

## **Application 6/2018/2768**

### **Objection**

#### **Councillor Duncan Bell**

Having called in this application earlier, I would now like to summarise my grounds for objection:

- The proposed application site is on Green Belt land. This forms an important separator between Hatfield and St Albans. The St Albans draft Local Plan envisages development to the east of St Albans. If this development proposal was to be accepted, there would be a significant risk of coalescence between Hatfield and St Albans.
- The development of the former British Aerospace site since 2000, with the extension to Hatfield Garden Village, and the development of Salisbury Village, has already caused a significant westward expansion of Hatfield. This, coupled with the HAT1 Local Plan site to the north and west, means that Hatfield has borne by far and away the lion's share of all new housing development within the borough. Much more should be done to ensure that any further housing requirement is met from elsewhere in the borough.
- The development is 3.2km from Hatfield railway station, and beyond reasonable walking distance from Hatfield and WGC town centres. It would risk adding to a pattern of car-dependent urban sprawl to the west of Hatfield, negating any aspiration for sustainable transport.

- There is a risk that any bus services provided to or within the development would only be sustainable while the S106 monies lasted. Some difficulties in this regard were encountered with the original aerospace developments in the Garden Village and Salisbury Village.
- The A1057 is an extremely busy road at present. If, as seems likely, HCC's Minerals Local Plan is adopted, all 3 preferred mineral extraction sites in the whole of Hertfordshire are concentrated in NW Hatfield, and will generate an additional 412 HGV movements per day along the A1057. And this is before any construction traffic for the proposed development. Furthermore, Coopers Green Lane, which provides the northern access to the proposed site, is not suitable for additional traffic. I do not believe the road infrastructure will be able to cope.
- The majority of residential roads in the adjacent Salisbury Village remain unadopted by HCC more than 15 years after construction. This causes a number of maintenance issues such as unresolved streetlight failures, and inadequate parking control. With HCC having no timescale to complete this adoption process, additional residential development in the area would potentially compound the problems.