[redacted]

From: [redacted]
Sent: 15 May 2025 11:40
To: DevelopmentControl
Cc: [redacted]
Subject: Objection to Planning Application Ref: 25/00673/FUL
Attachments: Objection to Planning Application Ref 25-00673-FUL.txt

Date : 15 May 2025

To :
Development Services
Huntingdonshire District Council
Pathfinder House
St Marys Street
HUNTINGDON PE29 3TN

From :
[redacted]
Munslow House
Taylors Lane
Buckden
HUNTINGDON
PE19 5UP

[redacted]

Dear Sir

re: Planning Application Ref: 25/00673/FUL
Land at Pasturelands, Taylors Lane, Buckden PE19 5UW

For the following reasons, I object to the application for change of use of the land, and oppose the application.

For your convenience, I attach a plain text file which you can download, which contains a copy of these objections.

Will you please acknowledge receipt of this email.

The potential negative consequences of the proposed development include:

1. Impact on the environment.

2. Impact on traffic and transportation.

3. Impact on the character and appearance of the area.

4. Impact on neighbouring properties.

5. Conflict with planning policy.

I would ideally have submitted these objections to the online website mentioned in your letter of 24th April:

http://publicaccess.huntingdonshire.gov.uk/online-applications/

However, the website address given in your letter is currently unreachable.

1. Impact on the environment

The proposed development on the land will have a negative impact on the environment.

The proposed development is part of a wider policy by the applicant, which can only be understood by a careful consideration of the planning history of the site.

The applicant is seeking to create an industrial estate on his land, by a phased process of replacing the established use of his land, which is solely agricultural use, with commercial and industrial uses.

The current application is a further step in this process. It is intended to support, and to advance, the applicant's commercial and industrial use of the site, and would accordingly increase and worsen the negative impact on the environment of that commercial and industrial use.

The negative impact on the environment will include -

1a. Noise and disturbance

(i) Increase in the noise caused by the industrial use, including noise pollution from the industrial steel cutting processes in use on the site, which continues throughout the day.

(ii) Increase in the noise caused by the industrial use, including the noise pollution from the heavy lorries which deliver the raw steel to the site, and remove the cut steel from the site, a process which continues throughout the day, on every working day.

This pollution includes both the noise pollution from the delivery lorries using the lane, and the noise pollution from the intrusive use of reversing-alarms on those lorries whilst they are reversing up to the loading or unloading bays on the site, which cause noise and disturbance audible up to a quarter mile from the site.

Noise is already considerable from the traffic using the site, and from the steel manufacturing on the site. There is a large volume of traffic entering and leaving from early morning until early evening, every weekday.

1b. Diesel pollution

The negative impact on the environment will include the negative impact on air quality from the increased air pollution.

That is the increase in the pollution caused by the industrial use of the land, including the smells and poisonous exhaust fumes from the diesel fuel used by the heavy lorries using the lane to deliver the raw steel to the site and to remove the cut steel from the site, a process which continues throughout the day, every working day.

2. Impact on traffic and transportation

The proposed development on the land will have a negative impact on traffic and transportation.

The current application is a further step in a process intended to support, and to advance, the applicant's commercial and industrial use of the land, and would accordingly increase and worsen the negative impact on traffic and transportation of that commercial and industrial use.

2a. Traffic congestion

The proposed development on the land will have a negative impact on traffic congestion.

Increased vehicle traffic to and from the land would increase the already significant traffic of commercial vehicles using the sole access road.

The sole access to the land is along Taylors Lane, which is unsuitable for commercial or industrial vehicles. The sole access is a single-track lane with no passing places, which is half a mile long and is a cul-de-sac. It is extremely narrow, with no footpath, and is bordered on both sides by drainage ditches up to 6 feet deep.

The commercial and industrial use of the land generates a substantial volume of road traffic, due to the large number of companies using the site every day. Previous monitoring of the site established that:

(i) Ace Property operate between 8 and 10 vehicles, vans and 4x4s, which come and go throughout the day.

(ii) Merchant Steel Solutions, which has 10 employees, operates two vehicles delivering finished steel, and has daily deliveries by 40-foot long articulated lorries loaded with steel.

(iii) Nine other businesses use the site. These other tenants also have vehicle movements throughout the day, and involve considerable daily deliveries including deliveries by carpet suppliers, interior decorators, pallet lorries and parcel delivery vans. There are a large number of employees' personal vehicles and company vehicles, including numerous vans, lorries and delivery vehicles.

(iv) The application admits, on page 5 of the March 25th letter, that the commercial and industrial use

of the site gives rise to an average of 86 vehicle movements every day, on weekdays, or in other words 430 admitted vehicle journeys along the lane each week, excluding weekends: implying more than 450 in a full week.

Because of the size and noise of the articulated lorries in use on the site, that bare figure does not tell the full story.

I am retired, and spend two or three mornings each week gardening. The only access road to the site adjoins my garden. I estimate the actual volume of traffic on an average day to be 50 percent greater than that admitted, and on some days to be twice the volume admitted.

The existing road safety issues from the commercial and industrial use of the land were aggravated by the recent enlargement of the access to the land to accommodate even larger industrial and commercial vehicles.

2b. Highway Safety: Hazards for road users

The proposed development on the land will have a negative impact on highway safety.

Increased vehicle traffic in the lane will increase the danger to other road users, including residents, using the lane. It will increase the safety hazards for other road users.

Increased vehicle traffic will increase the health and safety risk, because the sole access road for the land, the lane known as Taylors Lane, is unsuitable for commercial and industrial vehicles.

The sole access is a single-track lane with no passing places, which is half a mile long. It is extremely narrow, with no footpath, and is bordered on both sides by drainage ditches up to 6 feet deep. It is a cul-de-sac which terminates at Paddock Farm. It is only suitable for light private cars and slow-moving agricultural vehicles.

It is unlit, there are no street lights in this part of the parish. This poses additional safety hazards in the winter months, when it is fully dark in the early mornings and in the late afternoon and early evening.

The existing road safety issues were aggravated by the recent enlargement of the access to the land to accommodate even larger industrial and commercial vehicles.

2c. Highway Safety: Hazards due to damage to the road surface

The proposed development on the land will have a negative impact on highway safety.

Increased vehicle traffic in the lane will increase the danger to other road users using the lane, including residents. It will increase the safety hazards for other road users.

Increased vehicle traffic will increase the health and safety risk, because Taylors Lane is not even a ‘B’ road. It is little more than a rural track. It is haphazardly surfaced, with only a light layer of tarmac. The surface often breaks up, is frequently in a dangerous condition for road uers, and is repeatedly damaged by the passage of heavy commercial vehicles. Due to the tractors and other agricultural

vehicles which use it to access the adjoining fields, it is often coated with mud.

The damage to the road surface caused by commercial vehicles establishes that the lane is unsuitable for heavy traffic. But as a single-track lane which provides the sole means of access for local residents, and for Paddock Farm and for Foxhollow Farm, it is impossible to close it for resurfacing.

Being a half-mile long single-track, it cannot be resurfaced by closing one carriageway for repairs, as there is only a single carriageway. Being a cul-de-sac, traffic cannot be diverted to enter it by a different route, as it terminates in a blind end. Being half a mile long, resurfacing of the lane cannot be done by an afternoon's closure.

The only repairs the Highways Authority does is to temporarily patch the surface holes with tarmac in small areas. This is not adequate, due to the existing damage, but no other solution is practical.

As a single-track road, with no passing places, the road cannot support the volume or size of commercial and industrial vehicles using it, with the consequent damage to the tarmac surface, which repeatedly breaks up, and the damage to the narrow highway verges, which afford the only shelter for pedestrians and livestock from the passing traffic. The verges and road edges are disintegrating.

2d. Highway Safety: Hazards for pedestrians and animals

The proposed development on the land will have a negative impact on highway safety.

Increased vehicle traffic in the lane will increase the danger to pedestrians and cyclists using the lane, including residents, and to livestock using the lane, including horses. It will increase the safety hazards for pedestrians, cyclists and animals.

Increased vehicular use will increase the health and safety risk, because Taylors Lane is single-track only, with no footpath and no passing places.

There is a serious road safety risk to pedestrians, cyclists and horses, due to the half-mile length of the lane, as the existing hedge and ditch boundaries on both sides of the road allow no room for a footpath, such that all pedestrians, cyclists and horses must pass and repass on the road itself.

There is a Riding School in the lane, at Grafham Paddocks, from where children ride horses up and down the lane all year round. The children, and the horses, will be at increased risk from increased traffic. Horses are also stabled at Hardonian Stables. In both cases, the only access to and from the stables on horseback is along the lane.

There is a Residential Care Home for the elderly across the field, in Hardwick Lane: the elderly residents, and their nurses and carers, use Taylors Lane in dry weather for exercise and recreation, including with wheelchairs, and would be at increased risk from increased traffic.

Taylors Lane is part of a public right of way on foot, hence is in use in all seasons by local residents of the village of Buckden, as part of the public right of way which connects to the adjoining public footpath.

Due to the lack of green space in the village, the lane is popular with village residents walking their

dogs, and with joggers and cyclists, because of the access which the lane provides to and from a public right of way on foot, leading from the blind end of Taylors Lane across the fields to neighbouring Hardwick Lane, creating a circular walking route taking about 30 minutes. All these users are at increased risk from increased traffic, along the half mile of the lane leading to the public footpath.

The application would increase the negative impact on highway safety due to the commercial and industrial use of the land, a negative impact already aggravated by the recent enlargement of the access to the land to accommodate even larger industrial and commercial vehicles.

3. Impact on the character and appearance of the area

The proposed development on the land will have a negative impact on the character and appearance of the area.

The current application is a further step in a process intended to support, and to advance, the applicant's commercial and industrial use of the land, and would accordingly increase and worsen the negative impact on the character and appearance of the area by that commercial and industrial use.

The proposed development will exacerbate the following issue, namely the negative impact of commercial or industrial development on the character and appearance of the area. Because of its being a rural area, the proposed development would have a negative impact on its unique rural character.

The area is on the edge of the village of Buckden. Commercial or industrial use in a rural village setting is out of character with that rural setting, hence the proposed increase would have a negative and destructive impact on the rural and residential character of the area.

The area is otherwise exclusively a residential and agricultural area. It is a rural, primarily agricultural, area which otherwise only has lawful use for residential and agricultural purposes; the character of the area will be negatively impacted by increased commercial or industrial development.

There is no other commercial or industrial use in or near Taylors Lane, save for the Residential Care Home in nearby Hardwick Lane. Commercial land use is inappropriate in an exclusively rural area.

It is likely, given the planning history of the site, that the proposed use is intended to facilitate commercial and industrial processes on the site, and that, accordingly, permission for change of use ought to be refused so as to prevent the expansion of non-agricultural use.

There is daily noise, disturbance and pollution from industrial use of the land, which is incompatible with the established residential and agricultural character of the area.

The application would increase the negative impact on the character and appearance of the area due to commercial and industrial uses, already aggravated by the recent enlargement of the access to the land to accommodate even larger industrial and commercial vehicles.

The proposed development will accordingly cause increased amenity harm to the locality or neighbours, in breach of Local Plan policies LP 10 and/or LP 14.

4. Impact on neighbouring properties

The proposed development on the land will have a negative impact on neighbouring properties.

The current application is a further step in a process intended to support, and to advance, the applicant's commercial and industrial use of the land, and would accordingly increase and worsen the negative impact on neighbouring properties of that commercial and industrial use.

The proposed development will increase the negative impact on the quality of life of residents of neighbouring residential properties, by increasing noise, increasing traffic congestion, increasing diesel pollution, and increasing road safety hazards, and accordingly would have a negative impact on the quality of life for all residents of neighbouring properties.

The proposed development will increase the negative impact on the quality of life for residents in the surrounding area. The proposed development will generate excessive noise, from increased traffic or industrial activities on the site.

There are eight residential properties and two farms in the lane. All of them would be negatively affected by the application.

All eight homes, the farms and the Riding School would be negatively affected by increased noise and pollution from increased vehicle traffic in the lane, by the increased road safety hazard from such an increase in traffic, by the increased damage to the road surface from such an increase in traffic, and the access to and from all the properties in the lane would be negatively affected by increased congestion from increased traffic.

Additionally, the existing mains services are unsuitable for increased use: there is limited sewerage capacity, and limited running water. Water pressure in the lane is notoriously low. The existing mains services are not adequate to meet the existing residential and agricultural demand.

The noise is considerable from steel manufacturing on the site and from traffic moving around the site. As the land is next door to my residential property, use of my garden would be affected by an increase in the noise.

There is also a large volume of traffic entering and leaving the site from early morning until early evening, every weekday, all of which passes and repasses along the lane which immediately adjoins my front garden. As the lane adjoins my residential property, use of my garden would be affected by an increase in the noise.

The proposed development on the land will have a negative impact on property values, affecting all the neighbouring residential properties, because this area would otherwise be an exclusively residential and agricultural area, free from (amongst others) noise pollution, diesel pollution and traffic congestion.

The proposed development will accordingly cause increased amenity harm to the locality or neighbours, in breach of Local Plan policies LP 10 and/or LP 14.

5. Conflict with planning policy

The proposed development on the land conflicts with planning policy.

The current application is a further step in a process intended to support, and to advance, the applicant's commercial and industrial use of the land, and would accordingly increase the negative impact of commercial and industrial use.

The current application is made in support of the intended use of the land as an industrial estate, in otherwise a wholly rural area, in breach of the local plan.

Commercial or industrial use is not permitted by the local plan, and is out of character with the area: an agricultural area, exclusively rural in character, comprising grazing land, stables, an equestrian riding school, three farms with farmhouses, arable farmland, and private homes.

There are several private homes in Taylors Lane, including Munslow House, Jessamine House, Grafham Paddocks, 17 Taylors Lane, 16 Taylors Lane, and 12 Taylors Lane. There are three Farms to which the lane leads, which give the area its agricultural nature, namely Paddock Farm, Foxhollow Farm and Park Farm, with hundreds of acres of surrounding arable farmland.

The equestrian riding school adjoins Grafham Paddocks and the land. Hardonian Stables also adjoins the land.

The proposed increase in commercial or industrial development will have a negative impact on neighbouring properties and on the character of the area, due to the area's otherwise exclusively rural and agricultural character.

The applicant made material misrepresentations to the planning authority in applying to build on the land, in that the building (then described as a stable block, in ref:18/00869/FUL) was represented as intended solely for agricultural purposes, but now admits (letter 07/04/2025) the building was never used for the stabling of horses. The currently proposed development thus establishes that those earlier statements were misrepresentations.

Having obtained an agricultural consent in 2018 by a misrepresentation, the current application now proposes to substitute for that agricultural consent a commercial or industrial consent, within use classes B1a (Offices), B2 (General industrial) and B8 (Storage or distribution). Such development would represent intrusion of commercial or industrial development into the open countryside.

In Conclusion

In conclusion therefore, I object to the proposed development, being a proposed change of use from an agricultural to a non-agricultural use.

Yours faithfully

[redacted]

Munslow House
Taylors Lane
Buckden
HUNTINGDON

PE19 5UP

[redacted]