

Much has changed since the developers previous submission that resulted in being rejected solely on ground water, with many issues being overlooked by the Planning Inspector as residents did not have the financial ability to seek bona fide consultants reports. The topic of noise, as an example, was finally balanced in favour of the developers for this very reason. Our request to TRDC for independent reports on Noise, Air Quality and a Traffic count was rejected.

COVID-19 has made the Government recognise that we cannot continue as before and have set out how they will be 'building back better, supporting green jobs, and accelerating our path to net zero'. Conflicting with this the developers will build two unsustainable mechanised warehouses that support very few jobs and accelerate increases in pollution.

The United Nations Climate Change Conference will be held in the UK in November and the Environment Bill will be passed ahead of it. The Bill seeks to improve the natural environment and Local Authorities will be duty bound to reduce pollution levels - measure PM2.5 et al. TRDC have published their Climate Emergency and Sustainability Strategy 2021 – 2026 in response to their 2019 declaration. These strategies prove that we need sustainable green jobs that do not threaten the natural environment in the way that these prospective warehouses do.

Summary of Points raised In this Objection:

- 1) **Maple Lodge Close: not addressed by applicant, new directive HCC**
- 2) **Foul sewage: not addressed by applicant**
- 3) **Traffic: Herts CC 695 trips/Applicant 1890 New evidence - unregulated pollution & groundbreaking ruling**
- 4) **Flooding of Thames Water Access Road: not addressed by applicant**
- 5) **Cumulative Effects: Woodoaks Farm, Springwell Lake**
- 6) **Environmental Effects: not addressed by applicant**
- 7) **Economic: developer has exaggerated these benefits**
- 8) **Noise**

1) **Maple Lodge Close:**

Herts County Council Highways have imposed the following Condition:

1. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

a. Details and further information as to how vehicle access to the development site would be restricted from using Maple Lodge Close.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Note: Maple Lodge Close is a private road and not highway maintainable at public expense. Therefore HCC as Highway Authority would not be able to enforce any restrictions over the private access road. Nevertheless the Highway Authority would encourage and support restrictions for vehicles to the development site via this route through the whole construction period and use as the route is not considered to be acceptable to support the level and type of vehicles associated with the proposed use.

The developer previously stated they 'would instruct everyone that they were not to use Maple Lodge Close' this is an unrealistic answer. Either the developers or TRDC need to negotiate a resolution with Thames Water since signage and verbal instruction will not prove to be effective – Thames Water vehicles are testament to this. Should this development be sanctioned all warehouse traffic (HGV's; LGV's; etc) must be prevented from



using Maple Lodge Close for reasons of safety – narrow road/pavement.

2) **Foul Sewage:**

'The planning application proposal sets out that FOUL WATER will NOT be discharged to the public network and as such Thames Water has no objection. Should the applicant subsequently seek a connection to discharge Foul Waters to the public network in the

future, we would consider this to be a material change to the application details, which would require an amendment to the application and we would need to review our position.'

This position needs to be reviewed as within the Tier report:

'The site will discharge foul water to the public foul sewer to the north of the site'.

Thus they do not have the required permission to discharge foul waters to the public network.

3) Traffic / Air Quality:

The Cole Jarman report is the sole document showing total vehicle numbers and travel times:

19/0333/SCH1

For Assessment'			
Unit 1		Unit 2	
HGVs	Light Vehicle	HGV	Light Vehicle
3	10	3	10
3	11	3	11
2	5	2	5
3	10	3	10
2	8	2	8
2	7	2	7
3	10	3	10
3	19	3	19
5	57	5	57
0	21	0	21
12	17	12	17
0	19	0	19
0	14	0	14
0	38	0	38
3	19	3	19
10	7	10	7
3	17	3	17
3	54	3	54
7	36	7	36
2	5	2	5
2	3	2	3
2	5	2	5

We questioned the developer via the Planning Dept. to ensure we were using the correct statistics and the response is as follows:

As set out at the bottom of page 17 of the Planning Noise Assessment, the numbers within the Predicted Traffic Flows table are 2 way movements (i.e. one entrance and one exit). Both the in and out activities are included within the noise calculation so the predicted traffic flow numbers have been doubled.

The table below has been prepared to compare the assessment methodology against the resident's recommended methodology, in an attempt to explain that the noise assessment has taken into account double the numbers within the Predicted Traffic Flows table:

Scenario	Traffic Flow Numbers (HGVs to both units, 0000-0100)	"Movement" Composition	Total "in + out" activities in resulting noise calculations
Planning Noise Assessment	6 movements (combining in and out activities)	6 in activities 6 out activities	12
Resident Query	12 movements (considering in and out activities separately)	6 in activities 6 out activities	12

As you can see, the resulting total "in + out" figure is the same, it is just the traffic flow numbers have been presented differently.

For reference, the factors that are taken into account in the "in and out" activities are set out in Schedule SCH2 in the Cole Jarman Planning Noise Assessment (19/0333/R2-1). As set out above, the footnote to the table Schedule SCH1 notes that the figures are 2-way movements include in and out activity.

This confirms the following chart to be accurate resulting in a total of 1890 trips each and every day into and out of Maple Cross.

In terms of the actual numbers of vehicles entering and leaving the site, this is as follows;

- TRAFFIC and TRIPS for the warehouse development/s.

Predicted Traffic Flows for 2 warehouses by hour of day based on vehicles and trips

Hourly segments	DAILY VEHICLE NUMBERS			DAILY VEHICLE TRIPS			WEEKLY VEHICLE NUMBERS			WEEKLY VEHICLE TRIPS			ANNUAL VEHICLE NUMBERS			ANNUAL VEHICLE TRIPS		
	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's	HGVs visiting site	LGV's and LV's visiting site	TOTAL HGV's+ LGV's, LV's
midnight-1am	6	20	26	12	40	52	42	140	182	84	280	364	2184	7280	9464	4368	14560	18928
1am-2am	6	22	28	12	44	56	42	154	196	84	308	392	2184	8008	10102	4368	16016	20384
2am-3am	4	10	14	8	20	28	28	70	98	56	140	196	1456	3640	5096	2912	7280	10192
3am-4am	6	20	26	12	40	52	42	140	182	84	280	364	2184	7280	9464	4368	14560	18928
4am-5am	4	16	20	8	32	40	28	112	140	56	224	280	1456	5824	7280	2912	11648	14560
5am-6am	4	14	18	8	28	36	28	98	126	56	196	252	1456	5096	6552	2912	10192	13104
6am-7am	6	20	26	12	40	52	42	140	182	84	280	364	2184	7280	9464	4368	14560	18928
7am-8am	6	38	44	12	76	88	42	266	308	84	532	616	2184	13832	16016	4368	27664	32032
8am-9am	10	114	124	20	228	248	70	798	868	140	1596	1736	3640	41496	45136	7280	82992	90272
9am-10am	0	42	42	0	84	84	0	204	204	0	508	508	0	15208	15208	0	30676	30676
10am-11am	24	34	58	48	68	116	168	238	406	336	476	812	8736	12376	21112	17472	24752	42224
11am-midday	0	38	38	0	76	76	0	266	266	0	532	532	0	13832	13832	0	27664	27664
midday-1pm	0	28	28	0	56	56	0	196	196	0	392	392	0	10192	10192	0	20384	20384
1pm-2pm	0	76	76	0	152	152	0	532	532	0	1064	1064	0	27664	27664	0	55328	55328
2pm-3pm	6	38	44	12	76	88	42	266	308	84	532	616	2184	13832	16016	4368	27664	32032
3pm-4pm	20	14	34	40	28	68	140	98	238	280	196	476	7280	5096	12376	14560	10192	24752
4pm-5pm	6	34	40	12	68	80	42	238	280	84	476	560	2184	12376	14560	4368	24752	29120
5pm-6pm	0	108	114	12	210	228	42	700	798	84	1512	1596	2184	39312	41480	4368	78024	82992
6pm-7pm	7	72	79	14	144	158	49	504	553	98	1008	1106	2548	26208	28756	5096	52416	57512
7pm-8pm	4	10	14	8	20	28	28	70	98	56	140	196	1456	3640	5096	2912	7280	10192
8pm-9pm	4	6	10	8	12	20	28	42	70	56	84	140	1456	2184	3640	2912	4368	7280
9pm-10pm	4	10	14	8	20	28	28	70	98	56	140	196	1456	3640	5096	2912	7280	10192
10pm-11pm	4	10	14	8	20	28	28	70	98	56	140	196	1456	3640	5096	2912	7280	10192
11pm-midnight	4	10	14	8	20	28	28	70	98	56	140	196	1456	3640	5096	2912	7280	10192
Total x vehicle type	141	804	945	282	1608	1890	987	5628	6615	1974	11256	13230	51324	292656	343980	102648	4368	687960

These data have been derived by taking the Planning Noise Assessment Report 19/0333/R2 presented by Cole Jarman in the TRDC Planning website and summarising the data shown in the appendix on predicted traffic flows.

Herts CC Highways meantime posted the following online in response to a planning enquiry: