

S62A Planning Application Number: S62A/2023/0017

Address: Land At Tilekiln Green Start Hill Great Hallingbury CM22 7TA. Creation of an open logistics facility with associated new access and ancillary office with amenity facilities

Case Officer: Major Casework Team

Customer Details Name: Mr Carl Waring (Resident)

Contact : [REDACTED]

Address: [REDACTED]

Date : 18th May 2023

I have lived in Great Hallingbury for over 25 years. During that time, I had never objected to a planning application before the Applicants made their initial application in 2021. I certainly object to this one. The idea of proposing to site a large logistics facility at a busy junction that in itself is only a matter of yards from an uber busy motorway intersection, frankly, defies belief.

The junction of Start Hill with the B1256 was never intended to see the amount of traffic that it already does. Those with a longish memory of living in these parts will remember how awful it was to navigate this junction before the A120 Stansted bypass was built. Traffic levels at the junction have gradually risen back up again with the voluminous numbers of new estates that have sprung up on the B1256 in recent years.

However, if this logistics development were to take place, the potential for gridlock on not only the B1256 but on Great Hallingbury village, the M11 roundabout itself and also other locations close by including Birchanger, Takeley and possibly even as far out as Little Hallingbury, Stansted, Farnham, and Stortford North as and when it is completed, will be not only huge - it will quickly turn from potential to reality.

It is interesting to note that the applicants have commissioned a Transport Assessment report that runs to over 180 pages. That tells a story in itself. I would suggest that this indicates that the applicants are well aware of the traffic mayhem that would be caused if this were to go ahead. Whilst the applicants report indicates that only a few full time employees would be based at the site, they also state that there would be over 100 card parking spaces, alongside motorcycle and cycle spaces, most of which it seems would remain unused! There would be number of other staff who would visit the site daily. In fact, I would suggest it would be more than a 'number' of staff. It would be many staff.

The only road through great Hallingbury is the main village road. By my reckoning the road is approximately 2.9 miles in length. Of that just over half a mile has pavement on one side of the road. I am a keen runner. In fact, I used run along this road regularly and I can testify that it is already a death trap for runners, pedestrians, cyclists and other road users classified as 'vulnerable' (Highway Code, Rules 204 to 225). On more than one occasion I have had serious cause to fear for my life as a result of drivers going too fast along this road. Every time I ran along the road, I was passed too closely by vehicles, usually because they refuse to slow down when they see a vehicle coming towards them and instead, they continue on past me, when they ought to stop. It has become so bad that I no longer run in the village.

This village is home for many of us who are objecting to the application. The village road is ours to walk or cycle along as we please. The volume of through traffic is already making it a nightmare to navigate on foot, cycle or horse. The fact that many more who live between Start Hill and Takeley/Canfield have added their voices is testament to the fact that it is not only the village that will be adversely affected but all those people living on the B1256. Add to it this logistics development and it will become unbearable. We have yet to see the effect of proposed new housing

in the village on the traffic on the road. Are the applicants trying to say that none of their workers will drive along this road to and from the depot, on a daily basis in numbers to add to our woes?

The road is used as a rat run, or cut through, already and the presence of more vehicles will make we villagers lives an absolute misery. Children need to be able to navigate the road to go to the village hall to play on and for some adults who do not have vehicles, they have to walk up and down this road regularly. They should be able to do so without putting their lives at risk every time they go out.

I am a road traffic accident litigation solicitor of over 30 years qualification. I am used to dealing with the effects caused by RTAs. I am also aware that as the volumes of traffic increase, particularly on roads that are not built to take anything light local traffic, the likelihood of an increase in RTAs and accompanying injuries increases accordingly. The state of the roads is already a cause for major concern with a plethora of potholes and surface defects on it. An increased number of vehicles (some of which are likely to be 7.5 tonnes) would only increase the devastation of this road and villagers use of it.

The site of the proposed facility is directly opposite by one dwelling dating back to the 14th Century two completed in the last few years and at this time another 15 in the process of being built. Those properties are likely to have at least some disruption to the access to their driveways if lorries etc are waiting to access the site. They are also likely to suffer from increased noise, air, and light pollution. Given that the lorries are likely to start unloading at around 4am the time that most of are enjoying an undisturbed nights sleep, those residents alongside those next door are likely to be lain awake listening to shutters rolling up and down, shouting from drivers and reverse warning signals, to name but a few.

My understanding is that the applicants are seeking 24/7 access which in itself would be a travesty in a residential area. As I have I hope made clear, I object to this proposal in the strongest term