

Name: Phil Wearden

I object to application for the development should be refused for the following reasons:

1. Outside the development area of Hatfield Heath
2. On green belt land
3. The last appeal to the Planning Inspectorate in December 2019 on the land UTT/17/2499/FUL (this application covers part of that land which was referred to as "area 1" in the last appeal) it was rejected for various reason, many of these reasons are still relevant. so should be rejected again, see below for more details.
4. The land had been submitted to be included in the Uttlesford Local Plan, the draft Uttlesford Local Plan has been published, the land is not included in the plan for any development and the plan specially states no development in any green belt land at Hatfield Heath, see below for more details.
5. Current maximum width of the footpath to Home Pastures is 2.3 metres with a tree growing in the middle so reduced to 1.3 metres in one place, some documents say the pedestrian path is 2 metres others say cycle path is 3 metres. If the proposed cycle path is 3 metres, it would therefore encroach onto a field, which is on green belt land. The field has recently had hardcore put on the entrance to the land as if they are already making the cycle path, this has been reported to Uttlesford council.
6. The proposed cycle path goes directly onto the road (Home Pastures) with no footpath at that side and as it is a cul-de-sac with no turning point, cars, vans and HGV have to reverse up and down the road all day, vehicle drivers would not see cyclist exiting onto the road, a major hazard for cyclists, see below for more details.
7. The proposed 8 holiday homes are not financially viable, they will not attract customers. AIRBNB has only one holiday let in Hatfield Heath, looking at occupancy for it from the beginning of April 2024 to the end of June 2024, it is available for a total of 91 days, it is only booked for 2 days. How does the developer hope to fill 8 holiday cottages? This seems just a way to get around planning and then change use to residential as they have no demand for holiday lets. The holiday lets are more likely to be used for stag and hen parties.
8. Traffic levels have increased significantly since the survey was done. Invictus Motors car sales has opened since the survey at the very end of Mill Lane, which has greatly increased the flow of traffic, even as late as 10:00pm to 11:00pm. Invictus motors means people who work there, car transporters delivering and collecting cars, customers coming to view cars, car maintenance vehicles (such as wheel repairs) etc. now use the lane all hours of the day.
9. The increase in traffic on Mill Lane would be unacceptable for many reasons including:
 - The lane is very narrow, only 3.1 metres in places, with no footpath or street lighting.
 - Secondary school pupils from the Broomfields estate already use Mill Lane daily to get to and from the school bus pick up points on both sides of Stortford Road, right next to the exit of Mill Lane and opposite Mill Lane. Any school children from the new houses would also use Mill Lane daily to get to the school pick up and drop off points. In winter this would mean walking on a road with no footpath or streetlights in the dark in the morning and evening, this will be a danger to them. Any other people who wanted to catch a bus from existing houses or the new development would have to walk on the road of the unlit Mill Lane. The bus stop is on the opposite side the exit of Mill Lane which would mean pedestrians would have to cross a busy road with poor visibility. The other bus stop going in the opposite direction is near the Thatchers pub, both bus stops are the nearest to the proposed housing development and so Mill Lane would be used by people from the new houses.
 - On many occasions more than one ambulance and/or paramedic vehicle park on Mill Lane or on the corner of Stortford Road while they attend residents in the Hatfield Haven care home which is on Mill Lane. This can be for well over an hour at a time, they would therefore be blocking Mill Lane or if on Stortford Road, blocking the view to vehicles leaving Mill Lane. The dedicated parking space for ambulance at Hatfield Haven can only accommodate one vehicle.

- Hatfield Haven have added two additional bedrooms, this has increased the number of callouts by the ambulance services and reduced the car parking spaces.



Previous planning application and appeal was “UTT/17/2499/FUL | Demolition of existing buildings and the development of 26 new dwellings and associated infrastructure | Land To The West Of Mill Lane Hatfield Heath CM22 7AA”

The last appeal to the Planning Inspectorate in December 2019 on the land (this application covers part of that land which was referred to area 1 in the last appeal) was rejected for various reason, many of these reasons are still relevant including:

6. The appeal site can broadly be divided into two sections. Area 1 encompasses two clusters of buildings, a small barn type grouping towards the southern boundary, and a larger cluster along the northern boundary close to a redundant water tower. The latter includes buildings that were historically part of a prisoner of war (POW) camp and may have been used to house the guards. Some of these buildings are of block work construction and have been little used since the second world war. A statutory declaration suggests some were used by the owner of Little Heath Farm as a store and workshop. They are low in profile and are reasonably discrete in views from Mill Lane. There is an access road linking Mill Lane to the Guard’s complex as well as the southernmost cluster in Area 1. It is unclear whether the latter was formally part of the POW camp or were agricultural buildings associated with Little Heath Farm. The same can be said of the remainder of Area 1, which is free of development, with part apparently being self-seeded woodland. **Overall, Area 1 has a rural appearance that contributes to the openness of the Green Belt.**

14. Notwithstanding the above, the largely undeveloped appearance of Area 1 provides an open, verdant buffer between the former POW camp and the rest of the village and thus a rural character to Mill Lane. This already helps to reinforce a gentle transition into the countryside from the village. **The appeal scheme would not improve this situation as it would result in development being more apparent along the length of Mill Lane. This would provide a sense of development encroaching out of the village and into the countryside, at odds with one of the five purposes of the Green Belt.**

The 2023 draft Uttlesford Local Plan has been published, which includes details of the proposed development of the land:

link here: 


Key points in the draft Uttlesford Local Plan include:

52. Hatfield Heath: This settlement is located entirely within the Green Belt. As there are numerous opportunities to bring forward development elsewhere in the district and outside of the Green Belt there are not thought to be any ‘exceptional circumstances’ to justify development at Hatfield Heath.

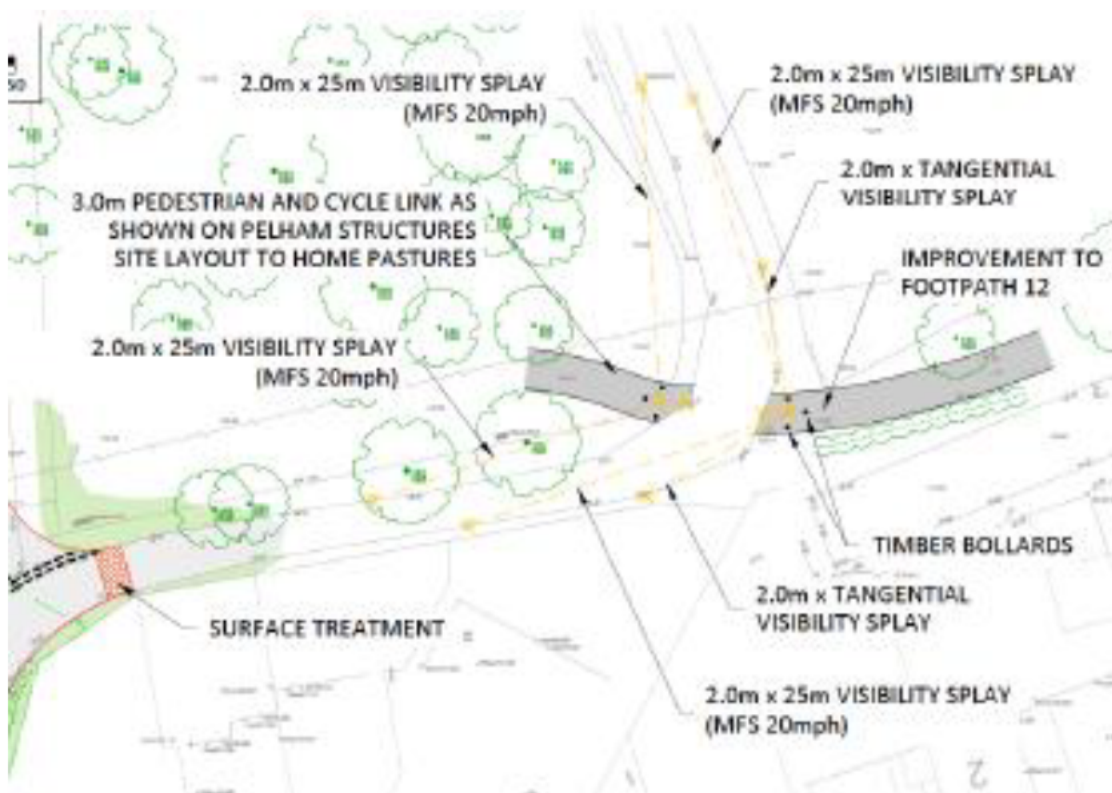
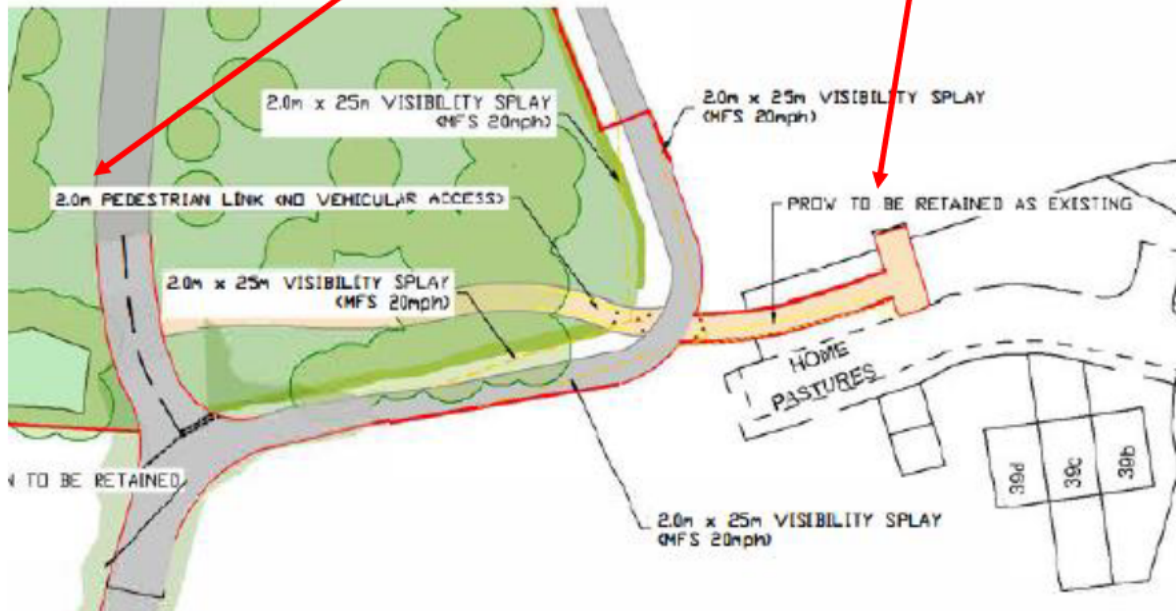
Development outside the existing built areas of these settlements will only be permitted where it is allocated by the Local Plan 2041 or has been allocated within an adopted Neighbourhood Development Plan, or future parts of the Local Plan. Development

6.45 The Metropolitan Green Belt protects areas of open countryside in the south-west to Stansted Mountfitchet and further south around Little Hallingbury, Hatfield Heath, White Roding and Leaden Roding.

Cycle Path

Some documents show the pedestrian path as 2 metres and retain PROW as existing, others show it as 3 metres with a cycle link, which is it? If the cycle path was 3 metres it would encroach into a field, which is on green belt land. The plans of the cycle path are not to scale, they show the path as being only about 1.5 metres wide. Timber bollards are only shown in one diagram, no mention of the existing concrete bollards on the footpath being retained as well.

See below extracts from documents:



The proposed improvement of footpath 12 would be very dangerous for pedestrians and especially cyclists

No 4 and 5 Home Pastures
all vehicles have to reverse
from cul-de-sac

Proposed new cycle path
and entrance to the field

Turning point for all vehicles

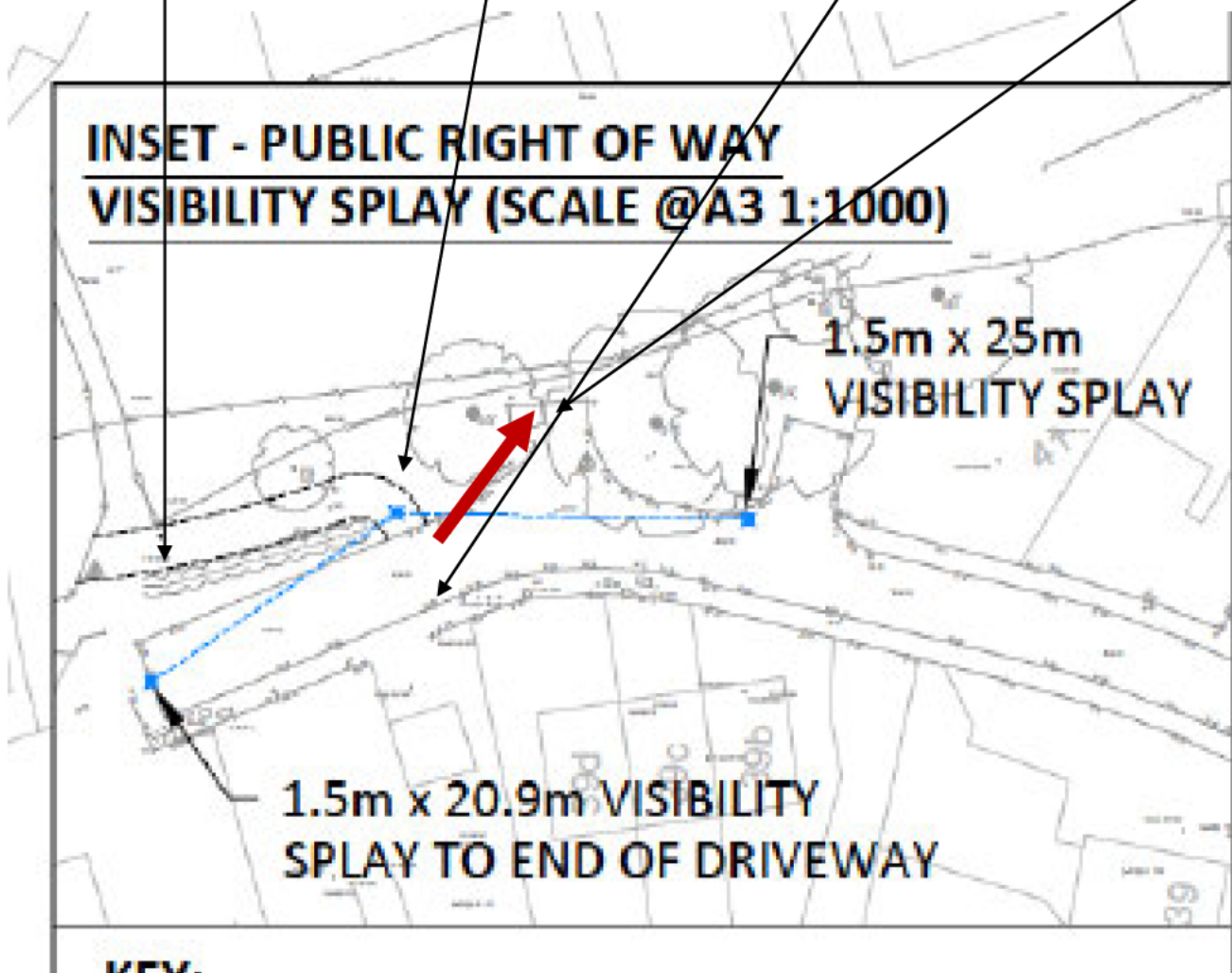


Current gate to field, now
blocked off with fencing

New gate added

Pedestrian/Cycle
lane exit

Turning point for
cars, visibility spray
needs to be here



The visibility spray that has been provided for the exit of the pedestrian/cycle path onto Home Pastures is incorrect, they will not be able to see vehicles in the turning point as bushes and trees totally obscure the sighting in summer.

Footpath users cannot see, or be seen by, vehicles exiting from houses in Home Pastures until they step onto the road. Number 4 and 5 Home Pastures have no turning bays on their drives, they must reverse in or out of their houses using the turning bay after the footpath, the turning bay was part of the development of the 5 houses and a condition of the development to allow the 2 houses to be able to turn cars around. There are currently 6 cars between the 2 houses, numerous visitors, delivery vans, postman's van, weekly refuse collection lorry and other lorries which also must reverse using the turning point each day during deliveries to all the 5 houses on Home Pastures. The turning point is used many times a day so an increase in pedestrians and cyclists, many who will be children and holiday makers, will be extremely dangerous.

Drivers of delivery vans and cars will not be able to see any cyclist exiting the cycle path in advance; they will not be aware that cyclist could be coming straight onto the road as they will not be local people.

As the new proposed cycle/footpath will be used by holiday makers using the 8 holiday cottages they will be totally unaware that vehicles are reversing up and down Home Pastures and will not be familiar with the path coming out directly onto a road (not a footpath) with vehicles reversing.