

**From:** Dawn cox [REDACTED]  
**Sent:** Monday, March 18, 2024 3:11 PM  
**To:** Section 62A Applications <section62a@planninginspectorate.gov.uk>  
**Subject:** Application reference number: S62A/2024/0032

### **Proposed development at land to the West of Mill Lane, Hatfield Heath**

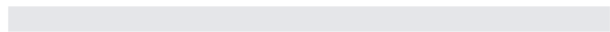
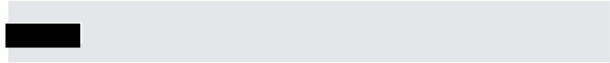
1. This application has now been refused on several occasions, including once by the Inspectorate.  
UTT/22/1261/FUL - refused by UDC  
UTT/17/2499/FUL - refused by UDC and by the Inspectorate upon appeal  
UTT/16/3697/FUL - withdrawn after Highways wouldn't support the application

The most recent refusal was for the following reasons: The proposed development would constitute inappropriate development within the Green Belt and additional harm would result from the loss of openness. The harm by reason of its inappropriateness and loss of openness is not clearly outweighed by other considerations. There are no very special circumstances associated with this proposal that would outweigh the harm identified, therefore it fails to meet the tests found within paragraphs 147, 148 and 149(g) of the National Planning Policy Framework (2023) The proposal is therefore contrary to Policy S6 of the Uttlesford Local Plan 2005 and National Planning Policy Framework (2023).

2. I reiterate my previous comments repeatedly submitted through the UDC Planning Portal and I continue to object to the proposed development on these grounds:

- a. The proposed application site is allocated as Greenbelt land. The proposed development will result in loss of habitat to wildlife and threaten protected species. Development of Greenbelt leads to increased surface water flooding and there has sadly been a fatality due to this on Stortford Road.
- b. Detrimental impact on the openness of the Greenbelt, and failure to demonstrate that Very Special Circumstances exist.
- c. Once occupied, with the exception of removing permitted development rights, further encroachment could also occur within these new residential dwellings, (and their curtilage), through future development/ extensions. This would have an even greater impact on the openness of the Greenbelt.
- d. The proposed new dwellings do not positively contribute towards the character of the village setting.
- e. The proposals do not address local housing needs.
- f. The proposals do not respect the historical importance of the site and this iteration of the planning application increases the number of buildings that they wish to demolish from 10 to 12.
- g. Approval of the proposed holiday homes will undoubtedly lead to the request for permission for these to be converted to permanent homes in the near future.
- h. The development will put additional strain on an overburdened community infrastructure including parking, GP surgery, gas, water, electricity and sewage management of sewers that are regularly blocked and a sewage farm that overflows.
- i. Furthermore, there is an additional planning application for development exists under reference UTT/22/1947/FUL at Camp Poultry Farm, Mill Lane, Hatfield Heath. Both of these applications need to be reviewed alongside each other as there are concerns that approval of one will open the floodgates to the other in terms of building on Greenbelt land and additional traffic generated along Mill Lane which challenges highway safety and already breaches the terms of 'lawful use' as huge articulated lorries are arriving from Europe as early as 4am in the morning and up to 9pm at night, including at weekends. Mill Lane is a very narrow road which is already in disrepair due to the volume and type of traffic that uses it and the previous planning application submitted to develop

the POW Camp was based upon Greenways Egg Farm being relocated, which is now no longer the case. The Egg Farm will remain in Mill Lane and generates high volumes of traffic including up to 44 tonne articulated lorries that can barely squeeze past the lane outside my home. *(Please note that I have video evidence of this but the file was too large to send directly in this email so a link to my one drive has been provided).*



### 3. Traffic Congestion and Road Safety

- a. When entering Mill Lane from the direction of Bishop's Stortford, due to the acute angle of the joining of Mill Lane with Stortford Road, cars must take a wide swing into the lane which necessitates entering blindly onto the wrong side of the road and increased traffic flow could result in a collision.
- b. There are also regular occurrences of where an ambulance attending the care home has to park in the lane as there is very limited space at the front entrance area of the care home. This inevitably causes log jams along the lane and backing onto Stortford Road and presents huge risks of accidents, particularly as people often drive well in excess of the 30 mph speed limit on that section of Stortford Road. This has very recently become a reality and there is extensive damage to the railings and signage outside the care home where a vehicle travelling at speed attempted to overtake traffic queuing at the junction of Stortford Road and Mill Lane. Had there been a pedestrian on the pavement they would surely have been killed.
- c. In the event that any emergency vehicles including fire engines, paramedics and emergency ambulances are trying to access the lane at any time where there are other vehicles present, any potential delays could result in serious risks, even fatalities, of those involved in the emergency situation.
- d. Mill Lane will become even more unsafe for all pedestrians and cyclists. I already regularly witness huge lorries having to pull in both door mirrors to squeeze through the pinch point. Surely this is unacceptable as they then have absolutely no way of seeing the buildings and fencing that they are trying to squeeze past - nor would they see a pedestrian or cyclist.
- e. Often the school buses arrival causes congestion and/or overtaking on the A1060 and presents several consequences; a resident trying to enter or exit Mill Lane will have added sight line issues; an emergency vehicle or Artic lorry blocking the entrance to Mill Lane; a resident trying to access Mill Lane from Bishop's Stortford could be blocking the lane which requires encroaching into the lane of oncoming traffic on Mill Lane which they are unable to do due to the exiting vehicle or the blockage causing further congestion/overtaking on the A1060; the queuing of additional traffic trying to exit Mill Lane as well as pedestrians trying to take a safe passage to and from the village. This is not evident in any survey or paper based review. There is already a significant risk to safety including

potentially life threatening situations and a previously reported incident on Facebook highlighted an incident where a Hatfield Heath resident had narrowly missed knocking a child over who had run out from behind the parked bus.

#### 4. Inaccurate information proposed to 'widen' the lane

- a. Proposals to widen Mill Lane include the assumption that this can occur outside the care home and a privately owned residential property, The Hollies. Any attempt to widen the road outside the care home and The Hollies will be illegally tampering with land that is not owned by the applicant.
- b. The narrowest section of the lane, measuring just 3.1 metres wide, cannot physically be widened due to the boundaries of the care home on one side and 1 Mill Lane on the other. Interestingly, this narrowest measurement was omitted from the plans submitted by the applicant who quoted many other width measurements further along the lane, but not the 'pinch point' of 3.1 metres.
- c. Any attempt by vehicles to travel any closer to the care home will undoubtedly break any of the ground floor windows that are open and will knock off even more tiles from the roof than are already broken off - despite the roof being fairly recently fitted!
- d. These factually inaccurate proposals would not even increase the capacity of the lane and will just encourage more people to use the existing residents' driveways to manoeuvre vehicles increasing the risk of further damage to the road surface and private property and fencing. I have had a section of fence knocked down as a result of someone trying to pass another vehicle in the lane and so have both my direct neighbours at 1 & 3 Mill Lane. Other neighbouring properties across the lane have a private gated entrance which is also frequently used for passing or turning, resulting in blockage of the entire lane and damage to their property. The residents have attempted to put up signage to deter this, but the signs continue to be ignored because there is no other way for traffic to pass other than to use our private driveways. ***(Please refer to photograph attached which is an example of this regular occurrence).***

This matter is of such huge concern that a local resident has funded the production of a technical report, carried out by an independent transport surveyor. I attach a copy of the report for reference as it highlights many of my own personal concerns about Mill Lane. In summary, this planning application is solely reliant on access via an extremely narrow lane and presents multiple hazards that threaten the wellbeing and safety of residents, pedestrians and other essential users of Mill Lane.

**As the threat to my personal wellbeing and property are directly affected, I respectfully request the decision is made via a hearing to allow the residents an opportunity to be fairly represented. I request to be allocated a slot to speak at any such hearing.**

Dawn Cox, [REDACTED]

#### **Supporting Evidence:**

Link to one drive folder containing video evidence in relation to point 2.

Photographic evidence relating to point 4 attached below

Independent Transport Report - EAS Transport Planning attached below

