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Sent: 17 May 2023 11:59
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: S62A/2023/0017

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I strongly object to this proposal as there will be a detrimental effect on the character of the local area. This has been rejected 3 times and is absurd that it has been brought to Pins, also I believe some of the legalisation in my letter has been written by PINS as well!

We have lived at Rivendell for over 18 years now and the area itself has changed a lot in terms of logistical and warehouses and developments around the surrounding areas, you choose to live where you live for a better lifestyle to be in and around the countryside, but it's slowly being swallowed up by developments and this logistics development will spread and lead to urbanisation

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. 27 Mar 2012.

National planning policy 13 protecting green belt land paragraph 133 137 133. The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

134. Green Belt serves 5 purposes:

- (a) to check the unrestricted sprawl of large built-up areas.
- (b) to prevent neighbouring towns merging into one another.
- (c) to assist in safeguarding the countryside from encroachment.
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

This is why this particular land is within the country protection zone Because it falls within green belt land, and if planning permission is granted for wren logistics facility it will assist in urban sprawl diminish the special historical character of this area , it will cause encroachment, and towns will merge into one another.

Environmental Protection Act 1990

Statutory nuisances and inspections therefor

(1).F2 subject to subsections the following matters constitute “statutory nuisances” for the purposes of this Part, that is to say

(b)smoke emitted from premises so as to be prejudicial to health or a nuisance;

(c)fumes or gases emitted from premises so as to be prejudicial to health or a nuisance;

(d)any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance;

(e)any accumulation or deposit which is prejudicial to health or a nuisance;

[F4(fb)artificial light emitted from premises so as to be prejudicial to health or a nuisance;]

(g)noise emitted from premises so as to be prejudicial to health or a nuisance;

[F5(ga)noise that is prejudicial to health or a nuisance and is emitted from or caused by a vehicle, machinery or equipment.

It is reported it will have over 500 vehicle movements a day. The noise and light intrusion and pollution from emission this development will cause will have impact on health mental well-being, loss of amenity and outlook from where I live

24/7 light pollution, noise, light intrusion

Dust, sleep deprivation, overbearing. And vibrations from loading unloading. Reversing bleeping trucks, in warmer months I won't be able to open my bedroom window to get air as this will be intrusive.

Highway safety and traffic generation

Section 108 b) of national planning policy framework 2019 says development should have a safe and suitable access, it is highly likely that the access for this lorry park falls into unsafe categories.

1 . HGVs exiting the site on slow speed uphill is likely to cause rear end collisions

2. Not suitable and dangerous for pedestrians

3.Widening the junction will encourage and generate more traffic into the village including other HGVs causing damage to flitch bridge, and causing highway safety issues to oncoming vehicles, members of public cyclists. local residents dog walkers and visitors who use the route as assess for walks and entry to Hatfield forest.

If an accident would to occur would Wren and the highways be held accountable as they gave the approval for the road layout to be changed?

4. How will Wren and the local road infrastructure companies deal with road closures? How will the local residents be protected if planning permission is approved.

5.Also when the start hill road has had road works done in the past. Roads user have not obeyed the road closure signs and damaging the residents property in the past. How will Wren and the council stop this, how will they protect us.

6. How will Wren also, deal with the potential risk of road users using their new entrance as a turning point. As local residents get road users turning around in their drive ways all day.

7. How will the council and Wren kitchen, deal with the new blind spots that will be caused by the new road layout, how are the residents and local users to be protected. This is a serious concern to life!, I work downstairs in the front dining room and sometimes daily see near misses.

The lighting that is intended for use is similar to that of a football stadium, (in a dark rural area) with residential properties in very close proximity. I also believe, one of the old objections from the airport, that they were concerned about pilots getting the lighting confused as a runway, who would be responsible if a near miss was to happen and who will be held accountable if a plane did get confused. Why this development is still being entertained when a concern like this has been raised is very concerning and scary.

Not to mention is inappropriate and intrusive given the nature of the site and its 24/7 operational use. In the winter months these bright lights would be from 4pm onwards, Again sleep deprivation for us who's rear windows overlook the green space land.

Nothing has been built on that parcel on land it has never had hardstanding, Archaeological reports states, that archeological finds are high dating back to medieval and roman times

Who will lose sleep at night and have devastating affect on physical and mental health. In addition to this, the noise pollution Air-pollution and O2 Emissions (they do not have an electrical fleet) All these operational activities 24/7 Is a concern for Dementia due to exposure and activities associated with this kind of development, when taking into account the overhead aircraft.

<https://www.bmj.com/company/newsroom/exposure-to-traffic-noise-linked-to-higher-dementia-risk/>

The widespread and substantial exposures to noise worldwide, the severity of associated health consequences, and the limited tools available for people to protect themselves, strongly support the WHO's argument that "noise pollution is not only an environmental nuisance but also a threat to public health," they write.

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"Reducing noise through transportation and land use programs or building codes should become a public health priority," they conclude.

This health concern is a serious issue, we have a lot of younger adults in the area. A 24/7 depot would do major damage to people's health as they would not be able to fully rest their brain.

I object