

From: Green, Sandra [REDACTED]

[REDACTED] May 2023 14:14

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

Subject: S62A/2023/0017 - Land at Tilekiln Green, Stansted, Great Hallingbury - National Trust Representations

Dear Major Casework Team,

I write on behalf of the National Trust to submit representations on application **S62A/2023/0017**, these similarly set out in the Trust's representations to application 22/0267/FUL.

The National Trust own and manage Tilekiln Green, a historic green that sits to the south of the proposed site. The Trust also own and manage Hatfield Forest, which sits further to the east of the proposed site.

The entrance to the proposed development appears to be accessible from the south via Tilekiln Lane which is a narrow road, connected to several other narrow lanes. Historically when HGVs have followed diversions to avoid congestion on the M11, they have attempted to take this route and found that the Flich Way Bridge is too low to get to Start Hill (the entry point of the proposed development), then must reverse a significant distance to the nearest track to turn.

This track immediately borders the National Trust land at Tilekiln Green and is too narrow for HGVs, particularly when reversing and coming across traffic travelling in both directions. There have been a number of occasions when significant damage to the historic Green boundary has had to be reinstated at cost to the National Trust. We are concerned that with the higher volume of traffic, as a result of this proposed development, there would be a higher risk of continued damage occurring. Consequently, the historic integrity of Tilekiln Green is at risk of being permanently eroded, particularly during wetter months in the autumn and winter.

The Trust are also concerned that there has been previous damage to the gates at the National Trust's Hatfield Forest when Heavy Goods Vehicles (HGVs) have been unable to pass under the bridge at Bush End Road and we are concerned that this will increase in frequency as a result of this proposal, if there are future closures of the M11 junction 8.

Drawing IT1896/SK/01 Rev K Possible Access Junction Layout Note 2 proposes advance signing of height restriction at bridge on Tilekiln Green is to be provided. A left turn only sign is also proposed within the site to indicate HGVs should turn to the left (north) when leaving the site. There is, however, no height restriction signage to the south of the bridge at a sufficient distance e.g., at the junction of Church Road/Tilekiln Green to warn drivers of HGVs that they will encounter the bridge beyond Little Hallingbury.

Similarly, the height restriction warning signage for the Flich Way Bridge over Bush End is located immediately to the north of the Hatfield Forest Estate Office entrance, which leaves insufficient opportunity to take a different route or, space to accommodate the turning of HGVs at this point.

The committee report for application 22/0267/FUL recommended approval subject to conditions, including:

20 *Traffic routing management scheme: Prior to occupation signing to be provided within the site to direct all traffic to the north and ban the righthand turn. Owner of the site to be required to sign Traffic Routing Management Agreement to ensure HGVs use the agreed routine to the strategic network and that and all staff and contractors are provided with this information. Compliance to the right-hand turn ban to be monitored by CCTV and the data to be retained for 6 months and made available to the Planning Authority on request.*

REASON: To ensure that drivers are aware of the appropriate route for vehicles to use avoiding the low bridge in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with Uttlesford Local Plan policies GEN1 and GEN2

Should the Inspector be minded to approve the application, we consider the Traffic routing management scheme should also take into account and seek to mitigate the impact from HGVs which might attempt to approach the site from the south of the height restrictions for example, in the event that the M11 junction is closed or to avoid congestion.

Regards,

Sandra.



Sandra Green BSc (Hons), PGDip, MRTPI
(Pronounced: Saan-druh)
Assistant Planning Adviser
National Trust
East of England Office

