

S62A Planning Application Number: S62A/2023/0017

Address: Land At Tilekiln Green Start Hill Great Hallingbury CM22 7TA. Creation of an open logistics facility with associated new access and ancillary office with amenity facilities

Case Officer: Major Casework Team

Customer Details Name: Mrs Val Waring (Resident)

Address: [REDACTED]

Contact : [REDACTED]

Date : 20<sup>th</sup> May 2023

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**I am a resident of Great Hallingbury having lived here for over 25 years. There is a wealth of reasons why this proposed site is not suited to this plot of land. Indeed, that would appear to be supported by the fact that two previous applications have been refused – one by the then planning officer and the other at a planning hearing in February 2023, where residents as well as a local Parish councillor and others spoke. The latter, whilst being recommended for acceptance by the planning officer was unanimously refused by the committee. I am wholly against the application being granted and if the Planning Inspectorate was minded to deal with this application by way of a hearing I would very much like the opportunity to speak at the hearing.**

**This objection refers to documents submitted by the Applicants, all the references can be located at the end of this objection, along with photos showing the current state of the roads.**

### **DANGER TO NON-VEHICLE USERS WITHIN THE VILLAGE & EMERGENCY ACCESS TO THE VILLAGE**

Just to provide a bit of background, although Great Hallingbury itself extends beyond the “main village” and onto the B1256 in one direction and over Woodside Green in the other. The “main road” within the village is from Start Hill and through towards the turning to Woodside Green and beyond. From Start Hill to Latchmore Bank, which is about 2.9miles in length. Of that, the only footpath ON ONE SIDE ONLY AT ANY POINT is to be found towards the middle of the village from the church and Cedar Cottage – just beyond The Grove, which is approximately 0.6 of a mile. The areas of non-pavement, for the most part have no obvious place for any pavement to be put, as the road either comes to the edge of individual properties that line the village or have ditches and/or farmers field.

This itself means that for anyone seeking to walk, push a buggy/pram, run, cycle or ride a horse etc., there are little or no safety measures and for the most part, no obvious place to move to, if faced by an oncoming vehicle (many of which I have faced travelling at well above the speed limit in place at any given part of the village). Indeed, a police speed survey carried out in 2021 confirms that the average speed travelling Eastbound through the village (some of which is a 30mph limit) was 39.2 and westbound was 40.9.

My husband and son, both runners, have stopped running through the village, as on more than one occasion they have almost been hit by cars. I know of at least one runner who has been struck. I myself have stopped walking my dogs along the road for the same reasons. It is also worth mentioning that the Great Hallingbury Manor hotel, often had guests staying who walk with luggage trailing behind them both upon arrival and departure, again no pavement at any stretch between the hotel and the B1256. At the time of writing this objection, the hotel is housing around 50 asylum seekers (since November 2022). Frequently, they walk up through the to the local garage. Whilst it is accepted that this will not be a long-term issue in so far as the current asylum seekers are concerned, a look at the website shows no bookings are currently being taken before April 2024. Thereafter the issue of pedestrian guests will still be a factor.

The roads are in a bad state of repair in any event, without more damage caused by additional regular road movements. Attached are several photos taken in May 2023 which show just some of the potholes/damaged drain areas, these photos only cover from close to the entrance of the fishing lake and Harps Farm, there are many more within the village itself. All have been logged on Essex Highways, but even on the odd occasion some are repaired, it is only a matter of time before they reappear.

In all honesty, these country roads are simply not designed for mainstream vehicle use due to lack of pavement, width etc. More regular vehicular use will only increase the danger to non-vehicle users and damage the roads further.

Generally, the road is no more than one car width each side, quite frequently lessened throughout the village by vehicles being parked outside houses, delivery drivers delivering to houses in the village etc. It would not be inconceivable for 2 larger sized vehicles (be it transit size vans or box van size) to be unable to pass on another due to the width.

The village is something of a diversion route for the M11 particularly for emergency vehicles. Indeed, the Village Hall is the designated rendezvous point in the event of a major incident, indeed the airport paid for the car park to be tarmacked to allow better base for emergency vehicles some years back (thankfully these do not happen often, but they do happen). To that end, it is prudent to ask what would happen if a backlog of lorries, jack-knifed lorry etc., caused disruption in those vehicles gaining access in such an event. The alternative is access to the village would be via the Hallingbury Road (which from the M11 end of the village is a revised route of more than 5 miles

Whilst a major incident may seem unlikely – they have happened (last time being 19th December 1999 when a Korean aircraft came down over Hatfield Forest, cutting the village off at the Start Hill end).

### **ADDITIONAL TRAFFIC**

The applicant suggests that **“Only a small number of permanent staff would be based at the site”** (i).

The applicant also states **“The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company’s warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers.”** (ii)

The applicant also suggests **“ITL would highlight that the bridge with a height restriction of approximately 3.88m to the south of the site would prevent larger covered HGVs from travelling south towards Great Hallingbury. Furthermore, based on the distribution information contained in the TA from the existing operation at Stansted Airport, ITL do not consider that there would be a natural demand for HGVs to look to travel south on Tilekiln Green from the site.”** (iii)

If there are only a small number of permanent staff to be based there, why the need for a maximum of 138 car parking spaces (including disabled), 63 cycle spaces, 6 motorcycle spaces? (iv)

If there are only going to be a small number why refer to 196 jobs?

The applicant is quite right, there is a railway bridge at Flitch Way with a height restriction of approx., 3.88m which would of course mean that the largest lorries would not be able to get under the bridge, however, it is my understanding, that at least some of the time, the kitchens are transported from the site on 7.5tonne vehicles, that could get under the bridge. Are we really to believe that when they leave the site and the M11 roundabout/motorway is closed or at a standstill, they will simply go and join it? More likely that they will make the right-hand turn, come through the village, and then through Little Hallingbury, Sheering and join the M11 at the new junction. At times when the roundabout/motorway is closed for works, generally, those road closures take place from 8pm/9pm to 5am/6am the following day. Well within the times when the departing vehicles are likely to be leaving the proposed site. Incidentally, it was last at a standstill on the morning of Fri 12<sup>th</sup> May 2023, generating a good deal more traffic through the village. The last time the bridge was closed meaning no access to M11 south was over the weekend of Sat 28<sup>th</sup> April, when it was taking close on one hour to get from Birchanger to Hatfield Broad Oak. It is simply not human nature to go and join a queue to wait what may be one hour or several hours.

The applicant advises :- **Notwithstanding the above, the applicant would have no objection to the imposition of an HGV routing agreement, via a section 106 agreement, on any subsequent planning permission that is granted. In addition, as shown on drawing IT1896/SK/01E, the applicant would be prepared to install signage on site instructing drivers of HGVs to turn left from the access.** (v)

With all due respect it is fine putting signage up, but who is going to police it? There is a sign at the top of the village now with a height restriction but constantly vehicles come down to see for themselves and end up having to reverse. This link [\[REDACTED\]](#) contains various photos and video evidence of just some of those occasions, including a Wren kitchen lorry doing just that.

What, if any sanctions will be imposed if drivers ignore the no right turn sign and come through the village, or worse yet, on the way through the village strike the railway bridge at Flitch Way?

If that bridge is struck – and it has been before, and it is then rendered unsafe, that effectively cuts off one end of the village, meaning that any vehicle from the other side of the bridge would have to access the route by travelling through the village, meaning more vehicular movements on roads that are simply not designed to take volumes of traffic.

## **ACCIDENTS**

The applicant is placing reliance on **Personal Injury Accident (PIA) or Crash data which was obtained from Essex Highways for the 5-year period from October 2016 to September 2021 for the local road network within the vicinity of the site. At the time of the scoping discussions for the previous application it was agreed with NH that given the insignificant additional traffic levels using M11 junction 8 as a result of the development that it would not be necessary to consider the PIA record of the junction. During this time there were 3 recorded accidents 2 which involved serious injury and one minor. (vi).**

Firstly, from March 2020, the country was in lockdown due to COVID 19 for various periods, thus the amount of traffic on the road significantly less, thus the likelihood of accidents significantly diminished. Immediately post national lockdown, more people were working at home, again showing less traffic.

Also, since September 2021, there have been more houses occupied both within the village itself and along the B1256, meaning now there is more traffic than would have been present during the dates the data covers.

There are more unreported accidents that, for obvious reasons do not show up.

TA proposes a new ghost lane for HGV vehicles turning right into Tile kiln Green. There is such a ghost lane a little further East serving the Stansted Distribution Centre. It was here in August of 2022 there was a serious RTC outside the Audi Garage between a coach, turning right from the ghost lane and a truck travelling West on the B1256. Again, this falls outside the dates of the data provided. This link [\[REDACTED\]](#) contains various photos and video evidence of just some of the accidents.

The reality is that there will still be both slow and fast-moving traffic converging at the Tile Kiln Green junction, from all four directions, including the filling station, an established accident blackspot.

Moving this junction closer to the M11 will also mean that vehicles exiting the M11 roundabout onto the B1256 heading East to Takeley, will encounter vehicles turning right from Tile Kiln Green sooner than they currently do. Traffic can legally be travelling at 50mph here. It won't take too many HGVs to clog up the West bound lane when approaching Junction 8.

I would suggest consideration of a ban on right hand turning for HGVs at the junction with the B1256 Dunmow Road, effectively directing all HGVs Westward to the Junction 8 roundabout.

The Road Safety Guide for Councillors states that they have a statutory duty to reduce and prevent accidents.

Aside from the issues raised above, there a number of other issues to be taken into account, including (but not limited to:-

- Air, Light & Noise Pollution (especially for those living in direct proximity)
- Loss of privacy for those living in direct proximity
- The fact that the land is within the Countryside Protection Zone
- Potential damage to riverway caused by pollution from any spillages

Finally, if this application were to succeed, I would humbly ask that operating restrictions be imposed on the hours of vehicle movement. At the end of the day this is in a residential area and a 24/7 operation in accordance with the

hand written planning application is not at all suited to an area so close to houses. I would also ask that clarification be given by the applicant as to the class being Sui Generis, when B8 seems the more appropriate. They are suggesting that the proposed site is a decanting logistics operation and yet in their Planning Application, it states that the document is a planning application in support of the creation of an open logistics facility. Incidentally, the address on the planning application shows the address as being Land at Tilekiln Green Stansted, this is not Stansted it is Great Hallingbury. (viii)

#### KEY DOCUMENTS REFERRED TO

- (i) IT 1896\_TA Addendum (dated 28<sup>th</sup> March 2023) 3.3 (page 7)
- (ii) IT 1896\_TA Addendum (dated 28 March 2023) Appendix A (Transport Assessment 28<sup>th</sup> Jan 2022) (page 20)
- (iii) IT 1896\_TA Addendum (dated 28 March 2023) Appendix A (Transport Assessment 28<sup>th</sup> Jan 2022) 3.19 (page 24)
- (iv) IT 1896\_TA Addendum (dated 28 March 2023) Appendix A (Transport Assessment 28<sup>th</sup> Jan 2022) 7.2-7.3 (page 36)
- (v) IT 1896\_TA Addendum (dated 28 March 2023) Appendix A (Transport Assessment 28<sup>th</sup> Jan 2022) 3.20 (page 24)
- (vi) IT 1896\_TA Addendum (dated 28 March 2023) (Transport Assessment 28<sup>th</sup> Jan 2022) 7.6-7.10 (page 37-38) & Appendix K (pages 160-166)
- (vii) Planning Application form dated 5<sup>th</sup> Apr 2023
- (viii) Planning Application dated 5<sup>th</sup> April 2023



Figure -1



Figure-3



Figure 3



Figure -2



Figure 5



Figure 6





Figures 1 & 2 are photos of a pot hole on the bend close to the entrance to the fishing lake, particularly dangerous as cars pull onto the wrong side of the road (on a bend) to avoid it. Approx. 27" (69cm) across and 5" (12cm) deep. It is on the side of the road heading from Latchmore Bank towards B1256

Figures 3 & 4 are photos of a pot hole between the entrance to the fishing lake and Captains. Approx. 33" (84cm) across and 3" (7.5cm) deep. It is on the side of the road heading from Latchmore Bank towards B1256

Figures 5 & 6 are photos of a pot hole between the entrance to the Harps Farm opposite the farm cottages. Approx. 68" (173cm) across and 6.5" (16cm) deep. It is on the side of the road heading from B1256 heading towards Latchmore Bank.

The last 6 photos are of three different drains on the road heading from Latchmore Bank towards B1256 close to the entrance to Bedlars Green and show sunken drains.