

From: Eileen Kay [REDACTED]

Sent: 27 December 2023 12:28

To: Section 62A Applications <section62a@planninginspectorate.gov.uk>

Subject: Consultation on S62A/2023/0026 - Outline Application for the Erection of up to 40 Dwellings

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To: The Planning Inspectorate Inquiries and Major Casework Team

Dear Team

Consultation on S62A/2023/0026 – Outline Application for the Erection of up to 40 Dwellings

Location: Land South of (West of Robin Hood Road) Rush Lane Elsenham

I shall not go into detail about all the original objections which led the District Council to refuse the Outline Application. Suffice to say, these related to lack of infrastructure and services, dangerous traffic levels in the centre of the village (including a notorious double roundabout which Robin Hood Road leads into), and the fact that Elsenham has already had significant housing development and considerably more in the pipeline.

The Outline Application for this development, which was approved on appeal by the Planning Inspectorate, indicated access to the site via Rush Lane. That access, though likely to cause many concerns for the residents of Rush Lane, was deemed viable.

The revised site access, currently submitted for approval, is from a turning area at the very bottom of the lane which forms the extension of Robin Hood Road. This presents a number of serious problems:

1. The lane itself is very narrow, is prone to flooding, and has no footpath for the safety of pedestrians, (of whom there are many as it provides a popular walk for dog owners and villagers seeking a breath of sadly diminishing country air).
2. The lane ends at a closed railway level crossing on the London Liverpool Street to Cambridge line. The small turning area is used by Network Rail engineers to gain access to the railway line in emergencies and for maintenance.

3. The proposed access is also the only viable turning space should other emergency services require access to the houses in that part of Robin Hood Road.

Any of the scenarios in 2 and 3 above would block or severely limit access to the new houses. Furthermore, it is not clear whether Network Rail has been consulted.

Accordingly, I hope that the Inspector will visit the site and conclude that refusal of this application is the reasonable outcome, whilst requiring the developers to find an access which would provide a safe alternative acceptable to residents.

Yours sincerely

Eileen Kay

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