

Mrs Diane Conway

Email [REDACTED]

Re: Planning Application SA62A/2023/0017

Location Address : Start Hill, Tilekiln Green, Great Hallingbury, Bishops Stortford, Herts. CM22 7TQ.

Dear Sir/Madame,

As the direct neighbour to the application site, strongly object. The site is totally unsuitable for HGVs. The site is also contained within a residential area, 24/7 movements, 352 days a year is again very unsuitable.

The applicant has to move a road junction and redline the country lane on which we live to accommodate their vehicle movements. The changes that have been agreed with Highways are to me a very dangerous arrangement. I do not feel that the applicant has given an accurate assessment of the road and junction.

The planning consultation has been going on for 5 years now. First with application UTT/21/0332/FUL, and UTT/22/0267/FUL. Letters and consultations between the applicant and England Highway distinctly say that the site is too small and unsuitable for HGVs, and access to the site is impossible. These documents have been left out of recent application, UTT/22/0267/FUL.

Documentation in UTT/21/0332/FUL shows correspondence with Highways where they state that the site is unsuitable as it is covered in trees. This letter was dated July 2019. Over two hundred trees hedgerows, vegetation and habitats were removed August Bank holiday 2019. So their first problem was solved.

Residents visual splay.

The second issue is access! After attempting to reopen directly onto M11, junction 8 roundabout, which was thankfully refused, they have now decided to access from a small country lane, with residential properties on it.

To relocate the lane will restrict residents visual splay when leaving their driveways at the base of the hill. (Nonane, Brookside, Rivendell). When leaving driveways there will not be clear visual of cars coming down the road from the B1256. This has not been demonstrated or discussed in the documents in the application. This will have a detrimental impact on the residents. Highways have not surveyed the residents properties that live between the proposed site entrance and the old railway bridge.

Photos, maps and documents have not demonstrated this issue. I strongly recommend that this area needs a visit in person by the inspectorate.

Driveways of residence on the left hand side as you drive down the lane from B1256 will have less visibility when leaving their properties. (Old Elm, The old Stables and Willows). These 3 properties will have to pull out in the direct line of HGVs turning into the lane, and then into the site. The curve of the new road alignment will give the very little time to react to oncoming vehicles.

Applicant has not demonstrated what will happen when a large HGV turns in the entrance at the same time as one is leaving. The lane is on a incline so harder breaking and increased acceleration is required at the site entrance/exit.

The junction from the lane onto the B1256 is extremely busy, a 3 trailed HGV will cause a traffic queue at the junction. This will queue back past all the residential properties. What will happen when the traffic is queued back down the lane whilst a HGV is waiting to turn into site?

Since the opening of Junction 7a near Harlow there has been a high increase of traffic movement through the village. A more up to date traffic survey should be referred to.

The application is unclear on the relevant size of Vehicles that will be accessing the site. Transport documents from UTT/21/0332/FUL shows Stansted Site Movement, tables from the applicant. Tables show 7.5t 3.5t 18t 45ft vehicles and car movements to and from site.

Are Highways aware of all the relevant sized vehicles that will need to access site? I don't feel that the visual splays on the new junction layout are based on the largest Vehicles used.

Tables show times vehicles drive in and out, of the site. The charts clearly show that vehicle movements through out a 24hr day. With many movements in the early hours. 18 tonne vehicle are restricted by law not to drive in the early hours on residential roads. The site entrance is on a residential road.

M11 Junction 8 leading onto B1256.

As a regular user of the local roads I am fully aware of the issues and the way other drivers use the roads. I strongly recommend that more assessments should be made on the relationship between Junction 8 and the B1256.

The speed limit on the junction 8 roundabout is 50 miles hour. Most vehicles leave the motorways at speed and can join the B road a lot faster than the 40 miles hour speed limit. Who every thinks that the new layout of the junction is safe, has not been to the site. These plans have been designed and layer out on desk top. From reading the application I do not believe that correct information has been provided to give a correct evaluation.

My family know first hand the dangers of junction 8 meeting the B1256, and the Petrol station. Saturday 25th October 2014, my son and husband were involved in a RTA, which left my husband with life changing injuries.

My husband was slowly driving out of the petrol station. He was in the road when he was struck by a speeding car that had come from junction 8. We were lucky to have CCTV which showed my husbands van pulling out, before the Porsche had entered the road, and the speeding car coming into sight. Having the footage analysed we could see that the Porsche was driving 100 mph plus.

This is one of many accidents that happen on that section of road. Adding large HGVs to this road will increase the risk of these accidents becoming fatal.

The Junction 8/ B1256/ Tilekiln Green road and junction is a accident hotspot. I can't believe that the new road layout can be approved. Add the large HGVs as well as a fast road a petrol station and a extremely busy junction is a recipe for disaster.

When vehicles coming from Bishops Stortford, vehicles leaving M11 southbound and A120, turning down B1256. They will turn, straight away and meet a HGV waiting to turn right into Tilekiln Green Lane. This will create a tailback onto Junction 8. The ghost lane is not sufficient for HGV plus another vehicle waiting to turn right. Very often vehicles will be queued up along B1256 towards junction 8, blocking the turning, to TileKiln Green lane. I don't feel moving the junction is a safe option.

The application does not demonstrate how a HGV turning off from the B1256 will do this with a HGV coming out of the TileKiln Green junction. Again I can only see this being extremely dangerous.

There is a huge amount of traffic volume at this site and it doesn't seem to be paid much attention. A very busy services is situated on junction 8, in the event of accidents and road closes

the roundabout gets very busy. Many HGVs block the roundabout to accessing the services. The whole local area is affected with drives trying to find alternate route through villages. In the case of road closes, which can last hours, where will the applicant's vehicles go? There will be no alternative route for them.

Probably the worst idea is putting a pedestrian crossing across the two lanes at the mouth of the junction. Who ever put this in has clearly not been to this intersection and definitely not tried to cross it on foot. There is a very limited if any pedestrian access around the junction 8 roundabout. You really have to take your life in your hands to walk round junction 8.

Bus service

We have a very limited bus service at this location. Pedestrian walk up from the village, without pavements, to access bus service on B1256. This will mean walking in and across the road around HGVs to get to bus stops.

TileKiln Green Lane realigned

Moving the lane and the repositioning of the junction onto the B1256. Serves absolutely no benefit to the local community. This will only produce more traffic hold ups, queued back past the residential properties. Local people struggle to access Junction 8 on a daily basis and are forced to use surrounding roads and villages to get to Bishops Stortford for schools, Doctors Shops etc.

Back up traffic down Tilekiln Lane will block our drive and increase noise and air pollution around Our homes. Every day traffic movements will be effected by the relocation of the junction onto the B1256.

Visual ability will be obscured be the road being redirected when leaving Brookside. When leaving the drive we will not be able to see left or right. We will have to pull out blind on a road with a 40 mile hour speed limit.

I refer back to the reason of refusal UTT/1148/01/FUL, Rivendell.

Contrary to policy T1

The proposal fails to comply with the above policy as it would result in the increased use of a substandard access with very restricted visibility to the south where consequently drivers of vehicles emerging from the site onto the highway do not have sufficient sight of vehicles approaching along the highway, or vice versa, to leave the site without detriment to highway safety. Furthermore the space for parking and turning of vehicles within the property is restricted so that visitors and residents would not be able to enter and leave the property in a forward gear, particularly when approaching full occupancy and would therefore have to reverse in or out of the property, exacerbating the danger cause by the substandard access.

The high speed of the road and the diversion of the road will leave us with inadequate visibility splay, when leaving the driveway. This lack of visibility is an unacceptable degree of hazard to all highway users and is a detriment to highway safety.

Yellow boxes on Junction 8.

The purpose of the yellow box is to control traffic flow. There are 8 yellow boxes, around junction 8 roundabout. The large 3 trailer HGVs expected to be used by applicant will fill these boxes. Rule 174 of the Highway Code is clear, "you must not enter the box until your exit is clear." This will be impossible to do when leaving the B1256, with their large vehicles.

Very often as the traffic lights turn green only one or two cars can clearly proceed onto junction 8 from B1256. This has not been demonstrated or assessed in the application. As large HGVs come off the A120 from Colchester to access the services, they block the road and yellow box exit, at this point. It makes this a very busy yellow box/road section, throughout the day.

Not forgetting the pedestrian crossing at this point, added by the application!

This will lead to more congestion back down the B1256. More congestion to junction 8 which is at over capacity, and more congestion back down to the A120. If the Start Hill, Tilekiln Green site becomes a Logistics site then ever single lorry movement has to go around Junction 8.

With every vehicle needing to go out across junction 8 of course they need to return through Junction 8 too. What will happen when there are road closer which does regularly happen? Which routes will the drivers take? Through small villages like Takeley, Stansted, Little Hallingbury and of course through the small lanes of Great Hallingbury and Tilekiln Green.



Of course the application suggests that they only operate at off peak times! Which of course they don't! As we all know there is no off peak on a road link to a international airport!

Traffic summery

I can see as a local resident and car driver is that the new road layout is not safe. It will cause more congestion and more accidents. The new layout will not be of any benefit to local road users. It will reduce visibility to car drivers with or without HGVs being there.

The location of the pedestrian crossing must be removed! I question why this has been approved by Highway?

I would like to draw attention to planning application UTT/19/1096/FUL, Start Hill filling Station. The application is for a jet washer facility. This was recommended with conditions that as it was adjacent to residential properties. The carwash shall not be used in between the hours of 11 pm and 7 am.

Off Peak

The applicant suggests that being that they will working off peak, then the site would be considered appropriate. Use of site being off peak is not a planning consideration. As this reason can change at anytime! To suggest off-peak operations is just a ruse to get highways to OK Ludacris realignment of the junction.

What off peak means to us? Off-peak means whilst families sleep, the site will be fully lit, and we will have continuous noisy heavy traffic movement.

In charts that were available to see in the transport documents, in the first application UTT/21/0332/FUL. You can see traffic movements in and out of the site Monday to Sunday, inclusive.

From these charts you can see most movements are a very early start but do continue throughout the day every day.

From our prospective if 50 vehicles are going out in the morning before what would be considered a peak time:-

3am/4am 50 drivers will arrive on site. No bus at this time and no one lives in cycling distance so all arrive by car.

3am/4am 50 drivers mates/Passengers arrive on site. No bus at this time and no one lives in cycling distance so all arrive by car.

4am start by loading vehicles. Once loaded the drive will signal ready to go. (Sound Vehicle Horn).

50 vehicles ready to leave site, before 6:30 am start of rush hour with peak at its highest 8am to 9am.

That is already 150 traffic movements and doesn't include the HGVs arriving from the factory.

There of course is another 350 movements of traffic to continue throughout the day and night.

The Site

As the name suggests, **Start Hill**, the site is on a high gradient, which slopes down towards our house, and garden. I would think a flat area would be more suitable and appropriate for HGVs? I see in the application to overcome this situation they have planned ramps, across the site. Is this really suitable for a logistics site?

TileKiln Green Lane where the site entrance is positioned is a steep hill, leading up to B1256. This will mean increased acceleration needed by vehicles when pulling out of the junction and into oncoming traffic. A area such like the ones around Stansted airport would be flat and more appropriate for a logistics site. Also that would share the benefit of no residential properties around it.

The site slopes Northeast to Southwest with a fall of 10 metres to the Southwest. The sites high level descends down towards Brookside and Brook. The height levels can't change across the site, for reasons listed below.

1. The site entrance and exit is on a steep incline (Start Hill).
2. The site area remaining trees and flora and fauna.
3. The site incorporates the Thames Water pumping station. No building or land levels to be changed within 20ms of the pumping station, set out by the NPPF.
4. Electricity overhead cables run across the site.
5. Gas pipeline runs across the site. (Gas main isn't a server for TileKiln Green or Gt Hallingbury, we do not have gas supply). Cadent Gas Ltd states their should be no change to existing ground levels.

So again if the development has all these level restrictions why is it thought to be a ideal place for a B8 logistics site?

Noise

Throughout the documents, it is stated many times that there has been a sound survey taken at Brookside, this is not true. There has never been a sound survey or microphone placed at Brookside. So what do they basis their assessment on? How can the tell us what the noise levels will be at the front of Brookside and the rear of Brookside. A desktop assessment on noise is totally inadequate for this location as sites high position over Brookside amplifies sound like a theatre. I would request a site visit would be essential, in understanding site noise.

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Why was there never a sound survey taken before all the trees were removed as a resident in [REDACTED] I can tell a significant change with sound since losing tree cover. The trees on this site gave good screening for sound.

It is pointed out that we have regular aircraft noise, this is correct plane land and take off. The position of the flight path to the house mean's although the sound is heard at this point, it lasts no more than 15seconds and then gone. From inside the house it's quite moderate. In between flights we do enjoy peace and sounds of birds.

Noise generated by a 24/7 logistics site will have a detrimental affect on our home. Acoustic fencing has been suggested for the site, this will not be much benefit as the height of the fence will be well below our bedroom windows.

I feel there will be unreasonable noise from the car park area adjacent to our boundary. Especially with employees arriving in the early hours, in cars. I'm sure employees will not wish to arrive in silence.

EV charge points sited along our boundary will produce noise. Noise will vary to the vehicle which is being charged.

I believe there will be regular use of lifting loading equipment on site which will make a great deal of noise. Vehicle doors slamming, reverse alarms, engines running especially in winter, and jet washers. To name just some of the many noises we can expect.

The boundary we share with the site has 20 EV charging point, proposed along the length of it. I totally object to them being there. I have great concern for the safety of EV chargers and the vehicles that would be there on charge, and especially as they will be left unattended whilst on charge.

I fail to see why out of the whole site that is the best place to install chargers, for staff vehicles!

Potential Risks and Hazards

Users and operators should consider these stations' potential risks and hazards. The amount of high-voltage electricity poses numerous electrical dangers in and of itself. Improper use of these stations can lead to shocks, burns, and electrocutions. However, this risk is most common for installers. Overheating and fire hazards are other common concerns associated with EV stations. Improper installation, faulty equipment, or charging a vehicle with a damaged battery can all increase the chances of overheating, leading to a fire.

These stations are often outdoors, which poses weather risks. High winds, heavy rain, lightning, and flooding can all cause damage to stations and pose risks to those nearby. Due to their location, these stations are also prone to vandalism. This vandalism can include

physical harm, such as tampering with the electrical components or intentionally short-circuiting the charger.

A industrial bank of charges have no place adjacent to a residential property, especially right next to domestic oil storage.

No details installing details or heath, safety and fire risk has been included in the application. This is just environmental box ticking with absolutely no logical thought or reason why that's the best place for them.

High-voltage fires related to lithium-ion batteries

The lithium-ion batteries that are responsible for powering all electric vehicles on the road are a relatively new technology. Designed to be as lightweight as possible while having high energy storage capacity, they are liable to damage through overheating or when subjected to high temperatures through a thermal runaway reaction.

In any car, short circuiting can start a fire, but the flammable electrolyte liquid contained by lithium-ion batteries can cause a spontaneous high-voltage fireball event, burning at extremely high temperatures and releasing large amounts of toxic gases.

Additionally, the intensity of the fire combined with the little experience rescue teams have with EVs, means that these blazes can take days and tens of thousands of gallons of water to extinguish – posing a continuous threat to people, property, and the environment.

Reducing the risk

Reducing damage to your lithium-ion battery will significantly reduce the chance of fire. Avoid keeping batteries in hot vehicles, overcharging, and fast charging with DC, as these can all destabilise the battery and increase the risk of explosion.

A shutdown separator separates the two unstable parts of the battery while it charges. While not eliminating the risk of fire, they can be used as an additional layer of protection for the built-in shutdown mechanisms in lithium-ion batteries.

Regularly monitoring your cooling system, whether fluid or air, and ensuring it's well-maintained will help to keep temperatures down both when driving and charging and reduce the risk of explosion or fire.

Lighting

Of course, the applicant has given a great consideration to the lighting scheme, but only the consideration for the nearby flight path and Stansted Airport. No consideration or consultation has been given to the residence who live adjacent to the site. The height and level of the site means they are looking down into us and in some places directly horizontal to our bedroom windows with the site.

A acoustic 2 1/2 meter fence on our boundary will not block lights that are 6 metres high. There will be 9 in the car park area alone which will be directly level with our bedrooms and will shine down directly into our garden. There is a further more 8 metres high light posts in the entrance of the site and then further back from that the height of the lamp posts are 10 metres. All lights will be directed down onto our property.

As well as the lamp light we will also endure vehicle headlights. The site entrance as lorry's come in and drive through the site is well above the lower positioned acoustic fencing. The parked vehicles are all parked facing directly at our property. How can this be acceptable for someone to live with?

I request that proper analysis of the application area should take place. The applicant has not shown how clearly Brookside is viewed by the whole site area. There are no photographs showing Brookside even though they can be clearly seen from across the site. There will be a complete loss of our privacy if this application goes ahead.

Before the trees were removed August Bank holiday 2019 we had complete screening. Why were these trees removed only to be replaced with shabby planting. It will take 20 years, for theses whips to grow enough for any screening?

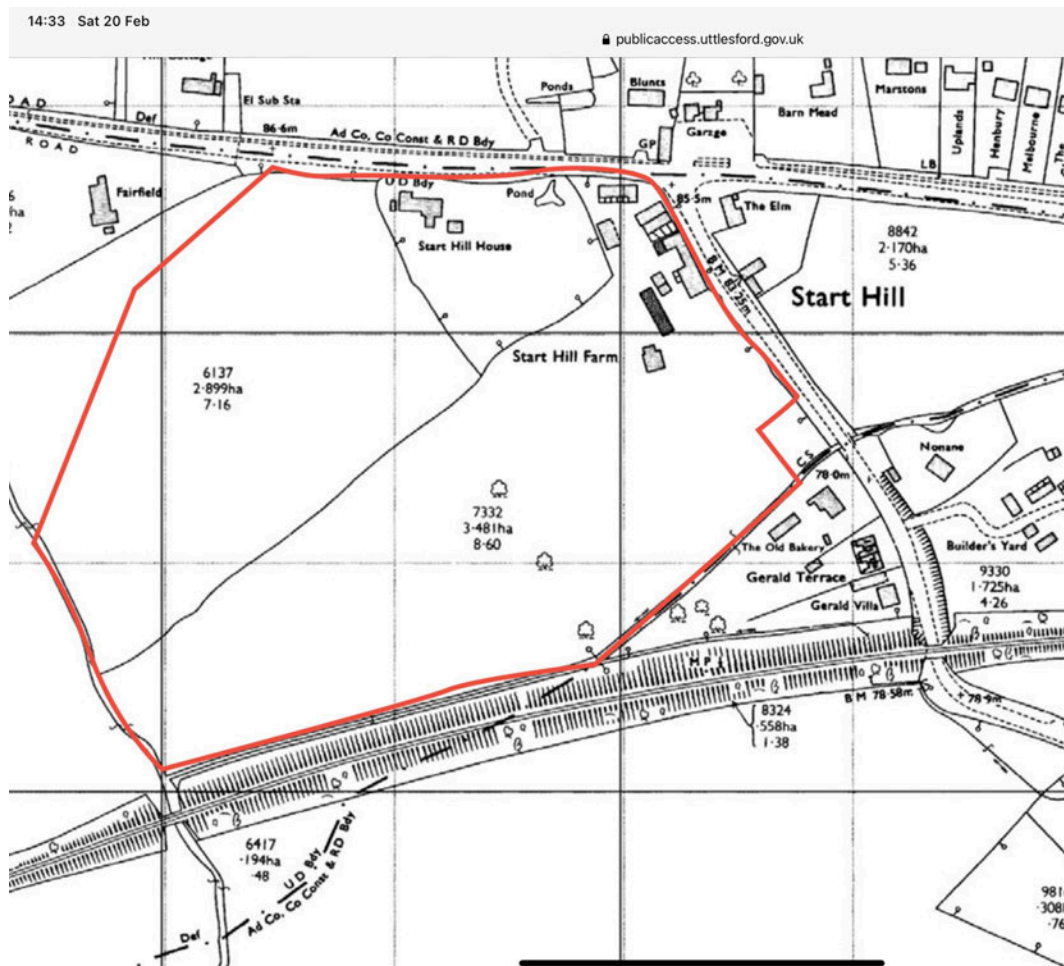
What I find really unforgivable is the pre planning and pre ecology survey clearance of the site. The was carried out in such a underhanded way, with absolutely no regard for the neighbouring properties.

We have lived next to this lovely piece of land for 18 years. It had on it beautiful trees wildlife and a pond. The pond was regularly visited by a Heron and had many wild and rare plants around it. The pond is fed by a water source that flows under the B1256.

There is a fresh water spring and a well on the site as well as the stream and pond. None of which have had any surveys! No provision has been made to show what will happen to this water which is retained on site. The applications intention is just to concrete the whole lot over.

Old maps of the local area show the pond has always been there but the application has not identified it as a pond and has repeatedly been filled in and ignored. It is only now in this recent application that the pond has been referred to as a flush of water!!!

On this old map dated well before M11 Junction 8 was built in the 1980s you can see a pond.





View of remaining parts of the pond June 2022, with Brookside and Rivendell in the background.



The proposal site constitutes an integral part of the designated Countryside Protection Zone, CPZ. The proposed development would significantly erode the integrity of the CPZ and result in a sense of coalescence with the airport development. The proposed mitigation measures would not eliminate the sense. The CPZ is still a current policy and should definitely be upheld.

The proposed site has no entrance from Tilekiln Lane, as the lane was lined with thick hedgerow and large trees. The site entrance still remains located on the junction 8 roundabout.

The pumping station site is gated and the vehicle turning area which was closed but unfortunately rear fencing stolen and never replaced. This has no planning for an entrance on site. It was legally supposed to be stopped up after installation of the pumping station in 2006.

A temporary wire fence was put up but removed to gain illegal access. Land and fencing around the pumping station was planted in 2006 but was later removed in 2018.

The site was well covered in many well established trees, including oaks, Horse Chestnut, sweet Chestnut, apple trees, Alder, ash, Blackthorn, Hazel, elm, and many more. The back woodland was dense and untouched for decades it was only accessible to wildlife as site was land locked and inaccessible to anyone.

Young female deer and their young being the only footprints on there. Fox cubs could be heard calling to their mother and badgers at dusk. The spring would also bring rabbits and Hares, free from being disturbed.

Planting

Planting was carried out around the site April 2020, I was able to clearly observe this as we were in lockdown. 5/6 young men with a football to kick about undertook the planting. They didn't behave like professional plantsmen, and they worked for a couple of days. During a very hot period.

I'm a gardener myself and my husband a professional landscape Gardener. As we both witness the planting, we can say it wasn't professionally planted. Out of 487 whips planted, only 87 have appeared to grow.

According to the felling licence they are scheduled to plant 2917 before 2024. They are well behind schedule. All they have done is a tick box exercise. Planting is inadequate and to no benefit and definitely no use for screening.

History

I believe that Wren Kitchens were removed from a site in Hoddesdon Hertfordshire, early 2018. That is when they purchased the Start Hill site, then later moved to the Stansted airport site.

For the application to say they are desperate and can't find a suitable site is total rubbish. They bought a site which they must of know the history of not being suitable for development.

All claims of needing to leave the airport site are false and none of the above are reasons for planning consent.

Planning consent should not be granted the site is totally unsuitable for HGV movement. Road infrastructure cannot cope and new layout dangerous. It's against CPZ, NPPF, Government Environmental Policy, illegal felling and destruction of a pond and habitats. Against our human rights to privacy, and should never of been considered for a residential area.

If God forbid this is granted then the remaining wildlife should be protected, badgers, Hares, Water Voles, foxes bats and all reptiles. Fencing off the remaining wooded area would have a detrimental affect on the wildlife connecting to the flitch way.

EV charges not to be on our boundary for health and safety. Mature trees would need to be planted and a lot more consideration given to privacy. Lightning needs to be reduced and not fully lit throughout the night. More screening to prevent views from higher levels.

Protection for our property against substance and flooding.

Working hours Monday to Friday 8am -8pm. Saturday 8am -1pm and closed Sundays and bank holidays.

More evaluation is needed for the road realignment and how it effects the driveways of residents. More evaluation on the B1256 and the entry and exit onto junction 8.

It would be amazing if instead of it being built on the site should still remain a wildlife haven. As it was designated as such a site in the 1980s to retain a buffer between the airport and road infrastructure, with residential and villages. This would be a extremely positive thing for Wren Kitchens/FKY, to do. Call it the Wren wildlife reserve full of British wild life, including the Wren. The Flitch way runs adjacent to the site including the remaining woodland.

I feel it is extremely important that the site and surrounding properties are viewed in person. I wish to speak at the hearing when scheduled.

To follow this objection I will be sending photos and video evidence.

Yours sincerely

Diane Conway