**STATEMENT FOR HCC POLICY AND RESOURCES COMMITTEE, 1 DECEMBER 2022**

London Colney Parish Council (LCPC) does not support the principle of the development of a strategic rail freight terminal (SRFI) at the Former Aerodrome, North Orbital Road. However, we note that a contrary decision has been made, granting permission some time ago by the Secretary of State. We therefore wish to ensure that any development on the site minimises any detrimental impact on the village and community, as far as is possible.

**Layout**

The Parish Council notes that the proposed site layout has altered at the south side of the site, specifically to increase the number of units. We note that while the total floor space remains the same, it objects to the increase in number of units as this is more likely to be serviced by road transport. Additionally smaller units will result in an overall increased bulk appearance with little break in the skyline between units, which the parish council considers unacceptable in the green belt.

**Junction with the A414 at the North End of Site**

The Parish Council notes an increase in the size of the roundabout from 90 x 70m to 75 – 100m. We object to the increase in size of the roundabout as a similar ‘long about’ approximately one mile further along the same road required substantial improvement to enable additional access and egress to Colney Heath and a similar issue will be created if a new ‘long about’ is allowed. Additionally, there is potential that already existing traffic issues in near proximity, on the A414, will be greatly exacerbated.

The Parish Council has not seen any recent road or rail transport data and we would therefore expect that this would be available to local authorities to make an informed decision. Has this data been generated, when was it generated and is it available? The impact of an increase in road traffic on the Bell Roundabout, A414 and Park Street roundabouts would impact London Colney adversely.

**Location of chord rail**

The Parish Council objects to the siting of a new chord rail line as the proposal for the location of this line is substantially closer to the village than the community has been led to believe. We object to the proximity of this line, to homes, particularly on the western and north-western edges of the village. We consider that the noise and lighting of these rail movements would constitute a nuisance to residents, damaging the amenity of people’s homes and lives. We also understands that there are serious capacity issues on the main line into/out of London and this may contribute to an increase in road traffic and a detrimental impact to the commuter service.The Environmental Impact Assessment Compliance (E.I.A.C) report does not make clear (page 7) the proposed hours of operation of the chord rail line, and therefore the impact of amenity is of particular concern to the Parish Council.

**Access to lorry and car parking/storage areas**

The Parish Council has concerns relating to the volume of parking especially for lorries, within the curtilage of the site. We seek re-assurance from the operators (controlled via planning condition) that once operational, the site will provide adequate 24-hour on-site parking for all vehicles, thus ensuring that there is no increase in parking on local roads, of any vehicle associated with the site and furthermore we seek reassurance that any noise generated by this parking will not detrimentally impact on residents. Any landscaping to alleviate noise should be in place before construction commences.

While it may be considered a minor issue, the E.I.A.C. report does not make clear, the proposals for staff/driver welfare facilities on-site. These remain unclear. For example, the provision of adequate toilet facilities. This is a concern for the Parish Council because it does not wish to see an increase (especially in commercial) traffic on already busy local roads, as S.R.F.I staff seek these services off site.

**Design**

There is concern about a lack of clarity in the proposed designs of the buildings. The parish council requests further information on the design of the warehousing, particularly on the colour and roofing design including any plant, as these areas will be most visible above the bunding and any floodlighting to be provided on-site, should be down-lighting only with minimal light pollution impact on the village.

**Site Noise**

The Parish Council notes with concern the comment made in section 3.4.2. of the E.I.A.C. report, “Operational noise control measures” which has not been provided to us at the present time. This is unreasonable as local residents, and we cannot reasonably be expected to comment on a proposal where a significant detail is not available. As far as we are aware, these issues remain unresolved.

**Sale of the site**

The Parish Council has continued to listen to the community views and concerns, expressed over the last 16 years, since the principle of building the SRFI and the planning application at this site, were first announced. The potential for this development has resulted in years of concern, anxiety, and campaigning for residents of London Colney and our surrounding communities. We oppose the construction of the SRFI at this site for the reasons stated in this response and we understand that St Albans District Council also opposes the plans.

The Parish Council notes that the County Council has a fiduciary duty to maximise their asset. Should the development proceed, as an SRFI, then the Parish Council would prefer a leasing arrangement, whereby the land belongs in the ownership of the County Council.

Hertfordshire County Council has a duty to listen to the views of residents, directly affected by this proposal. The proposed sale of the site represents the renewal of these concerns and a fresh source of stress and anxiety to thousands of residents who have long campaigned against this development and who remain concerned by the devastating impact on their environment and their lives if this proposal is allowed to proceed.

**Conclusion**

London Colney Parish Council opposes the sale of the site to SEGRO for the development of SRFI. Consideration should be given to the site remaining a part of the Metropolitan greenbelt. The southern part of the site is regarded as being of high-quality agricultural land.

The Parish Council expects that the developers will fully consult with the community during the design, build and operational stages of the site’s life cycle, particularly with respect to the impact on local roads, amenities, and the lives of residents, including pollution and the wider impact of the transport network.

Lastly, the Parish Council were dismayed with the lack of notice given to all interested parties, on these proposals to sell the land to Segro. As a statutory body, we would expect to have been consulted on as part of the proposed sale.