

From: [REDACTED]
Sent: Saturday, November 9, 2024 11:28 PM
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: S62a/2024/0058 Objection Pound Lane Ugley Development.

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Dear Leanne

Ref S62a/2024/0058

I refer to you email dated 29th August and wish to add an objection, regarding additional submission regarding the proposed development.

Brownfield Site

The application refers to being “Brownfield site” which is contrary to the actual nature of the plot, being a undeveloped green site with multiple trees, flora and fauna and on the edge of protected woodland, adjacent to multiple Grade 2* listed buildings. Only very small section of the proposal is gravel standing, being part of the Ugley Village hall parking, further meaning that a small part of the development will have substantial impact the on the locals using that facility.

Urbanisation/Damage to the Character of the Area/Heritage

The application, by its very nature, is urbanising a country area with a new build housing estate completely out of keeping with the local housing stock many being many hundreds of years old and listed. The properties themselves do not fit in with the area, becoming another “new build estate”.

Tree Protection

The urbanisation, and layout refers to the impact to certain trees , which the applicant’s additional submission states has been amended to protect the same, however the building of roads, housing and all infrastructure added with the increased emissions from residents and loss of green coverage obviously impacts not only remaining trees but all the vegetation and associated flora and fauna on site.

Transport

Reference is made to comments on sustainability and use of existing transport links and availability of local facilities. It should be noted that to the contrary the local bus service is infrequent (I understand currently only running for school timing/term time) due to lack of use and the nature of the country roads, unsuited to such sort of transport. With the nearest shopping, school and train and facilities nearly 2 miles away, with little or no pavement or street lighting, and lack of the bus service, will mean increased car use, or a danger to those who do attempt to walk! Further the entrance to Pound lane is a dangerous junction and adding more vehicles will only exacerbate the problem.

Sustainability

As above this site, will damage wildlife, put at risk very old vegetation and trees, increase car usage (possibly up to 30 + vehicles,) on top of putting severe pressure on the local amenities, schools, doctors.

Risk Flooding/Sewer

It now appears the application does not have any new sewage system, relying on alternative digester system, meaning that sewage of a large development will be retained on site and further potential impact on the listed buildings and their residents close by. Further the infill/levelling of part of the site potentially adds further flood risk to those properties.

As per our original objection which all the points still stand and changes to the plan does not mitigate the damage caused and impact on the environment, history and heritage of the area, well being of the local community, together with increasing pressure on transport links and facilities building properties in an urban like manner, in a scattered country and rural environment which would be more at home and offer better outcomes to the potential residents if properly sited next to or adjacent to those such urban areas (ie Elsenham/Bishops Stortford, Stanstead Mountfitchet etc)

I trust you can consider the points and those of our previous objection and decline such applications.

Many thanks in anticipation.

Elizabeth Stoodley and Paul Cooper

