

Miss R Conway

[REDACTED]

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[REDACTED]

19th May 2023

**Section 62A planning Application: S62A/2023/0017-
Land at TileKiln Green, Start Hill,Great Hallingbury
Neighbour/Objection**

Dear Sir/Madam,

I strongly object to the proposed logistics site, onto Tilekiln Green Lane. This site will have a detrimental effect on our home structurally, and our right to privacy. We will suffer drainage issues and light and noise pollution. Obstruction to the driveway and construction disturbance.

Our property [REDACTED] borders the site, on the southeast boundary. We have extensive views across the whole site. The site looks down into our garden and faces directly into the windows. Any high positioned vehicles will have clear view of us. This is not what a residential area needs.

The house is an extended cottage, ([REDACTED]) and I have lived here since 2005. It has a large garden, and was surrounded by trees. When we moved here the lane had

light traffic and was lined with trees all the way up to the B1256.

We have very limited amenities in the local area due to our rural location. No gas or shops very limited public transport. All we have is a overpriced petrol station which is hard to access across a busy road.very poor water supply.The site would drain what amenities we do have and give nothing in return.

The petrol station was not visible from the garden but after the site was cleared on a bank holiday in 2018 we are now clearly exposed to the pumping station, petrol station, the lane, and junction 8.

Through losing the trees we are now exposed to heavy traffic noise and pollution. As well as a huge loss to privacy.

I now find that when I return from uni and visit my family I get a lot of headaches and have really noticed how polluted this area is. I feel the loss of the surrounding trees has added more to the pollution around our home.

In 2005 a site entrance onto Tilekiln lane was removed (UTT/164/02/FUL), and redirected a mile away onto the B1256.

The Conclusion stated in the documents:- These proposals would amount to appropriate redevelopment of previously developed land. This would improve the environment aspect in TILEKILN LANE by stopping up the existing access.

Application for an extension to a B&B at Rivendell was also refused, on the grounds it would be too much extra traffic on a quiet country lane. (UTT/1148/01/FUL).

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 caused by the substandard access.

Contrary to policy DC14

The proposal fails to comply with the above policy as it would give rise to a level of traffic and noise associated with the parking and turning of vehicles, both during the day and the night would harm the general living conditions of occupiers and general living conditions of neighbours.

A 24/7 B8 logistic site would have more detrimental impact than small b&b.

The site is set in a rural village location, a small country lane which in places is not wide enough for two vehicles. Stane street is the B1256 which is a well known Roman road. Turn off Stane Street at the top of Start hill, begins with a grade 2 listed building The old Elm. At the bottom you cross the brook. Now over a bridge where the river was a ford. A small group of houses included the old Bakery ([REDACTED]) and a row of old terrace cottages.

Pass under the old railway bridge now the location for country walks, along the flitch way to Hatfield Forest. Then the width of the lane reduces, and its farm land and Tilekiln Green preserved by the National Trust. Enter the main part of Great Hallingbury and you will see many listed buildings and cottages.

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 landlocked 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.

Beside the lane but covered by trees there sits a pond which is fed by a natural spring. Herons and ducks flying up and around after enjoying a paddle. Bulrushes could be seen outlining the edge of the pond.

I object as the pond has never been surveyed or even mentioned in the application. I object as trees were removed before survey or application. They say they had a felling license but if it was all legal and true why did it take place over the August Bank Holiday and with no notice given?

The site also has a old well again not identified on the plans and no environmental survey.

Apart from the pond, well, trees and the Deer the wooded area has been home to many other species. For a long time my nature loving children have taken their own survey of the land. Finding slow worms, lizards, grass snakes, butterfly's and birds. The site is also home to Dormice, water voles, harvest mice, moles, and Adders.



We have been very privileged over the years enjoying the birds. Lesser Spotted Woodpecker, Great Spotted woodpecker and Green woodpecker.

In spring its always a pleasure to hear the Cuckoo.

We have plenty of wood pigeons but also a pair of Collared Doves. It is hard to tell but pretty sure we have Osprey as well as Buzzards, and now joined by the Red kite.

We regularly see many different birds of prey as there is plenty of mice and rabbits.

As well as the Heron we have Egrets visiting the Pond we have Thrush, Marsh tits, Great Tit, Blue Tit, Wood Warblers, larks, Sedge Warblers, Firecrest, Nuthatch, Tree Sparrows, to name just a few. Ironically The Wren.

Not only did we lose bird homes in trees hedgerows many ground nesting birds have been disturbed.

Habitat for many species of bats are in to trees and they were dramatically reduced after the tree removal in 2018.

There is a constant flow from a spring and stream which also flows under the B1256. It flows into the pond area which is not plotted in the application. The whole site is constantly water logged and the is no provision for where this water is to go? At the moment it is flowing constantly towards our property.



August Bank Holiday 2018

I object to the site having full views of our property, especially into side and rear windows. Privacy will be completely lost across the rear garden. As the site slopes down towards the house it is able to have a clear view of bedroom windows to [REDACTED], from 90% of the site area.



View from the rear of site to back of brookside and Rivendell.

We have a right to privacy and with this application privacy will be completely lost! This has not been revised or addressed in the second application. This violates our human right to privacy.

Screening suggested is total inadequate. Fence is placed lower than our eye line, and from windows. Whips have been planted during lockdown 2020. The planting was unprofessional and we are left with unsightly tubes and very little growth.



Viewing the tubes planted beside our boundary, at the end of property called [REDACTED] and at the far end of the site. Only 2% have anything in them. This is a very poor attempt at producing a screen.

I suggest they plant mature Large Oaks and willows, like the ones they cut down in 2018.

The noise from the site far exceeds the level deemed acceptable in a residential area. 24/7 HGVs arriving and leaving the site is totally unacceptable while the household is sleeping. The noise will have a huge impact on this residential area and should not be allowed.

How will we sleep with lorries and staff starting at 4am and finishing late, 7days a week. This is not acceptable in a residential area. The application suggests the site is

surrounded by a industrial area and of course the M11, but this is not true. It is a village!!

The Stansted Distribution Centre, is located on the B1256. It's entrance is over a mile away not off Tilekiln Green Lane as implied on the application. The exit was stopped up 2003/2004. UTT/1641/02/FUL.

Stansted Distribution Centre runs to normal working hours. Short hours Saturday and Sundays and closed on bank holidays. The county council depot only operates late during emergencies, ie below 0 temperatures.

The applicate also lies about the sound levels and the sound report, which state noise survey taken at Brookside. This is not true. Charts and assessments including references to Brookside should be removed from application.

The noise report actually reads like it's been copied and pasted from other reports and as there is so many inaccuracies in I suggest a independent report taken and not during a lockdown. Why is there not a noise report prior to the trees being removed.

The increased HGV movement and staff parking, right next to us, will increase pollution beyond levels for a residential area. Traffic movements and hold ups will increase on the road in front of property, (Tilekiln Green Lane), and on the B1256.

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. 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 home. 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.

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.

I object to the sites lighting it is positioned next to our boundary fence. The lights sit higher than the fencing shown on plan. This means the site lighting will shine into the garden and into bedroom windows. How can this be

We moved here as we like the dark and enjoy the stars at night, which we will be unable to see with the garden fully lit up.

The application suggests in the Landscape Visual Appraisal the properties to the south boundary would be no more effected by the site light, as we are already in the splay of the M11 and junction 8 lights. This is not true as we can't see M11 or Junction 8 lighting. We will be extremely effected by the car parking area lights vehicle lights and lighting across the site.

Wild life will be impacted heavy by constant lights throughout the night. Bats and badgers are very sensitive and and need protection as disorientation will cause them to access near by roads.

We have a beautiful garden which has bee and bug loving plants these too will be effected by 24hour light.

The higher ground will cause unacceptable flood to our property and land, heavy traffic movements will course vibrations and possible movement to the house, and garden.

Where will run off go if not directly down hill towards Brookside. Run off will include oil and pollutants which will drain into brook and into the garden.



View from bedroom window.

The above image shows the area designated for over 100 staff and visitor parking bays, and the brook which runs between. As you can see even with a proposed fence in place, the height of my bedroom window will be fully exposed to their view. All but 10 parking bays are facing directly at the rear of our property.

HGVs will be parked with screens and headlights in direction of Bedroom windows and garden.

I object to the lane being moved to assist HGV movement onto the site. There is no path along the lane and pedestrians will have to cross on a blind bend in the path of on coming HGVs and traffic behind, which have limited visibility. Many pedestrians walk up the lane to access the bus service.

Moving the junction at the top of the lane is a bad idea. This may help with the HGVs turning in but the day to day running of the junction will be dangerous and traffic

congestion will increase. I'm unsatisfied with the traffic assessment as it was taken during lockdown.

Although it states that operations will take place at off peak times, there is no off peak time on airport link roads), the actual relocation of the junction will cause more disruption to local traffic movements. HGVs leaving at 8am to 9:30 am will find it extremely hard to pull onto B1256. This will cause a tail back to our property down the lane and on the B1256.

Leaving the lane is at a steep incline so HGV engines will have to work harder to pull out making more noise. They will be slower pulling out onto a very fast road. Vehicles leaving the roundabout are 50+ mph.

There is no guarantee that all HGVs will leave before peak time starts. It will only take one of their 3 trailered vehicles to Block the road and access onto junction 8. This in turn will cause a tailback down the B1256 and Tilekiln Green Lane. This queuing on the B1256 and Tilekiln Lane is detrimental to highway safety.

How many vehicles can leave on time? What happens when vehicles are about to leave and return at the same time? Are they just going to go round junction 8 until it's clear to come in, or sit and wait with engine running until it's clear to come in? I don't think they have demonstrated clearly how two HGVs can pass at the junction and pass onto the site at the same time.

What will happen when M11 is closed or the A120? Drivers will divert through surrounding villages to get to the site.

The B1256 leads onto junction 8. This is a designated link for local traffic, after the A120 was relocated. This was to stop heavy traffic driving through the village and to reduce congestion. Allowing the application to go ahead will contradict this and will encourage more HGVs to use B1256.

The B1256 entrance to J8 has a traffic light system which allows 4 cars through at a time in each lane. There is a yellow box system to stop traffic blocking access. At peak time this barely happens, and local traffic can sit still while the light is still Green. A 3 traileed HGV will only just get out and would have to be in the yellow box to access the roundabout.

I have issue with the return off the roundabout too. As there is only enough room for three cars to wait at the lights to file down to the B1256.

When turning the corner from J8 onto B1256 drivers will then quickly be on top of vehicles waiting to turn right. A 3 traileed vehicle used by the applicant will block all the way up. What will happen to the queue of traffic behind and the queue of traffic coming down the B1256 and the Queue of traffic from Tilekiln Lane? Then the added queue of the vehicles waiting to turn into the petrol station.

To say their Vehicles will only arrive after peak time is miss leading as they can't always control traffic movements and

delays. There are many collisions here already and this conversion of the junction will only make it worse.

I can't see a correct indication of the size of the HGVs I feel this is a bit misleading as vehicles used are bigger than stated. No sizes given for three-trailer vehicles.

The site plan shows ramps to be used on site by HGVs and cars. This will create more vehicle noise when moving around site.

The approach to the site is on a steep gradient so hydraulic braking will be noisy when entering the site. More acceleration when leaving the site.

As local residents we know that the direction and gradient of the hill at the top of the lane, freezes and ices up this has happened many times that you can't leave the village in freezing cold winters.

HGVs will find it difficult and dangerous to arrive and leave in freezing temperatures.

Site noise will be detrimental to our lives vehicle noise beginning at 4am in the morning is not what I consider acceptable in a residential area. The drivers are told to sound the horn when they are ready to leave site. This happening while we sleep is unacceptable.

The Highway Code states a horn should only be used to signal danger, and is illegal to sound the horn in a residential area, between the hour of 11:30pm and 7:00 am.

Vehicle noise through out the day will have a harmful effect on my mental health. Back up alarms have been proven to have a detrimental effect on mental health. The close location of our house and garden means we will constantly hear this stressful sound.

Back up alarm are designed to be piercing to get attention, and is inhuman.

The old Elm is a grade 2 listed building and the site will have a huge detrimental effect. The rules stated that double glazing can't be used and other sound reducing techniques which are used in new builds can't be used.

Brookside and Rivendell although aren't listed are converted from a old Bakery. It is not possible to sound proof and insulate the roof fully due to its construction.

I object on the grounds of air quality as I described above I have noticed a extreme differences when returning home from university in air quality. Considering the location we already have unacceptable levels. It is not reasonable to say it's ok to have more.

Dust and construction fumes need to be addressed and shouldn't effect our day to day life.

We have no street lights in the lane we like the darkness of a rural setting. We can see the star and when the sky is flood lit by the site they too will be gone. Constantly a full moon lit sky is unreasonable for a residential area.

Vehicles lights parked and approaching are shining in the direction of our property. Vehicles should be parked far

away from the boundary and facing away from the house, ie on a industrial site far away from residential area.

There will be vehicle maintenance on site with noise and water use. There is no mention on the application of oil and other toxins stored on site.

Vehicle washing facilities haven't been mention this will come with compressor, making noise. How much and how often will this be a drain on our amenities? Where will the waste water go? Pumping station cannot take it and running into the brook along side of our property will course subsidence and water pollution.

The applicant suggests this will bring more employment to the area. Although this is important they contradict themselves as they do state that there will not be many employees on site at anyone time. Is this a dodge to get around the PSZ as this land is well within the PSZ?

So what will it be enough employees to fill the 200 staff car park space or just a few staff to satisfy the PSZ? The site also sits in the CPZ, so as it is unrelated to the airport it really doesn't need to be here.

This area has a high employment rate many small independent businesses struggle to recruit. What we don't need is large companies coming into the area offering zero hours contracts. I've noticed that a local building site has to bus employees in from over areas.

Re stocking

This is a very questionable part of the application not only does the plan identify trees and hedgerow as still being there although they removed it in 2018? The plan states that in February to March 2020, 2917 woodland trees and shrubs were planted.

In fact 449 plastic guards were put in place April 2020. As we observed from our garden and rear windows, they were not professionally planted. The boys planting whilst kick around their football.

Out of the 449 plastic guards 83 have been observed in spring 2022 to have grown.

Screen cover is not expected for another 20 to 30 years if the actually grow.

I have great concern over felling licence 2013 as this was acquired by previous owner. Previous owner carried out felling 2013/2014. This was done and completed. I don't understand how the applicant then after acquiring the site in March 2018 was then allowed to do even more felling? Which I can only describe as removal and destruction

There is a lack of identity in this application given to Brookside and Rivendell, as both properties are located on the south border and are viewed from across the site. The applicant does not show views of residence in their application.

The picture below shows a vehicle in the area which will be the staff car park. As you can see we will have full view.



This picture is taken from bedroom window as you can see there will be no privacy for us. At the back of this picture you can see the empty plastic plant guards.

As you can see in the next picture he can see clearly in the garden and gave a very rude gestures to my mother. Will this be the behaviour we will get from all the men on sight?

Rhiannon Conway.

