

From: Andy Smith - [REDACTED]
Sent: 22 May 2023 14:04
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: Planning Application Number: S62A2023/0017

Good afternoon

OBJECTION from ANDREW SMITH

[REDACTED] regarding Planning Application
Number: S62A2023/0017

We moved into the Grade II listed building in July 1997, named as the [REDACTED]
This property is situated literally metres from WRENS (alias FKY Ltd, proposed entrance and exit of a Logistical Industrial site, and this proposal means that 500 vehicles will pass within metres of our house 24 hours per day, 7 days per week.

Times were different when we moved in 25 years ago, the new A120 hadn't been built and although the airport had less passengers, it had some incredibly noisy aircraft that flew in and out of Stansted, including the Russian Ilyushin LL62 – the noisiest aircraft in all of Europe at the time.

The new A120 was built to relieve Great Hallingbury, Takeley, Canfield and the surrounding villages of heavy goods vehicles, vans and lorries and the increasing number of cars that travelled to Dunmow, Braintree and beyond, and took vehicles that were travelling to the airport away. At the time Essex Highways, UDC and the Government denied that the road was built to aid the expansion of Stansted airport and stated it was built to remove HGV's, lorries and vans from rural villages and literally classified it as a "by-pass".

Many years later and many millions of pounds later a company based in the Humber wants to bring back large HGV lorries to our local communities!

Over the years we have painstakingly renovated our property under the watchful guise of English Heritage. We had to obtain, not only planning consent for all the works we have undertaken, but also approval from Listed Buildings and English Heritage.

[REDACTED] is a 16th century Grade 2 Listed Building and is only one of 68 LISTED BUILDINGS in Great and Little Hallingbury and up to Takeley on the B1256.

It was a Coaching House on the London to Cambridge route where travellers could rest and feed and water their horses as well as themselves.

Its English Heritage Registration is 160908.

Over the years we have learnt the importance of these Listed buildings and we are the merely custodians of our property until we pass the baton on to new owners.

It does have its drawbacks, for instance, we along with the others, cannot fit double glazing to any window or door in the property. All windows doors and sills need to be either hardwood or soft wood that grows in the area.

Indeed, when the owners of Stansted Airport offered residents a 50% grant on new PVC windows and doors, we were unable to take advantage of the offer.

Once the A120 was finished, traffic from Junction 8 of the M11 to Takeley was renamed the B1256 and was dramatically quieter. However, over the last few years with the huge house building taking place up at Canfield and Takeley the road has become busier and busier with far more cars, but fortunately for all of us, far less HGV's.

Being so close to Junction 8 of the M11, when there is an issue on the A120, the M11 or at the roundabout at Junction 8 then it's a nightmare.

Rush hours are always extremely busy on the B1256 leading up to Junction 8, and if there is a breakdown or an accident at the roundabout everyone looks to escape the traffic by using Tile Kiln Green (by the side of us - where Wrens proposed entrance and exit is proposed.)

Over the last few weeks, we have experienced several occasions when the whole area has become gridlocked, including the closure of the M11 going Northbound from Junction 7 to junction 8 at weekends, 2 weeks running.

M11 closed at Junction 8 for North bound vehicles for planned works over several weekends.

Two very bad accidents Southbound on the M11 going from Junction 8 to 7, and finally last week the M11 was closed in both directions due to flooding. During these times cars use this lane as a rat run with horrendous traffic. A Wrens logistics concrete site would make it a nightmare for everyone that uses the B1256, the M11 roundabout at Junction 8 and of course everyone in Great Hallingbury. Just to have the giant HGV's idling and kicking out their diesel fumes is just not an option!

And now we get to Wrens and the plans that they keep submitting for a loading and unloading open industrial site.

They arrived, unannounced, over the August bank holiday Friday 2019 when they knew NO ONE from UDC would be contactable and proceeded to obliterate the land, felling all the trees in a wide area and demolishing all floral and fauna – all in 2 days (Videos have been submitted) They even ripped out all the roots and shredded the trees on site to try to disguise what they had done.

It now is clear that they ignored the felling licence that was issued from the Forestry Commission and took it as a licence to flatten everything on the site and carve out a Logistics Industrial site.

Their “masterstroke” was that once the land was scorched and totally barren, they then had all the Environmental checks done immediately for - bats, owls, birds including endangered species, reptiles, animals and insects.

And guess what - they found nothing, there's a surprise.

How is that allowed to happen in this day and age?

Since 2019 they have NOT conducted any further Environmental checks which I also feel to be wrong! I am not sure how they have got around this as I am told that ALL developments need up to date facts and figures, indeed a lot of what Wrens state regarding noise and traffic levels was done during lockdown, and that has not been updated either. Of course during lockdown, traffic was negligible and of course aeroplanes just were not flying!

You will see on your visit that the pond has slowly started to come back, but just last week Wrens sent its team onto the land, to again bulldoze the pond attempting to fill it in again and cut down all the reeds. This is only done when a visit is expected by planners, or in this case, your good self.

You will also see a small wooded area that was right hand side, when you visit, near to the B1256. The local Badger man helped halt the destruction as there was a badger set there, hence its still there as that was all coming down as well!

Unfortunately, since that fateful day not a single badger has returned - thanks for that goes to Wren.

The owls we heard every night for 20 odd years silenced!

On their plans we will have a piece of cut off road right outside our property where we will have airport parkers, taxis and the county lines drug dealers plotting up!!!

I am now 67 years old and I had hoped to retire soon to enjoy my retirement and now Wrens want to have diesel engines starting up, revving, idling, bleeping when they reverse and accelerating up the incline within meters of our house. Container units banging, when unloading and loading, men and maybe women shouting over diesel engine noises at any time night and day - a living nightmare.

Can you imagine when its cold these HGVs will have their engines on keeping the drivers warm, 24 hours per day – 7 days per week.

Our house along with many other Listed Buildings is built on an oak raft set on clay, and the worry with vibration from these giant vehicles will certainly affect our Grade 2 listed building, which no one has even looked at.

I would ask you to think of the following:

Is it an Environmentally friendly to fill this area with a "concrete" field, filled with diesel HGVs, vans and lorries and containers causing misery to the villagers.

It is pleasant on the eye, a great architectural achievement?

It that what this area is calling for - a giant concrete open logistics facility!!

Wrens are based in the Humber, where they build their kitchen and bedrooms. Their staff are from the Humber, bar some fitters and drivers. They want a site where the drivers of the big HGV's can leave their factory in Humber, during the night, drive to Essex/ Herts borders and unload their cargo and return in a driver's working hours without having to pay overtime or pay the drivers for staying overnight.

This is all about money.

Wrens have three showrooms in the vicinity whose customers kitchens are delivered currently from the current Stansted site. These showrooms are at Hertford Harlow and Chelmsford and that's why they want to put it where they do!

Although there are plenty of suitable sites to build their 24/7 logistics site they are not interested in other alternatives as this site was bought as Arable land in the CPZ – so an extremely cheap option. Why rent or pay millions for a purpose built site in an area where other logistics are based, when they can try and get this site on the cheap?

Wrens are currently based literally a mile away, adjacent to Stansted airport where they don't affect anyone's lives.

I really hope that you come to the ONLY conclusion and that is backed by the CPZ which was introduced to STOP industrial areas spreading out from Stansted. Houses are fine -an open industrial concreted logistics site isn't.

In relation to our listed building and I quote FROM HISTORIC ENGLAND

“When considering the application, the planning officer leading on the case (either UDC Planning dept or the Planning Inspectorate) will need to have special regard to the desirability of preserving the listed building or its setting – as mandated in the Planning (Listed Buildings and Conservation Areas) Act 1990.

Furthermore, the National Planning Policy Framework goes on to ask planning authorities to give great weight to the conservation of listed buildings, with any harm requiring clear and convincing justification – paragraphs 199 and 200. Any harm should then be weighed against the public benefits of the proposals – paragraph 202.”

Finally, if this does go to a hearing I would like to be able to speak at this hearing

Cllr Andrew Smith (Chairman GNHA)

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