

S62A/2023/0017-Land at Tilekin Green, Great Hallingbury CM22 7TA

I wish to raise an objection to the above planning application on the following grounds. However, before I list the reasons, I think it proper to make it known that I am one of two Ward Councillors for this Ward, within Uttlesford District. I am not writing as a Councillor but as a member of the public with concerns, having been in logistics as an HGV driver, Manager, and Consultant for 45 years.

This, being the third attempt since 2019 to bulldoze this application through, despite having been refused twice before by UDC, is I believe, unfair on the local residents for the bullying tactics and the stress FKY Ltd/Wren Kitchens Ltd are putting on them, also giving the logistics industry a bad name in the process.

Apart from the underhand way the residents were treated in 2019 when on the August Bank Holiday, when no one at the local authority could be contacted, a felling team arrived with no notice to residents and cut down protected woodland. The applicant has stated on the Application for Planning Permission, section 15, previous use N/A. This is because the land is within the Countryside Protection Zone which, I would presume, they were informed of when they had a pre application discussion in 2016.

Pedestrian crossing

I do not have a problem with installing a pedestrian crossing on the B1256. However, I have not seen any evidence of a traffic survey being undertaken at the proposed location. Traffic exiting the M11 junction 8 roundabout heading towards Takeley are often near or over the 40mph speed limit on the B1256, as proved by the number of incidents between the junction and Esso garage, installing a crossing here will put pedestrians in danger. It is also noted that at no point can pedestrians wishing to use this crossing access or leave the proposed footpath leading from Tilekiln Green, without crossing the flow of vehicles entering/egressing the site.

The desktop noise assessment carried out by Sharps Acoustics LLP

This does not consider any noise levels created by the vehicles leaving or arriving at the location in Tilekiln Green. On exiting the location vehicles will be turning left up a slight incline, this means that they will need to increase engine revs which means increased noise. It is stated in this report:

"As can be seen, all predicted rating levels would be below the background level at all times of day and night. They are also below the desired target of 5dB below background for virtually the whole of the day and night period".

However, in the countryside it is very rare to have background noise of any significance during the night. I carried out a vehicle movement check at the current operating centre for Wren Kitchens between 22:00 hours and 04:00 hours, there were 26 movements of HGV vehicles. 04:00 being declared by the applicant as when their vehicles start leaving their base. The noise levels from the vehicles leaving site overnight will affect all properties in the

vicinity, particularly the houses opposite the site, when they will be accelerating uphill from the site gate. This noise will not be screened off by the acoustic fencing. The noise level will also be raised not only when accelerating uphill from the site gate but also accelerating away from the junction of Tilekiln Green with the B1256. Also, to be taken into consideration is the total amount of movements that will take place to or from this location. Currently Wren Kitchens Ltd hold an operator licence for 80 vehicles and 30 trailers. This would suggest that there is a possible rigid HGV movement count during the day of 160 (80 x 2 access/egress movements per vehicle), with the authorisation of 30 trailers presumably used on overnight trunking operations could possibly add another 60 access/egress movements in a 24-hour period, bringing it to a possible 240 HGV movements on a road with a 7.5-ton weight limit. Added to this are the vehicle movements for staff, a count I believe at the current operating location of approximately 130, this could generate a possible 260 more vehicle movements in a 24-hour period bringing the total overall to a possible figure of 500 movements inside a 24-hour period. Additionally, vehicle movements of visiting vehicles from other locations, as has been witnessed at the Stansted Airport location, and the company's fitters' vans, will also need to be factored in.

Wren Kitchens Ltd is predicting a growth period and have now started to supply bedrooms within its product range, this would likely add to the vehicle movements at this location and an increase of vehicle fleet. See Appendix 1 attached to this email, of the current licence authorisation and past increase of vehicles on their Operator Licence held in this region over the last 5 years. An increase in fleet size will not be neighbour friendly.

There is nothing in the operation that cannot be adjusted by the company's Transport Manager/Planner together with the manufacturing Director/Manager, to confine the vehicles movements to a daytime operation, excluding returning vehicles from breakdowns, or unexpected delays caused by incidents on the public highways.

Should you be minded to approve this application, I would hope that you would constrain the use of the site, because of sleep deprivation and stress caused to the neighbours, with a condition relating to hours of operation. Preferably along the lines of 07:00 – 21:00 hours Monday – Friday, 07:00 – 13:00 Saturday with no operations carried out on Sundays and Bank Holidays.

Litchfields

"In relation to Article 7 of the Town and Country Planning (General Development Procedure) Order 1995, under Certificate C, we confirm that notice has been served on the known land owner and a notice will be served in both the Dunmow Broadcast and Saffron Walden Reporter on 13th April 2023. The notice can only be published on 13th April due to the Easter Break".

I would suggest that Litchfields have published the application in the wrong newspapers. The nearest large town to the proposed site is Bishops Stortford, with the local newspaper being the Bishops Stortford Independent.

Intermodal Transportation Ltd (ITL)

An independent consultancy specialising in highway engineering and transportation planning, has been appointed by FKY Ltd to produce this Transport Assessment (TA) Addendum note to support a Section 62A application for sui generis 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport. 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.

There is no operational reason that requires this application to be considered as sui generis, The system used by the vehicles is intermodal being a drop body operation, the changing of bodies from vehicle to vehicle or being held until required in the location, is a simple operation. The driver positions their vehicle where they plan to place the box body, unfolds the legs, releases the locks, lowers their air suspension, and drives out from underneath the body. To pick up a body it is the same operation in reverse. The operation is a straight transport/logistics everyday scenario, therefore, should be covered by a B8 rating and not under sui generis status.

Application for Planning Permission, Town, and Country Planning Act 1990.

Section 5 Pre-application Advice

As mentioned above, I believe that someone from FKY Ltd or Wren Kitchens Ltd had a meeting with UDC planning in 2016. (Possible misleading answer on the application).

Section 8 Neighbour and Community Consultation

The applicant states that they have not consulted with the neighbours, this is another piece of misinformation, as they have done so.

Section 11 Vehicle Parking

FKY Ltd have declared 80 HGV parking spaces on the application, as stated above they have authorisation on their Operator Licence for 30 trailers. These trailers are almost the same size as the vehicles and there are no spaces allocated for the parking of these. I also cannot see any space allocation for 'Drop' bodies not in use or being stored.

Section 25, Certificate of ownership.

The statement is that the land is owned by Essex County Council Highways, with no other names mentioned. Whereas it is believed that a strip of this land running along the B1256 is probably owned by Essex CC Highways, if a land search is carried out by yourselves, I think you will find that the main owners are FKY Ltd, a company linked by Directors with Wren Kitchens Ltd, Jane Marie Oldfield being Company Secretary of both companies. (Misleading answer on the application).

ECC ECOLOGY RESPONSE

The mitigation measures identified in the Ecological Assessment (Ecology Solutions, January 2022) should be secured by a condition of any consent and implemented in full.

This is necessary to conserve and enhance protected and Priority species particularly mobile mammal species, bats, nesting birds and invertebrates.

Ecology Solutions Limited, Cokenach Estate, Barkway, Royston, Hertfordshire SG8 8DL

Ecology Solutions was initially commissioned in January 2020 by FKY Limited to undertake an ecological assessment of the land at Tilekiln Green, Stansted in Essex (see Plan ECO1).

The area name of Stansted has already been addressed, I believe the incorrect address has already been rectified.

As you will see above the ecology report was not commissioned until after the deforestation of the site, if there is an appropriate report in place somewhere before the rape of this land then it has not been brought forward to the residents or UDC, to my knowledge.

I also have worries about the wildlife and flora on or around the site. The wildlife is scarce, but you do see deer grazing and slow worms have been seen very close to the field. The Badgers and Owls have not returned since the deforestation. Ponds have been filled in but there are springs rising in the area with a stream coming onto the site from under the B1256, these springs and streams feed into the river Stort, a rare chalk-based river of ecological importance. The site also has the Flitch Way on its boundary, The whole length of the Flitch Way has been designated a Local Wildlife Site through the Essex Wildlife Sites Project (ref nos Ufd196 Flitch Way and Bra33 Flitch Way). The Flitch Way Country Park was opened in 1994 and is managed by Essex County Council (ECC) and is covered by their byelaws. It was designated a Local Nature Reserve on 3 October 2019.

Taking into consideration the above, I urge the inspector to refuse this application in full.

Should this application be heard in public, I request the opportunity to attend and speak.

Geof Driscoll

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