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Sir,

Application: - S62a/2025/0077

Land West of High Street Stebbing

To confirm we object to the above application for planning permission for the following reasons: -

Heritage Assets

The development would have a detrimental impact on the listed Stebbing Park Grade II* and on the scheduled Motte Castle due to the close proximity to the proposed developments and the impact on the views thereof.

Safety- Parking

The parking in the High Street/The Downs which regularly extends completely round the bend on The Downs past the proposed entrance to Plot B is a major safety issue as vehicles are on the wrong side of the road at the corner as evidenced by the submitted photos. The traffic surveys submitted do not do justice to the traffic issues in Stebbing due to the timing of the surveys and inspections.

The provision of 23 car park spaces may enhance the parking facilities marginally as the all day parking of around ten cars on the High Street/The Downs (Applicants submitted Transport Statement Part 1-survey in fact states 13 cars parked all day) could park in the car park not forgetting that some spaces will be already occupied by other vehicles and 13 vehicles is already greater than 50% of the proposed parking facilities anyway. The submitted Transport Study Part 1 also records that during the morning parking survey 87 cars arrived with 6 cars already parked. In contrast, in the PM survey only 42 cars arrived with zero cars already on site so did over half the children walk home or were they picked up after the survey timeline as they didn't all get lifts home? It is noted that the survey covered Pound Gate, The Downs and the High Street the "missing" cars may be parked in Mount Fields or else where and the fact there are two sections of The Downs to survey consequently the figures need justifying. The parking provision (per plot) may comply with

the Essex Design Guide however it is clear in the real world there are always more vehicles per household statistically than the guide requires any additional vehicles will take up space in the proposed car park or otherwise on the road. Practically, during drop off/pick up it will be difficult to use the car park due to drivers and children getting in and out of parked cars and there also being limited maneuverability with the added safety issue of children around vehicles. In addition drivers of cars with very young babies have to use push chairs so full access is required hence the provision of larger spaces in supermarket car parks. Plot D will also have the added complication of a pedestrian crossing at the junction opposite the school. In all cases the attraction of road parking will still prevail as it is the easy option by all drivers because it will be a lot easier to park on the road and get the school children in and out of the cars quickly. The use of on road parking restrictions in the village does not work as there is no enforcement in addition, any restrictive covenants for parking commercial vehicles on the developments will make matters worse as all such vehicles will have to be parked off site mainly on the road.

On Going Maintenance Issues

The regular maintenance and renewal costs to all the infrastructure together with unadopted facilities must not be the responsibility of the Parish Council but be covered by either a section 106 agreement or by a service charge to all the new properties. Other costs associated with anti-social behavior such as fly tipping, airport fly parking and removal of vehicles should be covered off with an indemnity or other financial safeguard to protect the PC.

Housing Design

All the housing units proposed are somewhat higher than the regulations deem necessary this is presumably led by consumer demand for imposing residences. For example the spot level to The Downs immediately adjacent to plot B Unit 5 reference Austin Design Works Landscape Masterplan for North Field (A and B) SD 200 is indicated as 73.00 In contrast the finished floor level (FFL) of unit 5(adjacent) is indicated as 73.95 which is nearly a metre above the adjacent highway. The drawings are not fully dimensioned however the height of unit 5 plot B scales as 9 m high this will from the already elevated datum as outlined above. This FFL needs to be lower than the road level with a corresponding driveway slope down to the plots which has been avoided as this increases the surface water disposal. The floor to floor heights are annotated as 3m which again needs to be reduced as this is solely marketing led. Additional environmental benefits of reduced construction materials together with a reduction of any imported material to the site to make up levels due to a lower datum.

Lack of Benefits to Balance Harm Caused

The village as a whole has more than adequate access to open spaces and facilities and does not require any additional open space which is of no benefit to the village. The Composting Area proposed will encourage fly tipping of garden waste as it will be open accessible at all times and unmanaged on a daily basis. Local residents already enjoy the village green waste collection provided by UDC and individual householder green garden bin collection if requested.

Traffic Surveys

New traffic surveys are required that take account of all road users as per the guidelines this has not been the case with the submitted documents. The proposals will result in increased difficulties for those residents on The Downs to use their existing vehicular entrances due to the additional new estate roads opposite sited on a dangerous bend, which will generate more maneuvering traffic at this critical location. These driveways have very limited existing views to the right with zero visibility splays already positioned on a negative bend which exaggerates the visibility issues in total contrast to the visibility splays proposed to the users of the new road junctions. Any additional road accesses at this point will magnify the safety risks as drivers already on The Downs will have even more hazards to deal with and will not notice vehicles edging out into the road this will result in the existing vehicular accesses becoming even more perilous which is further exaggerated by the existing narrow footpath reducing to only 900mm at this point together with the cross over for pedestrians at this position servicing plot B.

Neighbourhood Plan

The severe and catastrophic reduction in the Protected Views across the valley highlighted in the agreed Neighbourhood Plan and the fact that considerable time and money was invested in the production of the Neighbourhood Plan and it appears to have been totally ignored. The removal of the only Local Green Spaces left in the centre of the village will create one continuous village from Bran End right through to the edge of Stebbing Green.

Local Facilities

Over subscribed local health facilities especially doctors, dentists and other health services together with a shortage of school places and social care. Unfortunately, a one off CIL contribution will not make any improvements to the available facilities across the district.

Many thanks for your consideration of the above points.

N Allen