

From: Takeley Clerk <[REDACTED]>
Sent: 15 May 2023 14:34
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Cc: Takeley Clerk [REDACTED]
Subject: S62A/2023/0017 - Land at Tilekiln Green, Stansted, Great Hallingbury

Dear Sirs

Takeley Parish Council objects to the application reference S62A/2023/0017 - Land at Tilekiln Green, Stansted, Great Hallingbury and objected to the applications previously refused by UDC.

Takeley Parish Council borders the parish of Gt Hallingbury and this application would have an impact on Takeley with regard to inappropriate development within the Stansted Airport Countryside Protection Zone (ULP S8) and impact on the highways congestion on the B1256 between Takeley and M11 J8.

1) Conflict with Policies S7 and S8

The Countryside Protection Zone was established by Uttlesford District Council following the report by Sir Graham Eyre QC in 1984. ('Airport Inquiries' 1981-83). The Council developed the CPZ planning policy to limit the physical size of the airport and to maintain an area of open countryside around the airport, reinforcing normal planning controls on development within the countryside. The Uttlesford Local Plan (adopted 1995) made reference to the CPZ as follows:

'The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments'.

The CPZ boundaries have not changed since it was designated, except around Elsenham where the boundaries were modified to reflect Local Plan housing allocations. The main developments within the CPZ in the last 20 years have been the construction of the A120 through the area, the extension of the Elsenham Jam Factory (a long-established Local Plan designation to allow expansion, treated as an exception to the CPZ to support the rural economy) and some minor changes in the Takeley area. This policy was last reviewed in 2016 with no boundary changes recommended.

The principles and objectives of the policy remain valid today. The site for this proposal lies in Parcel 1 Tilekiln Green. The landscape is open and land use includes large arable fields with a small, wooded area around the motorway junction. Development around the northern edge of this parcel will severely compromise the openness of this area and will introduce a greater sense of unnecessary industrialisation. This area within the CPZ contains the characteristics of the countryside with very limited urbanising elements.

2) Conflict with ULP GEN1 - Traffic Congestion

Construction has commenced on a site allowed on appeal for 15 dwellings which will have a cumulative impact on an already congested area of the B184, in the vicinity of this application. Please note the Uttlesford planning reference for the neighbouring approved site is UTT/20/1098/FUL | Construction of 15 new dwellings, including 6 affordable dwellings, vehicular access and associated parking and landscaping | Land To The East Of Tilekiln Green Great Hallingbury. At junction 8 there is daily congestion along the B1256 at peak times and this situation would deteriorate

should the Wren Kitchens logistics proposal be approved, with additional vehicle movement upwards of 500 per day. There are also concerns over a discrepancy on the actual vehicle length modelled on highways assessments, where the actual length is longer than what was assessed.

3) Impact on Neighbouring Residential Properties

The introduction of a significant industrial site in this at this location with the consequential increase in noise, light pollution and vehicle emissions suggests that this will severely impact on the local residents.

It is interesting to note that some 20 years ago an application to use 3 existing bedrooms for bed and breakfast purposes was rejected by UDC as well as on appeal. (UTT/1148/01/FUL). Among the reasons for refusal given by UDC at the time were: 'The proposal fails to comply with the above policy (Policy S4 of the adopted District Plan) as it would give rise to additional traffic travelling through the surrounding countryside and parking at the site both during the day and night. This traffic and the noise and disturbance associated with the parking would be an alien feature in the rural area which would harm the character of the Countryside Protection Zone. This proposal fails to comply with the above policy (DC14 of the adopted District Plan) as it would give rise to a level of traffic and noise associated with the parking and turning of vehicle, both during the day and night, would harm the general living conditions of occupiers and general living conditions of neighbours.'

Takeley Parish Council supports the objections made by Great Hallingbury Parish Council. In conclusion we contend that this proposal is not appropriate for this site as it will have an adverse highways impact and degrade the openness and character of the local countryside from an unnecessary addition of built form and further urbanisation of this area.

Kind regards

Jackie

Jackie Deane
Clerk to the Council

Working days Monday to Thursday

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