

**Late List –Planning Committee 07/06/23**

**Officers please note: Only** Late items from **STATUTORY CONSULTEES** are reproduced in full.  
**Others are summarised.**

**Statutory consultees are listed below:**

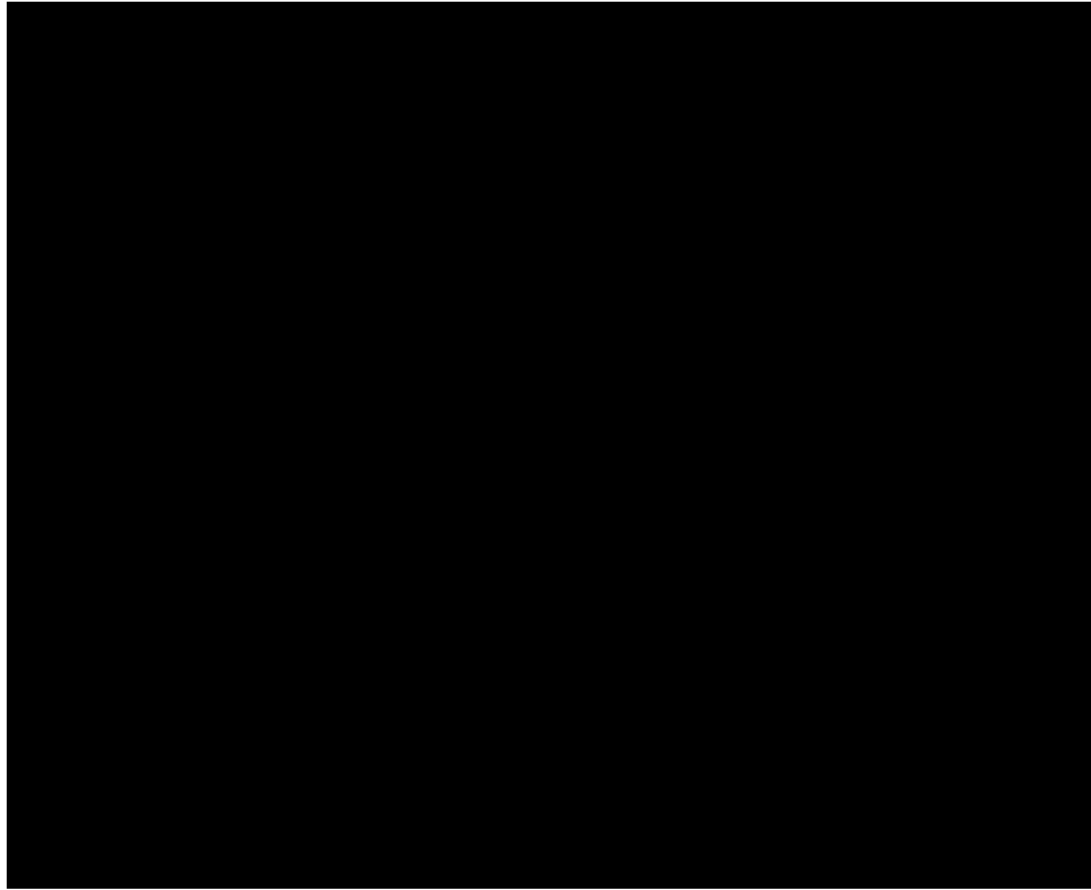
- Highway Authority**
- The Health & Safety Exec**
- Highways Agency**
- Local Flood Authority**
- Railway**
- Environment Agency**
- Historic England**
- Garden History Society**
- Natural England**
- Sport England**

***Manchester Airport Group (MAG is the highway authority for the airport road network + the also section of Bury Lodge Lane running south from the northside entrance to the airport. On these roads, it therefore has the same status as Essex CC and National Highways do for the roads that they administer.)***

This document contains late items received up to and including the end of business on the Friday before Planning Committee. The late list is circulated and placed on the website by 5.00pm on the Monday prior to Planning Committee. This is a public document and it is published with the agenda papers on the UDC website.


[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

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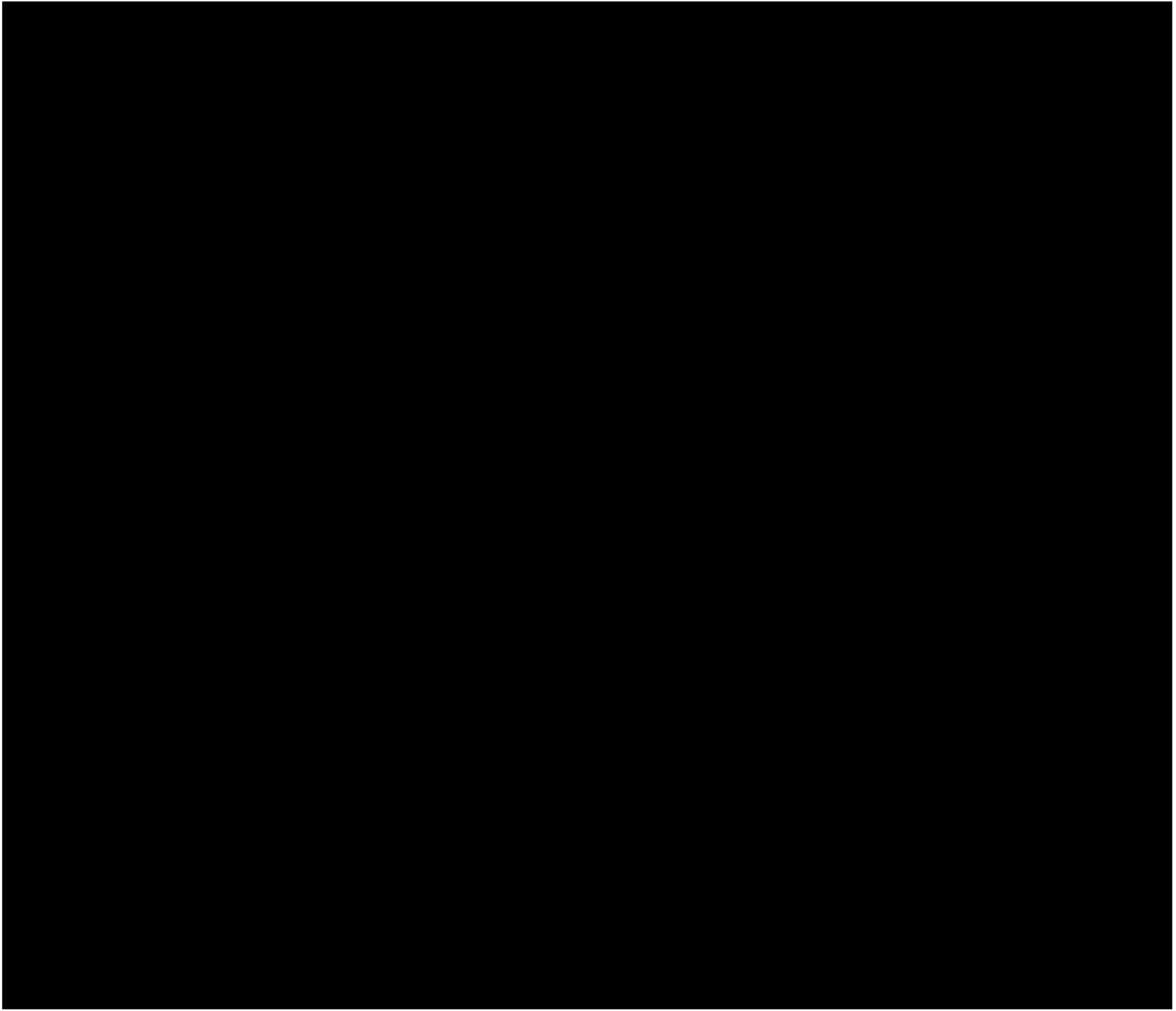
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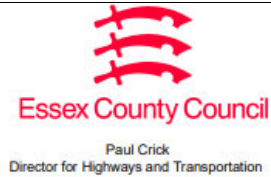
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7	UTT/23/0950/PINS	Highways: No objections subject to mitigation and conditions.

Your Ref S62A/2023/0017  
Our Ref:25802  
Date:- 2 June 2023



CC: Essex Highways DM  
Cllr Barker

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
London Road  
SAFFRON WALDEN  
Essex CB11 4ER

County Hall  
Chelmsford  
Essex CM1 1QH

### Recommendation

Application No. S62A/2023/0017

Applicant FKY Limited

Site Location Land At Tilekiln Green Start Hill Great Hallingbury

Proposal Creation of an open logistics facility with associated new access and ancillary office with amenity facilities

*This S62A planning application was accompanied by a Transport Assessment Addendum Note dated March 2023 that pulls together all of the highways and transport information that culminated in the highway recommendation to Uttlesford District Council dated 17 January 2023 concerning a similar proposal for the creation of an open logistics facility with associated new access and ancillary office with amenity facilities, Uttlesford District Council Planning reference UTT/22/0267/FUL.*

*The Transport Assessment Addendum and appendices have been reviewed by the highway authority together with a site visit and internal consultations. The assessment of the application and Transport Assessment Addendum was undertaken with reference to the National Planning Policy Framework 2021 and paragraphs 110 – 112 in particular. The following matters were considered: highway access and safety; highway capacity; the opportunities for sustainable transport; and appropriate mitigation.*

*The application includes changes to the highway, in the form of a revised junction layout at Tile Kiln Green and the B1256. Both engineering and road safety reviews of the proposed changes have taken place and swept path analysis has been undertaken by the applicant for a 16.5 metre long articulated vehicle and a 18.75 metre long rigid HGV drawbar vehicle and trailer. As a result of the highway engineering and road safety reviews which took place during the consideration of planning application UTT/22/0267/FUL a number of revisions were made to the layout and highway authority is now satisfied that the highway layout contained in the Transport Assessment Addendum accompanying the above planning application can accommodate the traffic and HGVs generated by the proposal.*

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However, since the S62A planning application was lodged with the Planning Inspectorate the Highway Authority is aware that from 31 May 2023 legislation has come into effect which allows the use of articulated vehicles (semi-trailer combinations) of up to 18.55 metres long, this is 2.05 metres longer than the 16.5 metre articulated vehicles previously allowed. There is a requirement however for new longer trailers to pass the turning circle test associated with the previous shorter trailers and it is apparent that this often requires new longer trailers to have a rear steering axle that will assist with the manoeuvrability of the 18.55 metre articulated HGV. The Highway Authority have drawn this matter to the attention of both the planning inspectorate and the highway consultant responsible for preparation of the Transport Assessment Addendum who will now carry out additional swept path analysis of an 18.55 metre long articulated vehicle over the coming days to provide assurance that the aforementioned highway layout remains appropriate to serve the development. But at present in the absence of that information the Highway Authority would recommend a condition is applied to any grant of planning consent limiting use of the site to a 16.5 metre articulated vehicle and 18.75 metre rigid drawbar vehicle and trailer.

The highway proposals include relocation of the junction to the west of the petrol filling station together with the realignment of the side road and widening of the right turn lane which are all considered beneficial to the future safe operation of the highway network.

It is noted that the site is located in close proximity to the strategic road network, thereby reducing the impact on the local roads network. National Highways have not objected to the planning application.

The traffic generation for the site has been based on the surveys from the current site operation in the environs of Stansted Airport. This shows that most of the movements in and out of the site will not be coincidental with the morning and afternoon peak traffic periods.

**From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation and conditions:**

1. A condition should be put in place by the planning inspectorate to ensure that the permission is specific to the proposed land use and not a general B8 facility that could generate different levels of traffic.
2. As regards access to the site by Heavy Goods Vehicles a condition should be put in place by the planning inspectorate to limit access to the site to articulated vehicles up to a maximum length of 16.5 metre and drawbar vehicles and trailer combinations up to a maximum length of 18.75 metres. (On the basis that it has not yet been evidenced by vehicle swept path analysis that an 18.55 metre long articulated vehicle can access the site via the highway layout proposed on drawing number IT196/SK/01 REV K and IT1896/SK/1001.)
3. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
  - I. Site access for construction,
  - II. the parking of vehicles of site operatives and visitors,
  - III. loading and unloading of plant and materials,
  - IV. storage of plant and materials used in constructing the development,
  - V. wheel and underbody washing facilities.

- VI. Routing strategy for construction vehicles
- VII. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer.

**Reason:** To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

4. **Access** Prior to occupation of the development, the access, and highway works shown in principle on drawing number IT196/SK/01 REV K shall be provided, including:

- (i) Clear to ground visibility splays shown on the plans from the access onto Tile Kiln Road, and from Tile Kiln Road on to the B1256 and the forward visibility from the M11 junction to the west to the right-hand turn lane onto Tile Kiln Road (as shown in principle in drawing number IT1896/SK/1001. Any signing within the splays to be relocated and vegetation to be removed. The vehicular visibility splays shall be retained free of any obstruction at all times thereafter.
- (ii) Realignment of junction of Tile Kiln Road including ghosted right-hand turn lane junction.
- (iii) Provision of footways minimum width 2m.
- (iv) Provision of drop kerb crossing point to the east of the junction with Tile Kiln Road and a drop kerb crossing with island to the west.
- (v) Signing of the Low bridge.
- (vi) Landscaping of new verge and stopping up/removal of any redundant carriageway once works are completed to the satisfaction of the highway authority.

All necessary works including the safety audits any relocation or provision of signage, lighting, utilities, drainage, associated resurfacing or works to the existing carriageway to facilitate widening to be carried out entirely at the developer's expense.

**Reason:** To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

5. **Gates:** Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 20 metres from the back edge of the carriageway.

**Reason:** To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

6. **Car Parking:** The site shall not be occupied until such time as the vehicle parking area indicated on the approved plans including 107 car parking spaces of which 6 to be disabled, 20 EV car charging spaces and in addition 13 EV HGV charging spaces has been hard surfaced, sealed, marked out in parking bays and charging bays active. The

vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

**Reason:** To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

7. **Cycle Parking:** Prior to occupation a minimum of 20 cycle and 7 motorcycle parking spaces as shown in principle on the submitted plans shall be provided. Such facilities shall be secure and covered and retained at all times.

**Reason:** To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

8. **Traffic routing management scheme:** Prior to occupation signing to be provided within the site to direct all traffic to the north along Tilekiln Green and banning the right turn onto Tilekiln Green. The owner/operator of the site shall be required to enter into a Traffic Routeing Management Agreement to ensure HGVs use the agreed route to the strategic road network and that all staff and contractors are provided with this vehicle routing information. Compliance with the right turn ban to be monitored by CCTV on occupation of the development and the data to be retained for a 6 month period at any time and made available to the Local Planning Authority on request.

**Reason:** To ensure that drivers are aware of the appropriate route for vehicles to use avoiding the low bridge in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

9. **Flitch Way Contribution:** Prior to commencement of the proposed development a financial contribution of £40,500 (index linked) to be provided to facilitate appropriate surfacing improvements and associated works.

**Reason:** To mitigate the increased use of the Flitch by employees and to improve the accessibility of the site by walking and cycling.

10. **Workplace Travel Plan:** Prior to first occupation of the proposed development, the Developer shall submit a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council. It shall be accompanied by a monitoring fee of £6,132 (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5 year period.

**Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

**Informatives:**

- (i) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org)
- (ii) Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction. To be provided prior to the issue of the works licence.
- (iii) Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.
- (iv) The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.
- (v) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.
- (vi) Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the [Essex Climate Action Commission](#) proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the [Essex Developers' Group Climate Charter \[2022\]](#) and to view the advice contained in the [Essex Design Guide](#). Climate Action [Advice guides](#) for residents, businesses and schools are also available.



		A draft legal agreement has been submitted by the applicant to secure The Owner shall pay to the Council the Flitch Way Contribution prior to first Occupation of the Development. The Owner shall submit the Travel Plan to the Council prior to the first Occupation of the Development. The Owner shall pay to the Council the Travel Plan Monitoring Fee prior to the first Occupation of the Development.
		Environmental Health comments updated

**Environmental Health Consultee Comments for Planning**

Application Number: UTT/23/0950/PINS

PROPOSAL: Development of the site to create an open logistics facility with associated new access and ancillary office and amenity facilities

LOCATION: Land at Tilekiln Green, Stansted, Great Hallingbury.

**Lead Consultee**

Name: J Mann  
Title: Senior Environmental Health Officer  
Tel: [REDACTED]  
Email: [REDACTED]

Date: 26 May 2023

**Comments;**

Having considered the submitted details for the above application I have the following comments. Please note that on reviewing the application and noise assessment additional queries have arisen and we apologise for not requesting the additional information prior to these comments.

**Noise:**

The applicants have submitted a Sharps Acoustics Land at Tilekiln Green, Stansted Addendum note considering the effect of changes to site layout and noise screening, dated 7 March 23. It is said that the key difference is the area closest to eastern edge of the site (closest to the Old Elm) has been removed entirely from the design (Pg. 3. S2.1) . The report is said to consolidate all the submitted information (Pg. 3. S1.11)

The report has utilised previous noise monitoring data for the background and ambient noise at the site and noise sensitive receptors which was undertaken from 17 to 23 October 2019. The measurement positions were selected to be representative of the noise climate at residential receptor locations at The Old Elm, Brookside and Gerald Villa. Appendix A provides all details of the surveys with the location of the survey positions. It is noted that Brookside monitoring appears to be on the site itself adjacent to the existing pumping station which may not accurately reflect noise levels at Brookside, particularly to the rear of the property which is more shielded from the B1256 and there may also be a higher level on pumping station noise than Brookside experience.

		<p>In section 3.3 the report notes that the existing noise climate at Noise Sensitive Receptors (NSR) is relatively high with noise from the M11, Stansted airport and existing roads.</p> <p>The report then models site activity noise and Section 4.1 says the modelling is based on the following noise sources;</p> <ul style="list-style-type: none"> <li>• HGV and other vehicle movements on the access roads.</li> <li>• HGV manoeuvring, loading and unloading in the open yards.</li> <li>• Vehicular activity (not HGVs) in the car park area.</li> </ul> <p>The report then uses SoundPLAN to model the noise impacts during the day and at night. The sound reduction afforded by the proposed noise mitigation in the form of a 2.4m acoustic fence is incorporated into the noise model. In section 4.5 a 3 dB character correction is added for loading/unloading as that is said to be just noticeable but there are no character corrections for tonal or impulsive noise. It is not clear from the report whether this 3 dB character correction related to intermittency or some other character feature. It may be appropriate to reassess the acoustic feature correction to ensure that it complies fully with the methodology in BS4142 because additional character corrections may be needed. For example, reversing beepers typically have a distinctive tone that attracts a listeners attention and no character correction appears to have been applied for tonal noise.</p> <p>The predicted noise levels exceed the Uttlesford Noise Assessment Technical Guidance (NATG) criteria of a BS4142 rating level of 5dBA (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. From Appendix C data (pg 55),</p> <ul style="list-style-type: none"> <li>• at Brookside this level is predicted to be exceeded at 0400 hrs, 0500 hrs and 0600 hrs.</li> <li>• at Gerald Villa this level is predicted to be exceeded at 0500 hrs</li> <li>• at The Old Elm this level is predicted to be exceeded at 0400 hrs and 0500 hrs</li> <li>• at The Old Stables this level is predicted to be exceeded at 0400 hrs, 0500hrs and 0600 hrs</li> <li>• Willow house is predicted to meet the NATG criteria.</li> </ul> <p>Predicted noise levels are not given for Building E and New A1 and new A2 which appear to be the worse affected properties based on the predicted noise contours shown in figure D1 (day) and Figure D2 (night) and are also directly opposite the site entrance road where there will be a gap in the noise barrier for vehicles to enter and depart. I am not sure if the entrance gates to the site are intended to act as noise barriers but in any event they will be open to allow access and egress. Noise sensitive receptors Building E and new A1 in Figure D2 (nighttime site noise) both appear to be in the 45 to 50 dBA noise contour at First floor level, yet a figure of 39.5 dBA is shown on the SoundPLAN model for NSR E which is lower, presumably this is the predicted noise level at the north façade rather than the east façade of the property</p>
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which directly faces the site entrance. There is no justification given for why the north façade has been selected.

The report concludes that the development will bring about no adverse noise impacts at nearby properties. It says this conclusion is drawn using a robust set of assumptions in relation to site activity levels and including all noise sources. The assessment concludes that the development will be below Lowest Observed Adverse Effect Level (LOAEL) at all times which is described in the Noise Policy Statement for England (NPSE) as "noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly..."

However full details of the noise sources relied upon in the noise model that informs the BS4142 assessment are not provided within the report. There is a lack of detail regarding the description of each of the noise sources, hours of operation, mode of operation, and location. There is no information on how the source data used in the model was derived. Was it measured at the existing site? What plant and equipment were measured? How long was the noise source operating for? Is there any repair, cleaning, and maintenance of vehicles at the site? Will there be reversing beepers? In the car parking area has noise from car doors slamming, vehicle charging, and people noise been included? It is therefore not clear how the report author has obtained the noise rating levels stated. Section 12 of BS4142 clearly sets out the information to be reported in an assessment and the missing details should be provided.

The report has also not modelled noise impacts based upon LA max noise levels from any of the sources and it is not clear if the proposed noise mitigation will achieve appropriate internal LAmax noise levels at night at the existing properties (with windows open).

The report has considered the change in road traffic noise levels from the realignment of the road and the highest change in road noise was reported as an increase of 1 dB at The Old Elm at night which is considered minor adverse. The road noise modelling is shown in Appendix C (page 45 onwards). However, I note that there is some discussion of a possible condition ensuring that site traffic would not be allowed to turn right exiting the site or to travel to the site through the village. It is not clear whether the noise modelling has taken this possibility into account or if impacts might be greater than predicted for properties between the site and the roundabout.

I would recommend that the applicant is requested to provide further information to clarify the site noise source data used to generate the noise model and the information required in section 12 of BS4142 prior to the planning hearing. This information would assist greatly in verifying that the report is a robust and reliable assessment of the predicted noise impacts from the proposed development.

		<p>I would also suggest that the road traffic noise impacts from no right turn exit and no site traffic through the village (no left turn entrance) are also considered and modelled.</p> <p>Finally, it would be helpful to calculate the noise impacts from the site during each hour period (and 15 min period at night) at receptors E and new A1 which appear to be on a higher noise contour for site noise and are not detailed in new Appendix C.</p> <p>Once this additional information is received there should be much greater clarity about whether the site noise predictions are reasonable and there would be no significant noise impact from the development as the report concludes.</p> <p>Based on the submitted information there is a high level of uncertainty as to whether the noise rating levels predicted are robust and reliable.</p> <p>It may be that the applicant submitted some of this information in earlier documents that were not provided with this application and if so they should be resubmitted.</p> <p>If the inspector is minded to grant the application, without the additional information requested, I would advise that the following conditions are attached. It should be noted that once permission is granted it may not be possible for these conditions to be complied with if the noise assessment has been based upon noise modelling from noise source data that is not representative of all the noise sources that will operate at the site.</p> <ol style="list-style-type: none"><li><p><u>1. Plant and operational noise</u></p><p>The rating level of noise at noise sensitive receptors emitted from cumulative vehicle, plant, equipment and operational noise shall not exceed the levels provided in Appendix C: Predicted noise levels (Table C1, C2, C3, C4 and C5, electronic pages 55 to 57) of the report prepared by Sharps Acoustics, titled: Land at Tilekiln Green, Stansted. Addendum note considering the effect of changes to site layout and noise screening, dated 7 March 2023.</p><p>REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).</p></li><li><p><u>2. Post completion condition</u></p><p>Within 6 months of the site becoming operational, a post completion noise survey shall be undertaken by a suitably qualified acoustic consultant, in accordance with BS4142 and a report submitted to and approved in writing by the Local Planning Authority. The report shall provide information on the measured (or calculated if measurement is not possible) sound emitted from the site at 1.0m from the facade of the following residential receptors: The Old Elm, Brookside, Gerald Villa, The Old Station, Willow House. The noise survey must include reference to measured background noise levels at monitoring locations</p></li></ol>
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and times agreed by the Local Planning Authority. Where cumulative operational noise, and plant rated noise levels are found to be more than the minimum background noise levels, a detailed noise mitigation scheme shall be submitted to the Local Planning Authority for written approval. Any scheme of mitigation shall be implemented within 3 months of the date of written approval in full accordance with the approved details, and it shall be retained in accordance with those details thereafter.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

3. Fencing specification & mitigation

Before the development hereby permitted is first brought into use, a scheme detailing all noise mitigation measures, shall be submitted to, and approved in writing by, the local planning authority. The scheme shall provide full details of the acoustic fencing to include, design, location, mass, acoustic properties, lifespan, guarantee and maintenance requirements. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and maintained at all times thereafter.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Land contamination:

The Council has no reason to believe this site is contaminated and is not aware of any potentially contaminative past use, however, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site. The following condition is therefore, recommended.

1. If during any site investigation, excavation, engineering, or construction works evidence of land contamination is identified, it must be reported in writing immediately to the Local Planning Authority. The contamination shall be investigated by a competent person in accordance with the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers' and The Environment Agency Land Contamination Risk Management (LCRM) and other current guidance deemed authoritative for the purposes, to the satisfaction of the Local Planning Authority, to ensure that the site is made suitable for its end use. Where remediation is necessary, a remediation scheme must be prepared and submitted for the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority

		<p><b><u>Reason</u></b></p> <p>To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2, ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).</p> <p><b><u>Air Quality.</u></b></p> <p>The air quality assessment completed by Fichtner, 21 January 2022, reference S3349-0030-0001SMN and the addendum report 16 March 2023 shows that the impact of the development on air quality during the construction phase is negligible once appropriate mitigation measures are taken. The highest risk category for the proposed development is 'high risk', for dust soiling effects from trackout. Therefore, in accordance with IAQM guidance general mitigation measures should be applied at this risk rating for the site. These measures are included in Appendix C of the report. A Construction Environmental Management Plan (CEMP) condition is recommended in the Construction Noise and Dust section below.</p> <p>The air quality assessment found that impacts to air quality during the operational phase will be negligible. Section 5 of UDC's Air Quality Technical Guidance requires that Type 1 mitigation measures listed in Guidance are appropriate for the Proposed Development. The following conditions are recommended.</p> <p>1. Electric vehicle charging points (EVCP) shall be provided for 20% of the car parking spaces and passive provision shall be made available for the remaining 80% of the spaces in the development, so that the spaces are capable of being readily converted to electric vehicle charging points. The location of the EVCP spaces and charging points, and a specification for passive provision shall be submitted to and approved in writing by the local planning authority before the permitted development is first brought into use. The EVCP shall thereafter be constructed and marked out and the charging points installed prior to any of the parking spaces being brought into use and thereafter retained permanently to serve the vehicles of site users, staff and visitors.</p> <p>Reason: To protect local air quality and residential amenity of neighbouring occupiers of the development.</p> <p>2. Development shall not commence until a travel pack, setting out public transport options, and promoting routes for cycling and walking, to be made available to staff and visitors, has been submitted to the Local Planning Authority and approved in writing. The approved travel pack shall be fully implemented and maintained thereafter.</p>
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Reason: To protect local air quality and residential amenity of neighbouring occupiers of the development.

**Construction Noise & Dust**

In view of the scale of the development as proposed, it is recommended that the following Construction Environmental Management Plan condition is attached to any consent granted to ensure that construction impacts on nearby residential occupiers are suitably controlled and mitigated:

1. Prior to the commencement of the development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing
- b) Hours of operation, delivery and storage of materials
- c) Details of any highway works necessary to enable construction to take place
- d) Parking and loading arrangements
- e) Details of hoarding
- f) Management of traffic to reduce congestion
- g) Control of dust and dirt on the public highway
- h) Details of consultation and complaint management with local businesses and neighbours
- i) Waste management proposals
- j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.

The CEMP shall be consistent with the best practicable means as set out in the Uttlesford Code of Development Practice.





All works shall be carried out in accordance with the approved CEMP thereafter.



		<p>REASON: In the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005).</p> <p><b>External Lighting</b></p> <p>In view of the rural location of the site, it is essential to ensure that any external lighting is properly designed and installed to avoid any adverse impacts on residential neighbours from obtrusive or spill over light, or glare.</p> <p>The guidance used and criteria set out in the lighting strategy submitted with the application are acceptable. An Isolux contour map shows that lux levels will be below 1 lux at the nearest sensitive receptors. The light locations and specifications have been submitted. Subject to the development being progressed in line with these plans, there should be no significant adverse impact to nearby receptors caused by external lighting at the site.</p> <p>The following condition is therefore recommended to secure this:</p> <ol style="list-style-type: none"> <li>1. External lighting on the site, including the lighting unit, any supporting structure and mitigation measures shall be installed fully in accordance with the submitted Kelly Taylor and Associates External Lighting Strategy Report dated 12.10.21 Issue No. US/10398/LSR – 01 and Plans reference 10398 ext 01 and 02.</li> </ol> <p>REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).</p>
		<p>Cllr Reeves: Strongly opposes the application .(Full details will be sent to PINS) Summary;  This site is not needed for employment.  It is not required for the upcoming Local Plan need.  Omission of material fact. Priority Habitat – Deciduous Woodland:  Felling Licence conditions haven't been complied with  Felling Licence is not valid.</p>

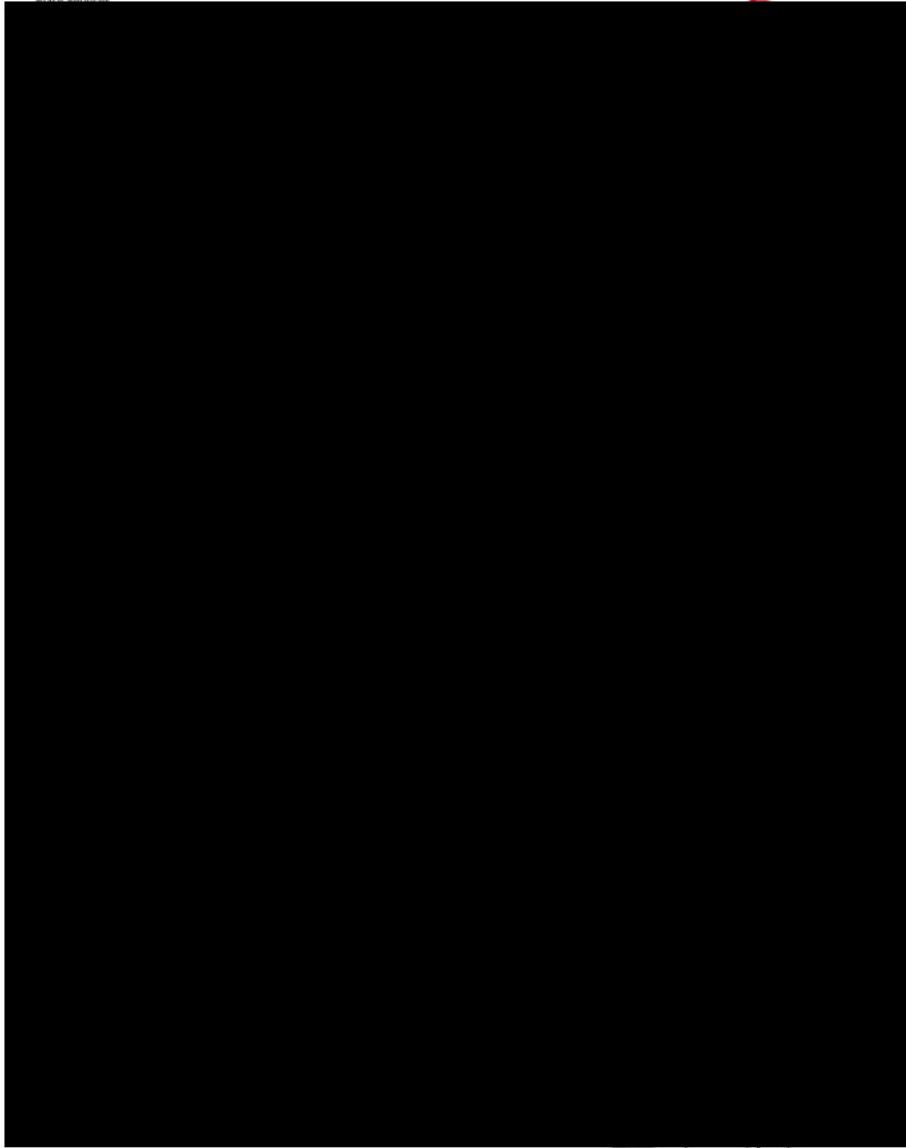
		<p>The baseline for the required Biodiversity Net Gain (BNG) calculations should be based on the situation before August 2019.</p> <p>The wood and the trees, and the diverse ecology that it used to contain, were much loved by the local community. It must be clarified. (See NPPF 179 to 182). This matter of the Priority Habitat – Deciduous Woodland is a significant weighted disbenefit to the application.</p> <p>Despite ECC Highways' report (for UTT/22/0434/FUL – I haven't seen their report for this later application), excessive huge HGV vehicles for this domestic rural area, with consequent safety and economic disbenefits (road blockages etc);</p> <ul style="list-style-type: none"> <li>- The narrow road and low bridge downhill towards Great Hallingbury (in the event of breakdowns etc.</li> <li>- A terrifying proposal for 24hr 365 days-a-year operation in the linear village environment;</li> <li>- The ecological surveys were not carried out before the site was cynically stripped bare;</li> <li>- Overwhelming local opposition;</li> <li>- ..... and in the CPZ (Countryside Protection Zone).</li> </ul> <p>In summary, this application should be rejected since the harms out-way the benefits in the planning balance. Particularly the small employment benefit, and no evaluation of the status: 'Priority Habitat – Deciduous Woodland'.</p> <p>Should you approve, then you must please include the condition of restricting the hours of operation to 7am to 7pm, except Saturdays 7am till 1300 and none on Sundays. (Not a problem at Northside). Please treat our residents as humans with a life.</p>
		<p>Cllr Wilson: (Full details will be sent to PINS)</p> <p>As a ward councillor for All Saints Ward, Bishop's Stortford (East Herts District Council) and a Bishop's Stortford Town Councillor for Parsonage Ward in that town, I am concerned with the level of traffic congestion in the town. As each major development has been accepted on the basis that it will not have a severe detrimental effect on the levels of traffic in the town, the cumulative effect of present and future congestion has become severe but this has not been acknowledged despite the provision of S32 of the NPPF.</p> <p>The transport report accompanying this application details levels of traffic at Stansted Airport but not at Bishop's Stortford. This application, if approved, will inevitably add to congestion in the town and this should be considered in light of the already congested urban area.</p> <p>This development is also proposed in the CPZ in Uttlesford which is a well-established and welltested policy going back decades with the aim of preserving the countryside around the airport. An</p>

		HGV-heavy logistics sight will do nothing to preserve this important area. In addition, this development is within sight of listed buildings and this will not be a fitting development to be in such an area
		<p>5 more representations have been received (Full details will be sent to PINS)</p> <p>Summary of comments:</p> <p>Concerns raised: noise, air and light pollution</p> <p>Increased traffic and heavy goods trucks</p> <p>Congestion</p> <p>Inadequate infrastructure</p> <p>Road safety</p> <p>Unsuitable for commercial development in residential area of green fields and wildlife</p> <p>It will not create any extra jobs for the area as their current workforce will just be relocated about 1 mile from their current location.</p> <p>It will encourage the lorries to use Church Rd. which is both unsuitable and illegal.</p> <p>This is a green field site which was designated as a buffer from airport expansion.</p> <p>They no longer have to move from their current site as it has ceased to be regarded as within the airport. Other sites would be available both in East Herts. and at junction 7a at Harlow</p> <p>Diesel and oil pollutants are likely to be washed into the stream</p> <p>There are very few safe pedestrian facilities in the area , accidents are more likely to occur if they start using Church Rd.</p> <p>Living in Great Hallingbury, we are already inundated with vehicles using our village as a cut through to the M11.</p> <p>Countryside Protection Zone</p> <p>Development will make it hazardous for other users</p> <p>Impact on wildlife</p> <p>This development will provide nothing positive for the area and will degrade its nature and the quality of life and mental health of its residents. It is relocating from another local industrial site, bringing the existing employees and their cars and their commutes with them on a 24/7 basis.</p> <p>Development will result in accidents</p>
		Birchanger Parish Council

		<p>Dear Sirs</p> <p>Here is the response from Birchanger Parish Council to the planning application lodged by FKY Ltd concerning land at Tilekiln Green, Start Hill, Great Hallingbury CM22 7TA, reference S62A/2023/0017.</p> <p>The impact on the rural village of Great Hallingbury of this proposed distribution centre would be devastating, not just to the neighbouring properties but to the whole village. The site is a CPZ (Countryside Protection Zone) area not an industrial area, and a Distribution centre would devastate the character of the surrounding area and destroy the habitat for local wildlife. Much of the proposed site has already been destroyed by the over felling of the protected woodland and filling in of ponds in August 2019.</p> <p>The increase in traffic movements to around 500 a day will cause excessive emissions. The 24 hour operation will also create unacceptable levels of noise, air and light pollution.</p> <p>The proposed widening and repositioning of the entrance to Tilekiln Green placing it nearer the M11 junction will do nothing to alleviate the inevitable extra holdups to traffic going eastbound onto the B1256 from the M11. The is will also generate longer queues waiting to enter the junction westbound from the B1256 which will be caused by the excessive amount of traffic, both HGVs, vans and cars, turning into Tilekiln Green to enter the site. This junction on the M11 is already over capacity and holdups are suffered on a daily basis. The impact will be widespread and felt by Birchanger residents trying to get onto junction 8 of the M11 plus those from Bishops Stortford and traffic entering/exiting the service area.</p> <p>Furthermore, traffic exiting the site and turning right will drive through rural lanes which in some places have no footpaths. This will be extremely dangerous for pedestrians and other road users.</p> <p>Birchanger Lane has been used as a rat run by Wren Kitchens vehicles to avoid the holdups/ tailbacks on the A120 bypass, Bishops Stortford, when travelling to their present site at Stansted Airport. On at least one occasion the Wren's vehicle could not have been delivering within the village as it had no body, just a chassis cab, which obviously indicated rat running.</p> <p>Birchanger Parish Council fully support Great Hallingbury Parish Council and all the residents who have raised objections to this totally inappropriate proposed development</p> <p>Yours sincerely,</p>
		 


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Place Services



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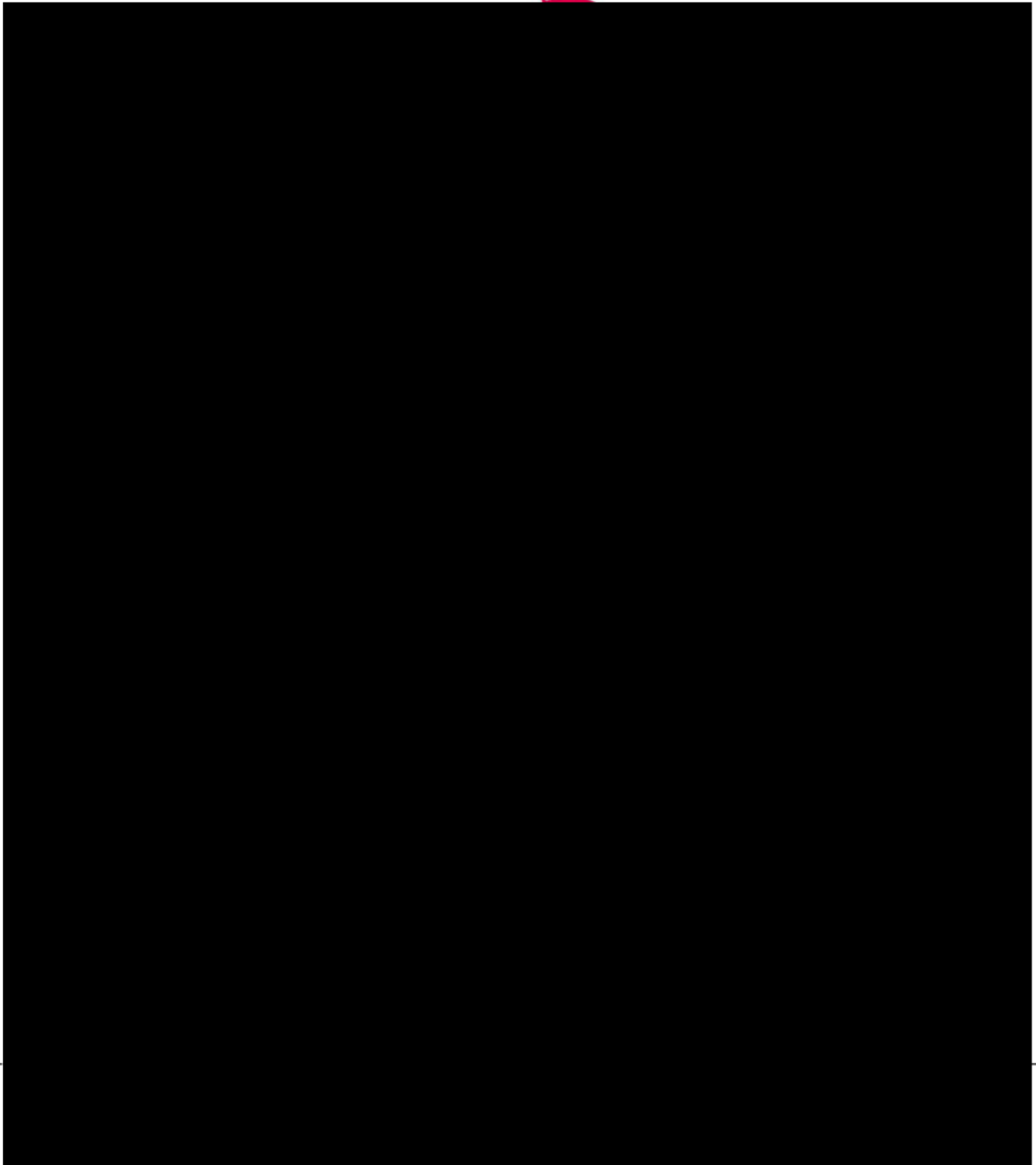
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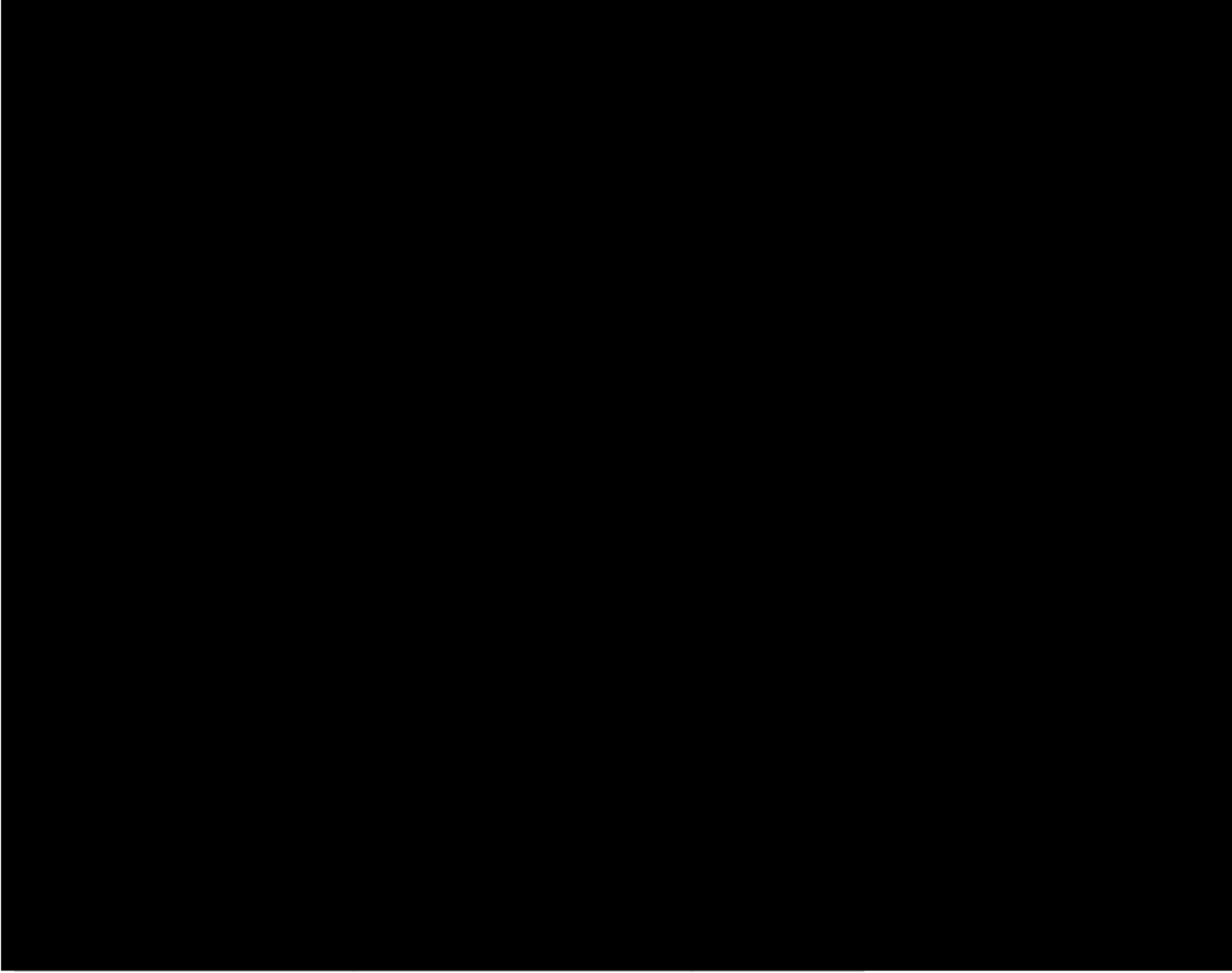
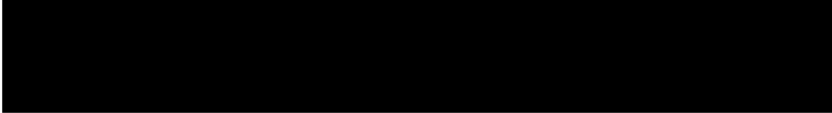



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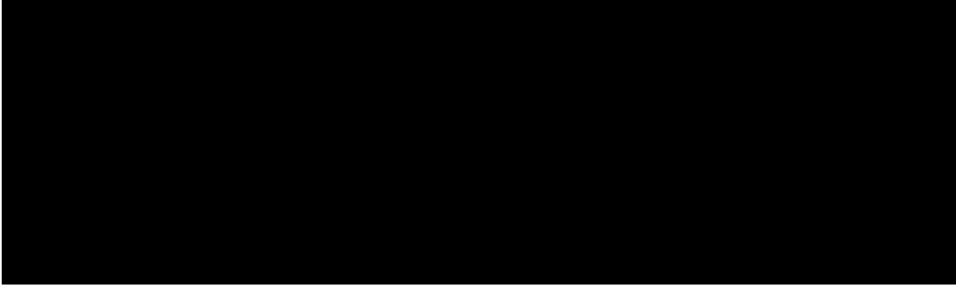
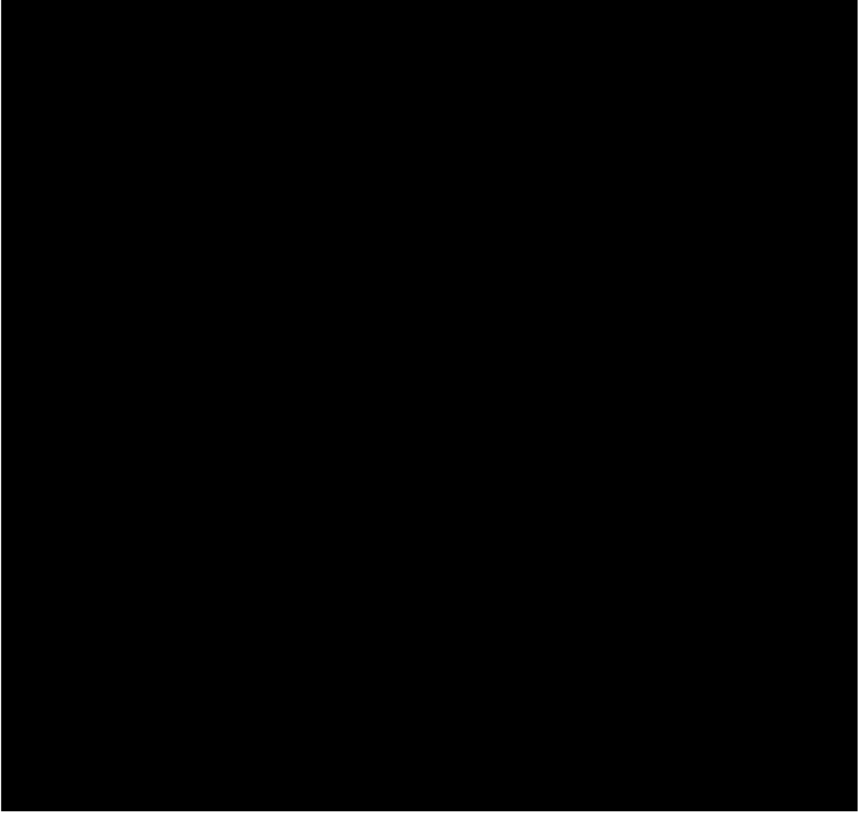
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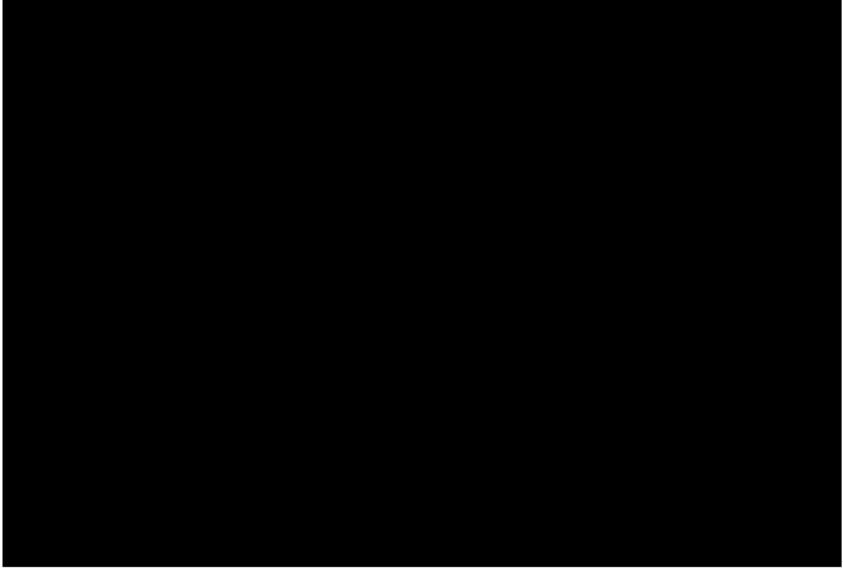


		 
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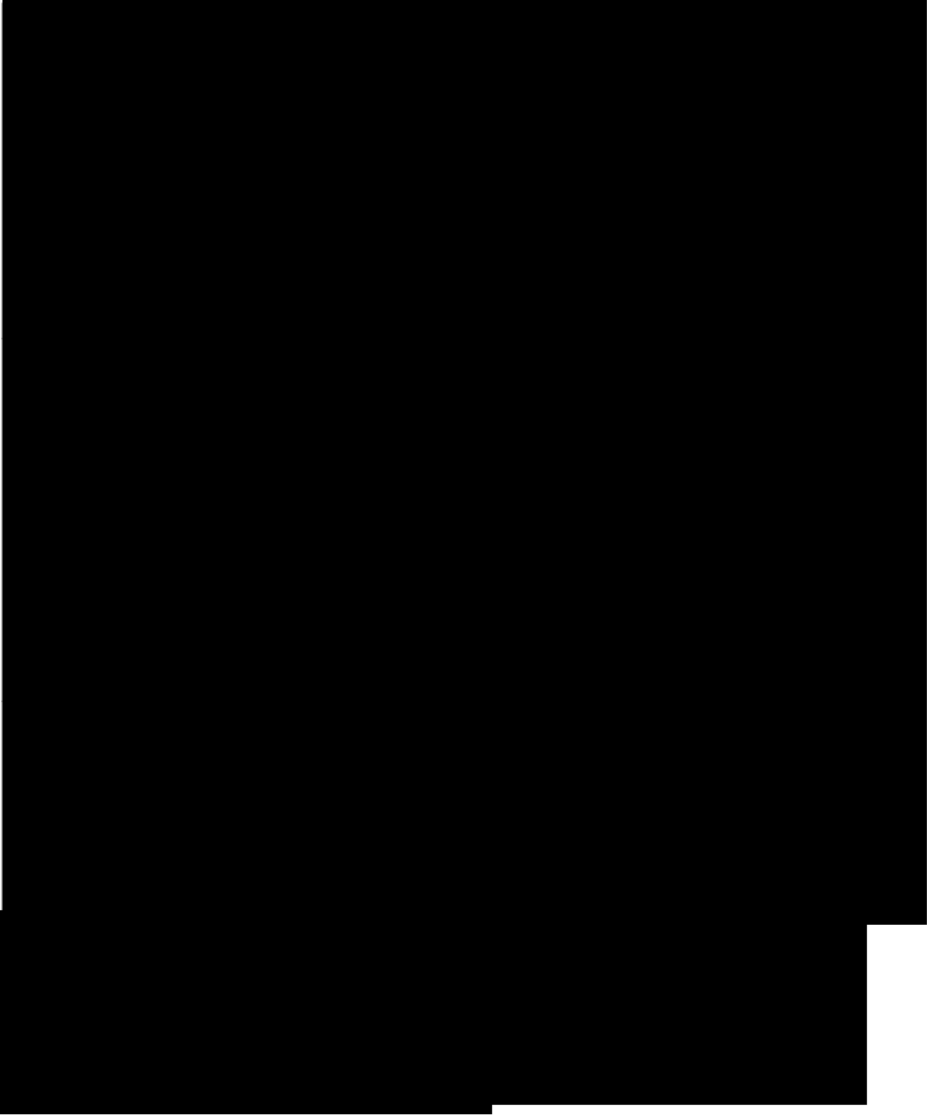
		
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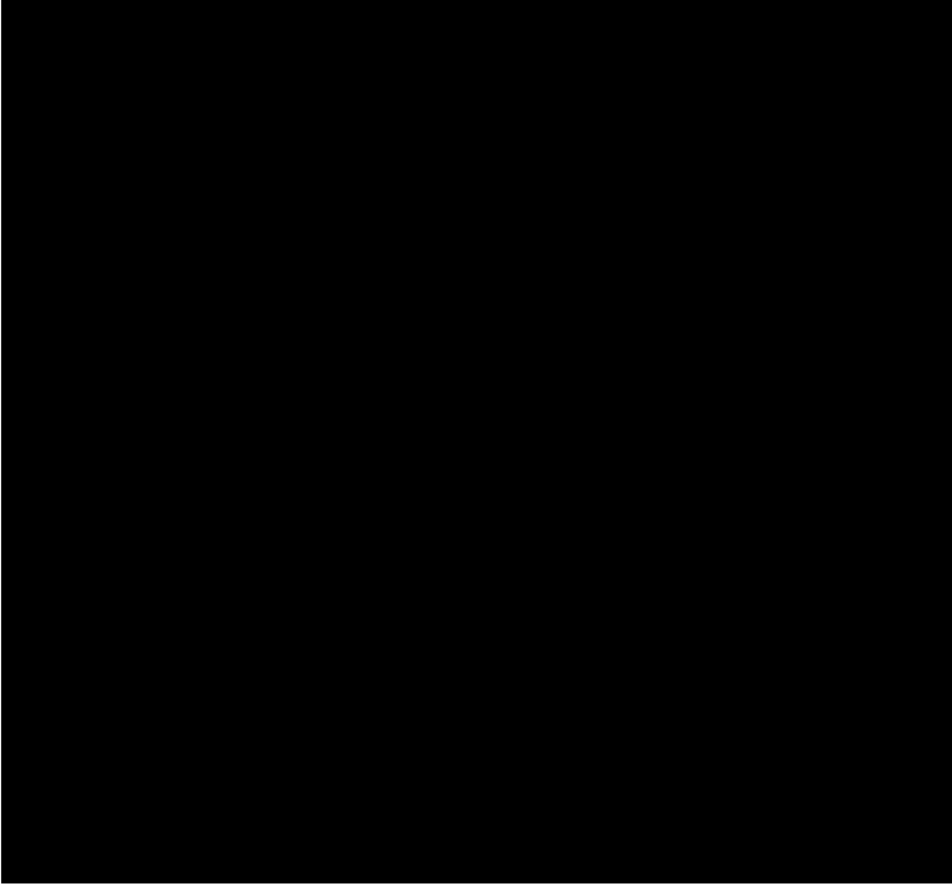
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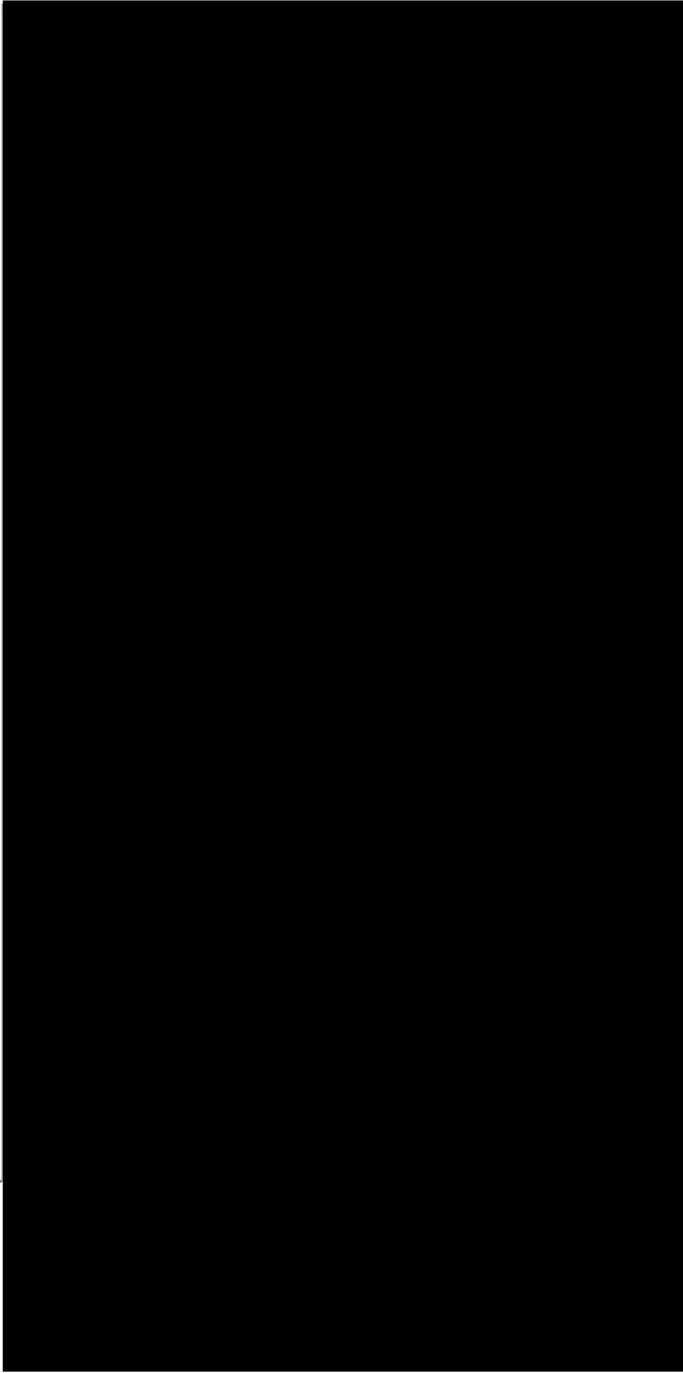
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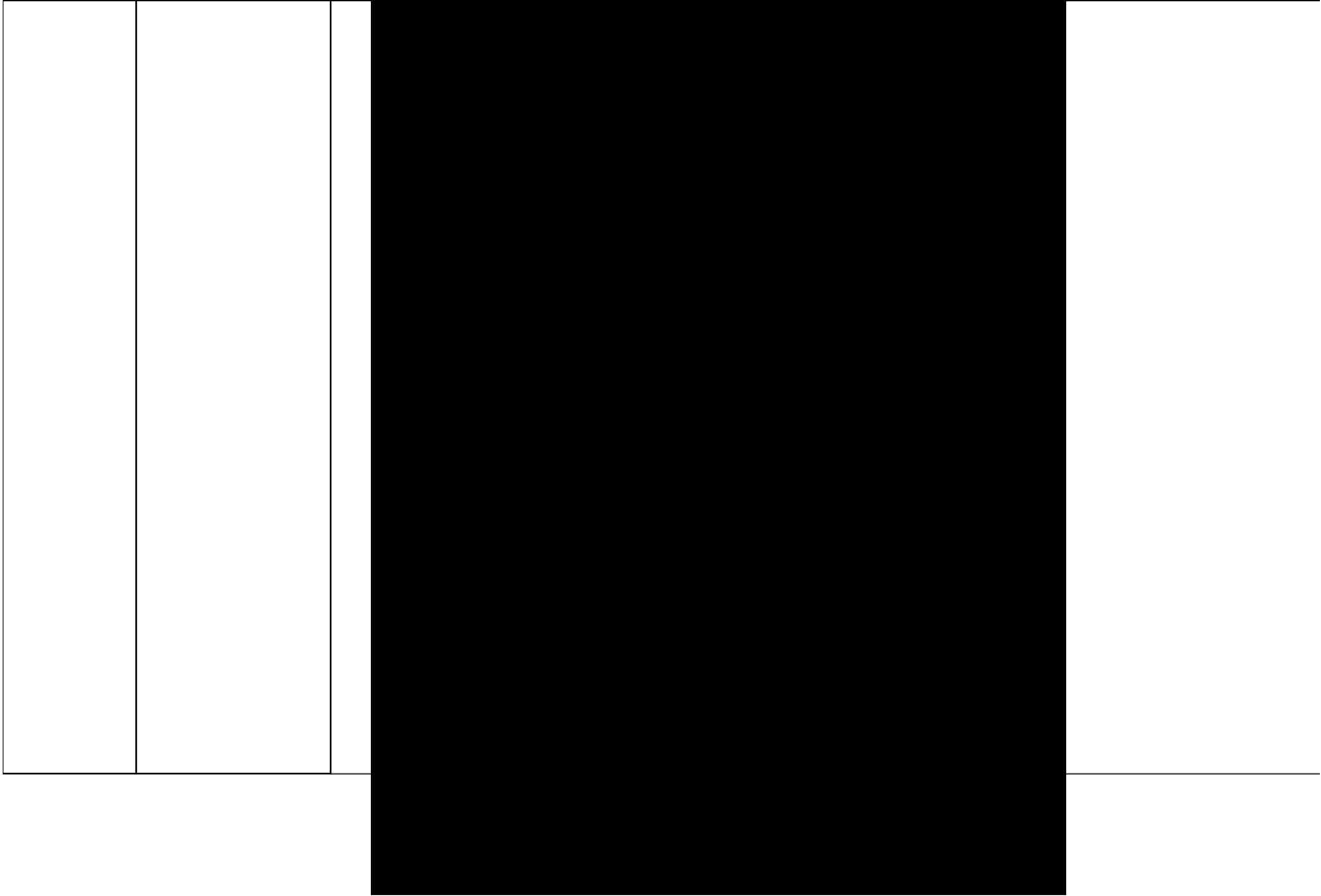
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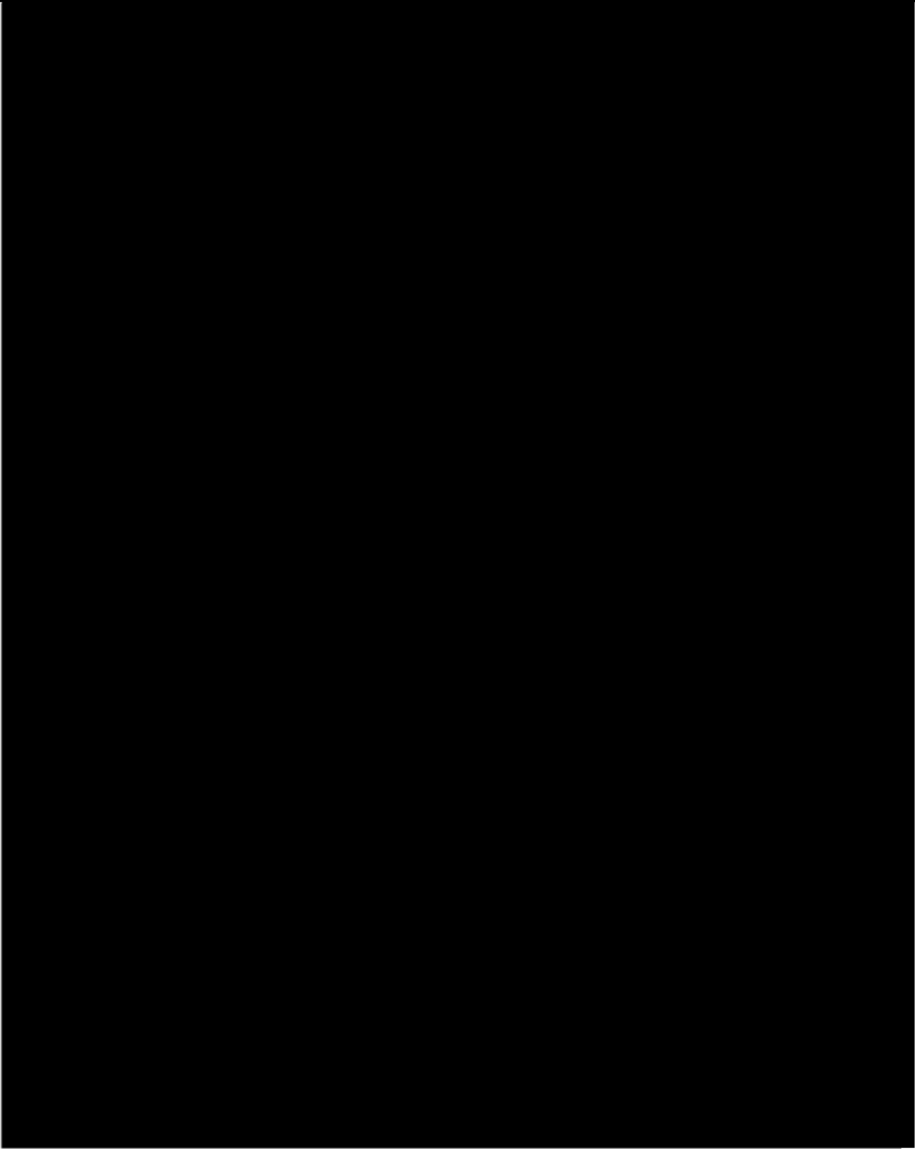
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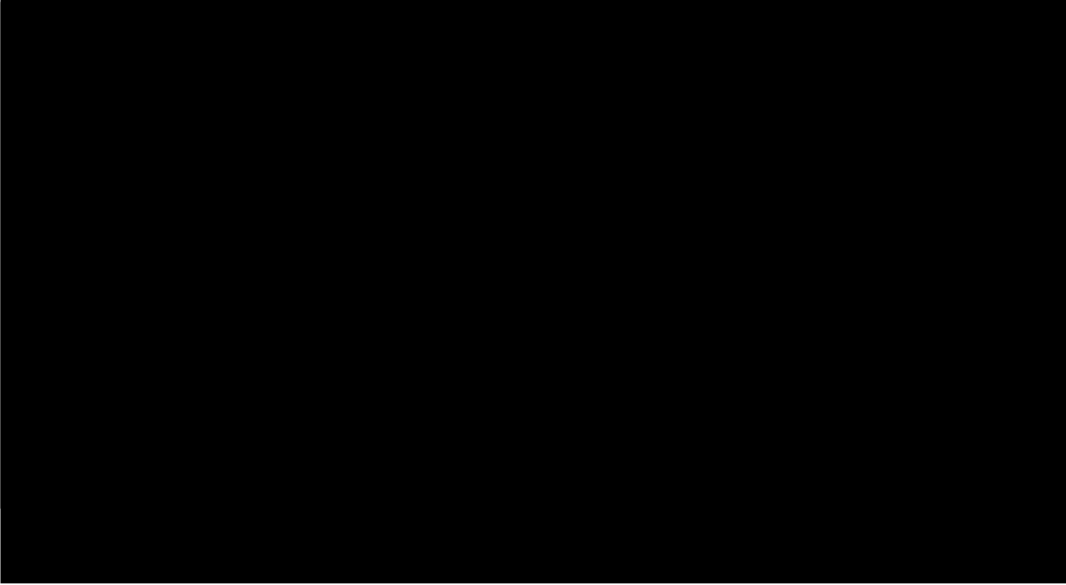

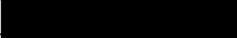

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Note – The purpose of this list is to draw Members attention to any late changes to the officer report or late letters/comments/representations. Representations are not reproduced in full they are summarised

Late items from **STATUTORY CONSULTEES** are reproduced in full.