that the 40 new homes will bring is

ludicrous. It is plain to see for anyone that if this is allowed, traffic will be backing up both ways, causing queues of vehicles. This will impede current residents from entering/exiting their properties and greatly increase the pollution to the local area from cars sitting with engines idling.

- The site access document details a 66m sight distance (pink line) for drivers to safely see oncoming traffic. In practice, this would not work and be dangerous to drivers and pedestrians. The sight line is so close to the hedge side of the footpath it will be blocked by pedestrians walking up and down. As the hedges become overgrown, they will soon block the sight line completely. Again, the original access from Rush Lane would not have these site line issues.
- A suggested 2m pathway for pedestrians is not achievable without the removal of a significant number of environmental habitats to local wildlife. Established trees and hedges will be removed/reduced in size which will destroy the natural and important home for these animals. The new site access would also interfere with the tree protection area of T59, resulting in an elevation footpath section at this point. It should be noted that within the original access plan using Rush Lane this would avoid any TPO locations and therefore limit the interference with existing quality ecology. The line of trees and bushes currently down Robin Hood Road provides a natural barrier to absorb noise from the local train track and M11 motorway, removing much of this (60m of hedging) will also increase the noise pollution to the current residents of Robin Hood Road.



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For all the reasons above and the changed circumstances I believe there are adequate grounds for refusing this application and would urge the Inspectorate to visit the area and consider carefully before making any judgments.

Yours sincerely

Adrian Hathaway.