

From: Sarah Carter [REDACTED]
Sent: 23 May 2023 07:42
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: Section 62A Planning Application: S62A/2023/0017 - Land at Tilekiln Green, Start Hill, Great Hallingbury

Objections.

I am an Uttlesford resident of Little Canfield who uses the B1256 on a daily basis to access nearby towns, infrastructure, schools and carry out activities of daily living.

Wren kitchens brings no benefit to the local community, it does not create new jobs as they already have a site, they are resiting their location. It doesn't provide any locals with better access to services or improve essential travel routes and will impinge on the quality of life of all residents who live here and use this road for their essential travel (work, school, medical, food etc).

The small section of road (B1256) by the M11 roundabout has no pathways to allow expansion, is surrounded by dwellings/boundaries and also a petrol station which has created a 4 way turning junction, at times this is not safe and is already seriously congested. Even with the proposed road layout changes, this fundamentally still will be 'trapping' residents in the Uttlesford side of the roundabout and will not reduce congestion at all.

As a regular user of this junction (both the M11 roundabout and the junction to Great Hallingbury) it is obvious that the traffic flow is weighed against the B1256 junction with main priority given to traffic coming from A120 or M11 north. The lights at this junction only allow a max of 2-3 cars to pass each traffic light rotation between 7.30-9.30am daily, causing significant traffic congestion blocking entrance to Tilekiln green and the petrol station already. There is already an issue with sight lines of vehicles trying to turn right from the petrol station back onto the B1256 to use M11 roundabout. This is a very busy but small petrol station and the addition of extreme increase of HGV's using this road will create a very dangerous issue with sight lines and exiting the petrol station. There are huge congestion levels and delays at this section of road during rush hour and adding a large lorry park is going to contribute to that.

Immediately past the B1256 junction onto the M11 roundabout is a yellow box, which is absolutely **always** filled by drivers coming from the right and no space is available for traffic from B1256 to exit onto the roundabout. Will highways actually address this? As there doesn't seem to be a deterrent system to stop people gridlocking this exit. Please come and drive onto this roundabout at 8.30am on a weekday as an example to see for yourself.

This system is already deeply flawed, therefore the addition of HGV traffic using this very small section of road will result in an extreme issue of congestion and delays. There is no space for HGV's to turn into tilekiln green without blocking the entrance to the petrol station and vehicles trying to exit the M11 roundabout onto the B1256. There have been many collisions at this section of road already and more will happen if this goes ahead.

Allowing this development will essentially 'trap' rural residents in Uttlesford, driving them to circumnavigate using country roads through little Hallingbury which is also already congested and not intended to be used as a main road. This development will just push the problem to other local villages - there is no road layout suggestion that can alleviate this.

As an Dunmow resident we are already disadvantaged by no easily accessible train stations, so residents cannot possibly commute to Bishops Stortford to reach it and need this vital link to be protected. The airport train station is expensive to access and buses are very unreliable in this area. Local residents do not need a Wren kitchen depot and it will do nothing but put further pressure on all of the surrounding villages.

residents who wish to leave Uttlesford cannot afford to live on the bishops stortford side (I would if I could afford it) to get away from having to use this road in the first place. This will also be a blight on the natural landscape and completely unnecessary, when this operator already has options to use already purposed industrial sites instead of creating new ones. The industrial sites already should be able to offer this company the logistics they need rather than destroying more countryside.

I hope that these issues can be considered.

Sarah Carter

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