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From: Debbie Ralph [REDACTED]

Sent: 20 May 2023 22:19

To: Section 62A Applications <section62a@planninginspectorate.gov.uk>

Subject: Section 62A Planning Application: S62A/2023/0017 – Land at Tilekiln Green, Stansted, Great Hallingbury

I strongly object to wrens third application for a logistics site in tilekiln green, great hallingbury for the following reasons:-

The site they are proposing to build on is Countryside Protection Zone land The site lies outside development limits within an area designated as a Countryside Protection Zone (CPZ) within the Uttlesford Local Plan (adopted 2005). Policy S8 of the adopted local plan states that planning permission will only be granted for development within the CPZ that is required to be there or is appropriate to a rural area, adding that there will be strict control on new development. In particular, the policy states that development will not be permitted if either a) new buildings or uses would promote coalescence between the airport and existing development in the surrounding countryside, or b) it would adversely affect the open characteristics of the zone. The site constitutes an integral part of the Countryside Protection Zone (CPZ) falling within CPZ Parcel 1 (Tilekiln Green) for the purposes of evaluation for the 'Uttlesford Countryside Protection Zone Study' (LUC, 2016) whereby the landscape value of the site is considered intrinsic to the maintenance of the function and integrity of the Countryside Protection Zone

.The proposed development by reason of its nature and magnitude would have a significant adverse impact on the existing open character and appearance of the site by filling an open gap, whilst the cumulative effect of the site infrastructure proposed with any associated external lighting would significantly erode the integrity of the zone generally. Furthermore, the development by reason of the site's location would result in a sense of coalescence with the airport development whereby the mitigation measures proposed would not eliminate this sense. The proposed development would therefore be contrary to Policy S8 of the Uttlesford Local Plan (adopted 2005)The proposed new road layout is to stop up bedlars Green Road and put a new junction in closer to junction 8 of the M11 roundabout. Unless you actually lived within metres of this site, which I do, you would never know or experience the amount of traffic that uses the B1256 and junction 8. Try as they might, highways England will never solve this problem due to the heavy traffic that passes through this area and which will always get heavier due to the thousands of new houses which have been built over the last 5-10 years and will continue to be built over the next ten years. Wren will only add to the misery of local residents and existing users of the B1256 and junction 8. Accidents happen on a regular basis, most of which I've witnessed, and if there is an accident on the M11 or A120 it causes utter chaos on all surrounding roads and villages, resulting in more air pollution and noise. The council can put as many signs up as they want to try and deter lorries from parking on a busy highway or from turning into small village roads to try and speed up their journeys, but drivers will never adhere to them. This is a FACT! Lorries park up on the B1256 daily to get coffees and food from the esso petrol station, forcing other road vehicle users to overtake the parked lorries in spite of the fact this is a clearway.

The proposed site is directly opposite my house which is a grade II listed 16th century building [REDACTED] and will adversely affect the setting of the building . This would include the impact of the installation of a logistics facility and what it would do to a listed building due to the vibrations from intense heavy goods vehicle traffic on its timber structure and foundations. This impact on our home, the grade II listed building [REDACTED] should NOT be disregarded when considering this application. I also consider that the proposal would fail to preserve the special

interest of the listed building contrary to Section 66(1) of the Planning (Listed Buildings and Conservation A r e a s Act 1990.

I note that the proposed site is to be used 24 hours a day, 7 days a week. It would not be reasonable for myself and my neighbours living close to the site to suffer from unusual noise levels during the night (reference has been made to 4 am starts). Nor should they have to endure artificial light during the night which presumably would also be needed on the site for early starts.

The junction at Start Hill with the B1256 will be constantly busy, exacerbating traffic problems that are already experienced with traffic queues to the M11 roundabout. A full , and accurate, traffic survey needs to be carried out since the last one was taken during Lockdown, giving a very false picture of traffic movement

The application highlights that the LPA inspector recommended approval for this development, When reading the summary of the inspectors report it is difficult to understand how they reached this decision given the high number of local and national policies that would be breached by such approval. Further, it is normal for local sites to be approved subject to time limitations, 08:00 to 18:00, yet contrary to this sensible policy they recommend 24 hour use. This cannot be allowed to happen with residential houses located within a couple of metres of the site (with some actually sharing a boundary)!

Wren are proposing to stop up stop up Bedlars Green Road and make a new entrance onto the B1256. This will happen directly outside my property ([REDACTED]) We have a history of airport parkers in the villages surrounding stansted. How will airport parkers and waiting taxis be deterred from parking in this stopped up area? The taxis will wait with their engines running, all hours of the day and night and will heap more noise and fumes on the residents immediately affected. If this appeal is given the go ahead I would want assurances that it will be impossible for anyone to park up in this area.

If this planning application for B8 use gets the green light on this protected green area it will seal the fate of our beautiful village forever and set a precedence for other developers to concrete over CPZ/green belt land for industrial use elsewhere.

Mrs Deborah Ralph-Smith

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[REDACTED]
[REDACTED]
[REDACTED]

Objecting as a neighbour