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From: Robert Woollcott [REDACTED]

Sent: 15 May 2023 18:38

To: Section 62A Applications <section62a@planninginspectorate.gov.uk>

Subject: Re objection ref S62A/2023/0017

Hello

I am writing to make a Objection to the FKY ( wren kitchens) planning application .

The fact is Great Hallingbury and other surrounding areas are villages and country side which is slowly being eaten up by developers and money making schemes , great hallingbury has suffered enough regarding the airport traffic and of course flights which hallingbury is in the flight path !! also cars use country roads as a cut through , emissions from aircraft which has destroyed trees and leaves residue on cars and property , let alone the noise from aircraft especially cargo The roads in great hallingbury cannot sustain more traffic and heavy vehicles.

I am surprised UDC has been bypassed , surely we have a say in what happens in our villages after all we are supposed to be a democratic society and not be dictated too .

There are many units in and around bishop stortford for rent lease or purchase, just look on zoopla .

I am also surprised planning permission was given for housing behind hallingbury manor which is in flight path .

I suspect that the noise emission from the site is very unlikely to be suitable for the area and local residents also the visual impact is not conducive to village and country life .

I have read all sections of Application and find most of the points made improbable , as for cycle spaces and employees able to cycle from stortford across one of the busiest motorway junctions is highly unlikely .

The weight and size of HGV coming and going will be a disaster !! Access exit and turning and congestion.

As for arrivals and exit of HGV times , this would cause major problems with morning rush hour and also for local traffic .

You cannot possibly forecast traffic increases for 2028 .

You cannot compare the stansted operation to the proposed Tilekiln site which is not easily accessible and exiting will be problematic.

Vehicles log data is not reliable and is likely to be vastly different and I notice the performance of the M11 junction 8 was not part of the Assessment , which in my mind crucially paramount , traffic on the M11 has increased ten fold in the last ten years .

Most of the comments on these application are based on probability and not factual .

As for accident statistics on the B1256 , I do not find these helpful for promotion of such an application.

The access and exit to the motorway is dangerously close to proposed site and would create a Blockage of traffic and likely accidents especially for exiting traffic from motorway .

I see that wren have a terminable lease at stansted , have they negotiated to extend.

I find the Secretary of State rulings A affront of Democracy .

We have a council of which make decisions with people whom live in their jurisdiction.

I do not agree that the market is constricted , look around there many empty sites suitable .

This Application just does not fit in any shape or form .

Can you confirm by e mail you receive and document my objection .

Many thanks

Mr R J Woollcott