From: Mandy Deme
Sent: 24 May 2023 18:22
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: Objection Section 62A Planning Application: S62A/2023/0017 - Land at Tilekiln Green, Start Hill, Great Hallingbury

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I object.

Planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health living conditions and natural environment, as well as the potential sensitivity of the site or wider area to impacts that could arise from development

The site is outside development limits in country protection zone which states that that permission will be granted for development that is required to be there or appropriate to the rural area, adding there will be strict control on new development, in particular the policy states that development will be not permitted if either a) new buildings or its uses would promote coalescence between the airport and existing development in the surrounding countryside or b) it adversely effect the open characteristics of the zone

The application is for an open air B8 storage and distribution facility, with amenities, (not a sui generis) it's the same Nature of Operations as the previous applications, which planning officer refused, UTT/21/0332/FUL stating: however permission will be for a General B8 distribution site and a sensitivity test should be undertaken to ensure there is no detrimental queuing on the B1256.

The applicant is proposing to open ONE entrance and exit. 24hour 7 day week into the site from the country village lane of Tilekiln Green, Great Hallingbury,

my house adjoins the southern eastern boundary, I've got great concerns trying to exit my drive, there's a blind spot to the right of the house, which is already dangerous to manoeuvre, but widening the bell mouth of the top of the hill, will cause blind spots on both sides and we will have no visibility to oncoming traffic in both directions which at times they travel at high speed, and fear for mine and my family's welfare.

The overcapacity of traffic on the M11 roundabout and B1256 is becoming unbearable and incredibly frustrating, with ongoing road works and closures,

I work locally and my office is only 10 minutes from where I live, I start work at 9am but I have to leave my house at 8 o'clock just to get into work on time, due to the increase traffic in the area. The thought of having to contend with an additional 500 HGV movements a day on a life time leaving from this location is unthinkable, They cannot predict road closures or delays or what traffic will be like in the next foreseeable future, no one know what's going to happen tomorrow, let alone what predictions into the foreseeable future.

Most of the applicants statements are based on assumptions, or desk based assessments, they state the policies are out of date but they do carry weight today,

The proposal is not suitable for this specific location. And will have a detrimental impact from

Noise pollution, intrusion

Won't be able to open my windows at night, Light pollution Light intrusion Sleep disturbance Not safe / unsuitable access Additional Traffic generation up to 500 movements a day 24/7 operation in village country setting inappropriate, visual intrusion, sleep deprivation, Vibrational impact on homes surrounding the site. Detrimental to neighbours amenity Health mental health Impact of wildlife ecosystem's biodiversity, Impact SSI Hatfield Forest, Long term impact on environment No electrical HGV fleet. O2 Emissions, EV Charging points noise, Changing road layouts to accommodate and suit this commercial development clearly cannot be allowed, No plan as to how they would access the site if their road closures or accidents in this area, or local area,

More harm than benefit from this commercial development it's a move from one location to another, I'm sure there are more suitable sites available for this proposal

Please do not underestimate the undue stress and anxiety this has caused my family and neighbours, and the impact this would have, for the wider community, and the historical village of Great Hallingbury.

M. Demetriades