

Colney Heath Parish Council (CHPC)

Proof of Evidence Highways

Witness M.F Rawlins

1 Not a sustainable location

Hertfordshire Minerals Local Plan Review 2002-2016 - Adopted March 2007

MINERALS POLICY 16 ~ TRANSPORT

- 1.1 *Proposals which include the transport of minerals to or from the development site by non-road transport such as water or rail will be supported. Mineral development will only be permitted when the provision for vehicle movement within the site, the access to the site, and the conditions of the local highways network are such that the traffic movements likely to be generated by the development including the proposed after use would not have an unacceptable impact on highway safety, the effective operation of the road network, residential amenity or the local environment.*
- 1.2 *In assessing the likely impact of traffic movements, account will be taken of any highway improvements, traffic management or other mitigating measures that may be provided in association with the development. Applicants must demonstrate, by a detailed transport appraisal, that the safest and least environmentally damaging methods of transporting minerals from extraction/production to markets, that are practically achievable, are used.*
- 1.3 *Planning permission will normally only be granted for the extraction of minerals which are capable of being transported from sites via Primary and Distributor Roads (as defined in the County Council's Local Transport Plan).*
- 1.4 *Where the transport of material would require the use of local roads (as defined in the County Council's Local Transport Plan) to gain access from the site to the major road network, or where other roads may be unsuitable on*

traffic safety, engineering or environmental grounds for increased levels of heavy traffic, applicants seeking planning permission will normally be required to carry out, and submit the results of a study of the impact of heavy goods vehicle traffic on road safety and the environment.

1.5 Objective 4. To promote/encourage the sustainable transport of minerals by road, rail, and water, including the safeguarding of railheads.

1.6 The site has no access to sustainable transport links, rail, river, or canal therefore is totally dependent upon lorry transport.

1.7 There will be increased transport mileage due to the concentration of all Hertfordshire's sand and gravel being supplied from one small area within the southwest corner of the county when other sites are available, which would reduce transport mileage *ref. Hertfordshire Minerals Plan Proposed Submission January 2019*

1.8 *Hertfordshire Minerals Local Plan Proposed Submission January 2019*

4.4 The population of Hertfordshire is projected to increase by 187,700 (15.96%) over the 25-year period from 2016 to 2041 with populations for each individual district sharing the increase. East Herts is set to experience the largest increase of 27,600 people by 2041 and Stevenage the lowest increase of 12,000 by 2041.

1.9 This proposed site is one of the least accessible sites to the area of East Herts which is in the mineral plan forecasts to have the highest growth and hence demand for minerals. East Herts does have promoted sites within the Mineral Plan.

1.10 This application fails to meet Hertfordshire Mineral Plan objective 4 in promoting sustainable transport and relies purely upon lorry transport.

1.11 The site fails to meet HCC climate objective in reducing Co2 emissions as alternative sites would reduce transport mileage thus Co2 emissions because they are closer to where the minerals will be needed.

- 1.12 HCC as the highways authority did not request highway assessment beyond the St Albans Road A1057 and its junction with A1001 at the Comet roundabout which is contrary to Hertfordshire Minerals Plan Policy 16. The only route for HGVs to the highway network the A1(m) or A414 should have been included.
- 1.13 This highlights a possible conflict of interests within HCC as they are both minerals and highway planning authority.

2 Possible routes for accessing and departing from the quarry site

SLR Environmental statement part 7 Transport

- 2.1 *7.36 There may be the occasional export load which travels to a local site in St. Albans, west out of the site access. However, it is expected that the vast majority would travel towards the A1(M) to the east.*
- 2.2 *7.37 The study area has therefore been determined as the A1057 to the east of the proposed access to the connection with the A1 by means of Comet Way in both a north and south direction.*
- 2.3 Much of St Albans has 7.5-ton weight limit as evidenced below, it is however acknowledged that finding suitable routes round and through it is difficult for HGV drivers (TruckNet UK.com).
- 2.4 The proposed site is within the St Albans 7.5-ton weight limit zone. The applicants environmental statement para 7.36 where they indicate that most site traffic will enter and leave the site via A1057 to Hatfield. Therefore, all traffic should use the St Albans Road A1057 to Hatfield then Comet Way (A1001) to access the road network via A1M or A414. - unless delivering within the St Albans 7.5-ton weight limit zone
- 2.5 Two routes exist heading west from the site.
- 1) Hatfield Road A1057 which has possible links to A1081 after the business units on Hatfield Road is residential with houses along most of its route. Possible onward routes using either Ashley Road-Drakes Drive or Beechwood Avenue-Marshalswick Lane-Beech Road are also primarily residential roads.
 - 2) Sandpit Lane is residential with houses along most of its route. Possible onward routes using either Ashley Road-Drakes Drive or Beechwood Avenue-Marshalswick Lane-Beech Road are also primarily residential roads.
- 2.6 The proposed site is within the St Albans 7.5-ton weight limit and currently no additional signs restrict HGV movement within the area southeast of St

Albans other than the weight limits in Station Road, Smallford Lane, Colney Heath Lane and Hill End Lane. The restriction in Station Road and Colney Heath Lane are due to weight limits on old former railway bridges.

- 2.7 From a resident's perspective the area has poor or non-existent enforcement of HGV weight limits with lorries regularly travelling through restricted zones. When I asked a police officer at mobile police office, 10-15 years ago, who enforced limits through Colney Heath, he informed me that he did not know. I read this as no one does!



Map show weight limits signs within St Albans and Hatfield area

Key X 7.5-ton weight limit
 X 3-ton axial weight limit



A414 junction with A1081 east bound



A414 Colney Heath long-about east bound.



A414 junction with A1081 west bound

All images taken between 25th
September – 10th October 2021



A1081 at junction with A414



A414 Colney Heath long-about west bound.



A414 - Colney Heath Lane



A1057 at Smallford east bound



A1057 at Smallford west bound



Oaklands Lane Smallford at A1057 junction



A1001 approaching Comet roundabout north bound.



A1001 at Comet roundabout



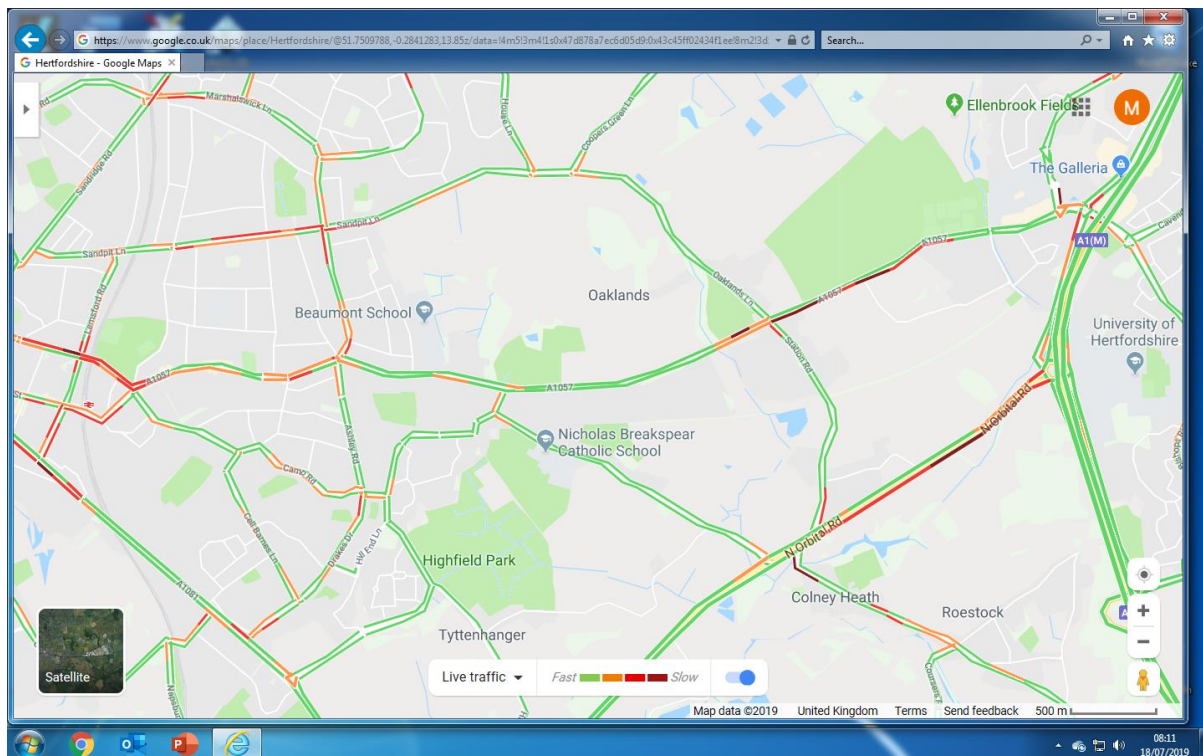
Station road - Smallford Lane bridge



Colney Heath Lane near A1057

2.8 A1057 St Albans Road Smallford to Hatfield

This road is shared with Hatfield quarry which already has agreed up to 425 vehicles movements per day through Smallford. Prior to the latest additional approval of 125 vehicle movements the road already suffers from peak time delays.



Google traffic 18th July 2019 8.11am.

2.9 HCC Draft A414 Corridor Strategy 2018 segment 7

Sandpit Lane and Hatfield Road will be a focus for housing growth in the shorter term and are expected to facilitate new trips heading towards St Albans, Hatfield and onwards to more strategic routes such as the A414 and A1(M). Getting as many of these new trips onto more sustainable modes and encouraging mode shift for those already travelling by car along local routes such as Hatfield Road will be important to help reduce the impact of traffic on these local routes. This is particularly important given they already experience peak period congestion and opportunities to provide additional highway capacity are limited and undesirable given the close proximity of residential properties.

- 2.10 Tyttenhanger Quarry landfill site Coursers Road, this has wheel cleaning facilities which are used but the road still requires regular cleaning by a road sweeper which travels quite slowly. While in operation long queues form behind the sweeper, we can find no evidence this has been considered. This is normally worst following rain when the mud can make the road extremely dangerous.



Mud on Coursers Road between site exit and Bell roundabout photo taken 8th October 2021 at 9.42am.

2.11 The St Albans Road (A1057) has significantly higher volumes of traffic than Coursers Road therefore the resulting delays would even more significant.

2.12 Possible improvements

6 Mitigation Scheme Performance Review (WHaSH cont.)

2.13 6.16 Scheme 15: Ellenbrook Lane / St. Albans Road Roundabout

Forecast Issue

Significant delays of over 5 minutes are forecasted at this junction in the PM. St. Albans Road itself is expected to be at capacity and with the addition of a significant amount of new dwellings to the north and south of this junction these delays can be expected.

2.14 Proposed Scheme

- *Implementation of a signalised crossed roads as opposed to current roundabout with a two lane approach from the east.*
- *Preliminary estimate suggests the overall cost to be £776,000 which includes ROADCON uplift (2009 to 2013) of 30%, in relation to an increase in rates since 2009.*

2.15 Mitigation Impact on Delays

Junction throughput is much improved with the significant reduction in delays so that now these are between one to two and half minutes in the PM peak hour. Improved flows at this junction and also Comet Way Roundabout (scheme 8) are also seen to reduce delays at the St. Albans Road / Station Road junction to the west.

2.16 Residents' experience, Google traffic and the traffic data for the emerging Welwyn Hatfield Local Plan have all identified problems on St Albans Road (A1057) between Smallford and Hatfield Comet round-about. It is therefore surprising that the applicants traffic data failed to identify any significant problems.

2.17 The most significant delays occur at peak times, but this is before any additional traffic from the Furzefield site starts using this route as permission has only just been granted. Any delays to vehicles entering the site or resulting from road cleaning operations would result additional significant delays.

2.18 This road already has in place planning approval for 425 quarry related HGV trips per day which equates to 38 trips hour during the working day. The evidence from Welwyn Hatfield Local Plan, some mitigation is possible, but this does nothing to improve the lives of residents who live along the St Albans Road (A1057).

- 2.19 This highlights both the current and possible future risks if more delays are created on A1057 and negative impact on residential Roads such as Sandpit Lane.
- 2.20 We have concerns about the turning from A1057 into the site near the village and Garden Centre. It would appear that the proposed filter lane design could only accommodate two lorries at a time. Due to the proposed number of lorry trips, the risk of causing significant delays to through traffic is greatly increased.

2.21 Comet Way (A1001) and links to road network A1(M) and A414

HCC officers have shown a total lack of understanding of the highways network in the Hatfield area in only requiring modelling of A1057-Comet Way, A1057-Mosquito Way, A1057 Ellenbrook Lane and site access on to the A1057. Most of the links on these junctions lead into residential and or 7.5-ton weight limit zones. The only links to the road network are at either Hatfield North A1(M)-A414 Oldling's Corner or Hatfield south A1(M)-A414 University roundabout.

2.22 Residents and road users in the area know that the A1057-Comet Way, A1057-Mosquito Way, A1057 Ellenbrook Lane cause peak hour delays while the two A1M-A414 junctions cause considerable problems as identified below in HCC and Welwyn Hatfield documents.

2.23 Delays

We highlight the significant data relating to delays at A1(M) junctions 3 and 4 together with data for A414 at these junctions.

2.24 4 Welwyn Hatfield BC Technical Note -Diamond Application for Welwyn Hatfield 8th February 2010.

Table 13: A1(M) Junction 3

Slip Road	Road Section	Capacity	EERM Flow	Stress	Flow Changes by Scenario						
					1	2	3	4	5	6	7
A1 SB	Off Slip	2200	1912	0.87	26	173	25	43	40	119	25
A1 NB	On Slip	1640	1745	1.06	0	0	0	0	0	0	0
A1 NB	Off Slip	476	324	0.68	0	0	0	0	0	0	0
A1 NB	Through	4380	3725	0.85	0	0	0	0	0	0	0
A1 SB	Through	4380	2652	0.61	0	0	0	0	0	0	0

Table 14: A1(M) Junction 4

Slip Road	Road Section	Capacity	EERM Flow	Stress	Flow Changes by Scenario						
					1	2	3	4	5	6	7
A1 SB	On Slip	4000	1906	0.48	121	86	102	61	85	81	119
A1 SB	Off Slip	2054	1206	0.59	148	90	79	96	61	88	134
A1 NB	On Slip	4020	770	0.19	25	44	37	36	32	38	36
A1 NB	Off Slip	1872	1508	0.81	195	149	190	94	105	206	277
A1 NB	Through	6570	3857	0.59	29	30	30	35	34	41	30
A1 SB	Through	5312	2659	0.50	18	18	18	18	33	24	18

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A1 SB	Off Slip	2054	1206	0.59	148	90	79	96	61	88	134
A1 NB	On Slip	4020	770	0.19	25	44	37	36	32	38	36
A1 NB	Off Slip	1872	1508	0.81	195	149	190	94	105	206	277
A1 NB	Through	6570	3857	0.59	29	30	30	35	34	41	30
A1 SB	Through	5312	2659	0.50	18	18	18	18	33	24	18

2.25 This data shows capacity issues on the A1(M) junctions 3 and 4 which are critical for distribution in Hertfordshire and are the key road and motorway links for the site.

2.26 WHaSH (Welwyn/Hatfield and Stevenage/Hitchin) Highway Model AECOM December 2014.

AECOM WHaSH Model Forecasting Report

11

Capabilities on project:
Transportation

3.3 With Mitigation Network Development

Prior to the development of WHaSH, the DIAMOND traffic model was used to determine the strategic impact of developments on the highway network. WHBC share the HA's view that this high level assessment is not sufficient in providing evidence to make an appropriate response to the emerging core strategy, hence the reason WHaSH model is developed.

As part of the initial assessment using DIAMOND thirteen junctions were identified for requiring improvements to accommodate increased traffic demand as a result of development across the Local Plan area. A further three junctions (*listed in italics*) were identified in the light of current local plan tests. The combined 'with mitigation' package is as follows:

1. A1(M) Junction 6, including the Clock Roundabout;
2. Mundells Gyratory;
3. Broadwater Road / Bridge Road signalised junction;
4. A414 section between Mill Green & Tesco (Great North Road);
5. Jack Oldings Roundabout;
6. A1(M) Junction 4;
7. A1(M) Junction 3;
8. A1057 St Albans Road / A1001 Comet Way / B6426 Cavendish Way junction;
9. Stanborough Roundabout;
10. A414 Hertford Road / A1000 junction;
11. Birchall Lane / A414 Roundabout;
12. Holwell Lane / A414 Roundabout;
13. B197 Wellfield Road / A1001 Comet Way Roundabout;
14. *Coopers Green Lane Roundabout;*
15. *Ellenbrook Lane / St. Albans Road Roundabout; and*
16. *A1000 / South Way Overpass.*

The remedial measures for each junction have been coded into the 'with mitigation' network, where possible. More detailed information on mitigation scheme design can be found in the '*Welwyn and Hatfield Junction Design Improvement Feasibility Study*' submitted by AECOM in August 2014. This report includes proformas for each scheme. Their geographical location is provided in **Figure 3.2**.

The network described in section 3.2 is used to test the Reference Case and LPO2 (without mitigation) scenarios. Section 3.3 described the network used to test LPO2 (with mitigation). The traffic assignment results for these scenarios are discussed in **chapter 5**.

2.27 This WHaSH study identifies capacity issues along all the roads from the proposed quarry site to main highways network. Of the 16 identified locations in this report requiring mitigation 8 were on the principal routes traffic servicing the quarries would use.

5.5

Assessment of LPO2 Development Growth's Impact on Junction Delay

Comparing **Figures 5.1 and 5.2** provides an indication of the impact the LPO2 development growth has on junction delay within the Welwyn Hatfield transport network. An assessment has been undertaken to determine whether background or development growth is the main cause for a junction being forecasted to experience a considerable level of delay in the future year.

This is summarised in the **Table 5.4** whilst **Figure 5.3** displays the geographic location and size of development sites highlighting their proximity and potential impact on the sixteen junctions identified for mitigation testing. Comparison stress plots of each junction in the Reference Case and LPO2 are provided in **Appendix C**.

It is noted that Scheme 11, Birchall Lane / A414 Roundabout, is on the edge of the model and has loading points from the A414 and Birchall Lane. Part of the delay at this junction is artificial and is caused by the way the model is calibrated for accurately representing flows in the base year. This is discussed in more detail in **section 6.12** but as the model is calibrated in the same way for the Reference Case and LPO2 the impact of increased development on junction delay can still be assessed at this location.

Table 5.4: Impact of Development Growth on Junction Delay

Junction	Maximum AM/PM Delay in Reference Case (seconds)	Maximum AM/PM Delay in LPO2 (seconds)	Source of Delay?
1 - A1(M) Junction 6, including the Clock Roundabout	Clock = 28 Welwyn by-pass = 144	Clock = 28 Welwyn by-pass = 58 seconds	Decrease in delays is the result of vehicles re-routing to avoid the heavily congested A1000 in the PM <i>Background Growth</i>
2 - Mundells Gyratory	Bessemer Rd = 43 Herns Way = 6 Black Fan Rd = 11	Bessemer Rd = 13 Herns Way = 32 Black Fan Rd = 39	Minimal change to junction delays although link stress forecast to increase on majority of approaches – see Appendix C
3 - Broadwater Road / Bridge Road signalised junction	69	66	Slight reduction a result of vehicles re-routing to avoid junction from Bridge Road (west) and A1000 <i>Background Growth</i>
4 - A414 section between Mill Green & Tesco (Great North Road)	Eastbound = 10 Westbound = <1	Eastbound = 16 Westbound = <1	No significant change <i>Background Growth</i>
5 - Jack Oldings Roundabout	Great North Rd = 78 Comet Way / A1(M) SB = 0 A1(M) SB off slip = 23	Great North Rd = 135 Comet Way / A1(M) SB = 59 A1(M) SB off slip = 35	Increase in delays (Great North Road 73% inc.) <i>Likely to be surrounding Development</i>
6 - A1(M) Junction 4	119	109	Slight Reduction – Increased delays at Jack Oldings in LPO2 causing re-routing reducing the flows entering this junction from the east <i>Unclear</i>
7 - A1(M) Junction 3	A1(M) SB off = 99 A1(M) NB off = 10 A414 = 13 A1001 = 10 A1(M) NB on = <1	A1(M) SB off = 85 A1(M) NB off = 17 A414 = >500 A1001 = 121 A1(M) NB on = 58	Increase in delays (A414 and A1001 >100% inc) <i>Very Likely to be surrounding Development</i>

Junction	Maximum AM/PM Delay in Reference Case (seconds)	Maximum AM/PM Delay in LPO2 (seconds)	Source of Delay?
8 - A1057 St Albans Road / A1001 Comet Way / B6426 Cavendish Way junction	Comet Way South App. = 155 Mosquito Way / A1057 = 28	Comet Way South App. = 299 Mosquito Way / A1057 = 31	Increase in delays (CWS 92% inc.) Very Likely to be surrounding Development
9 - Stanborough Roundabout	East = 36 West = 30	East = 51 West = 56	Increase in delays of 41% and 86% Likely to be surrounding Development
10 - A414 Hertford Road / A1000 junction	EB on slip = 1 EB off slip = 0 EB / Chequers = 1	EB on slip = 1 EB off slip = 0 EB / Chequers = 1 (Large delay seen in Figure 5.2 and 5.3 is due to loading Lodge Drive to the south of the junction and is not related to the operation of the junction itself.)	No Delays
11 - Birchall Lane / A414 Roundabout	87	122	Increase in delays of 40% Likely to be surrounding Development
12 - Holwell Lane / A414 Roundabout	9	9	No Delays
13 - B197 Wellfield Road / A1001 Comet Way Roundabout	124	229	Increase in delays of 84% Likely to be surrounding Development
14 - Coopers Green Lane Roundabout	98	272	Increase in delays of >100% Very Likely to be surrounding Development
15 - Ellenbrook Lane / St. Albans Road Roundabout	78	344	Increase in delays of >100% Very Likely to be surrounding Development
16 - A1000 / South Way Overpass	101	>500	Increase in delays of >100% Very Likely to be surrounding Development

2.28 This detailed analysis also identifies very significant delays on eight of the key junction HGVs would need to use when accessing the major road network to and from the proposed site.

2.28 *Hertfordshire Comet: TN07 Pattern of Travel across Hertfordshire AECOM September 2015*

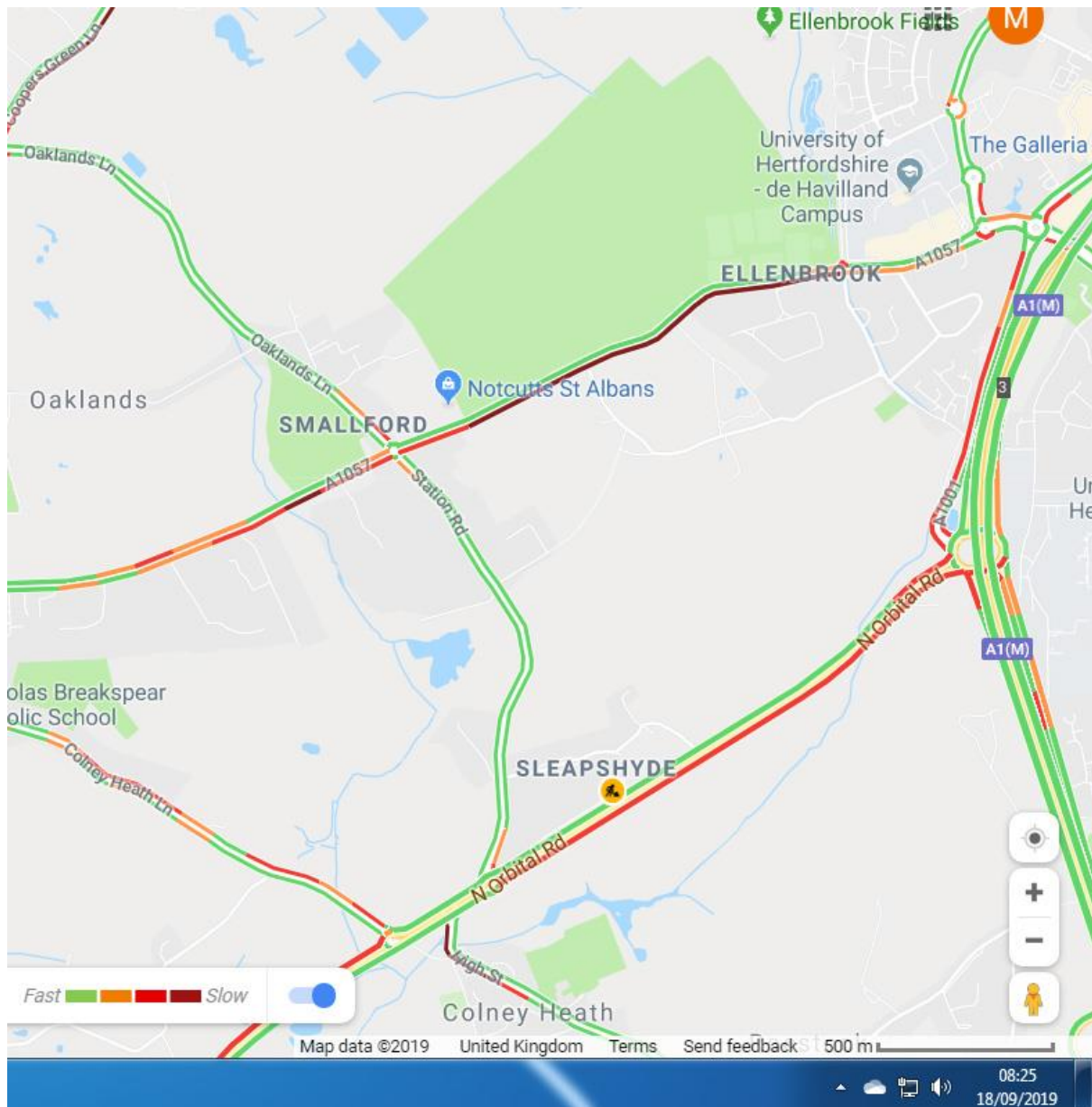
7.4.3 Infrastructure Options

2.29 *Reviewing average speed data from Trafficmaster has identified a number of congestion hotspots.*

- *A1000/A414 Junction*
- *A1 (M) junction 3*
- *A1 (M) Junction and Jack Oldings*

(Omitted sites outside Hatfield-St Albans area)

- 2.30 HCC A414 strategy document and Welwyn Hatfield Local Plan transport documents already highlights problems at A1M and A414 junctions at both at Hatfield south and north together with limited opportunities for improvement of these junctions.
- 2.31 Google traffic mapping regularly records delays between the Comet roundabout and A1M-A414 junction south (University roundabout).



Google Traffic image for 8.25 on Wednesday 18th September 2019 show traffic delays along much of the proposed access routes.

- 2.32 It is impossible to understand why these two key junctions were not included for traffic modelling, in highlighting the problems of these key junctions' impact not just the area around Hatfield but the whole of Hertfordshire as these form part of the key east-west link.
- 2.33 Within the HCC draft Minerals Plan is the need to complete Long-Term Harm assessments and within this to assess the impact on the major roads.
- 2.34 Therefore, Brett should have been required to model the impact at the Hatfield A1M junctions north and south.

The current evidence is that these are highly sensitive to changes in traffic flow and volumes and currently suffer from considerable delays.

2.35 Possible improvements

6 Mitigation Scheme Performance Review (WHaSH cont.)

6.6 Scheme 5: The Jack Oldings Signalised Roundabout

Forecast Issue

The main issue at this junction, in both peaks, is the delay of up to 2 and a half minutes for vehicles approaching from the A414 in the south. In addition there is also a delay for vehicles turning from Comet Way onto the A1 (M) Southbound on-slip in the PM.

2.36 Proposed Scheme

- *Extend lane split at Comet Way North approach*
- *Extend the off-slip two lane split further along the A1(M) Southbound off-slip towards the A1(M)*
- *Preliminary estimate suggests the overall cost to be £370,000 (2009 prices).*

2.37 Mitigation Impact on Delays

The scheme adds queuing capacity for vehicles turning left to the A1 (M) southbound on slip, but it does not provide any real increase in turning capacity, nor does it reduce delay times significantly. Delay at this junction is affected much more by the traffic signals and the green times. Traffic signal optimisation and micro modelling of this junction is hence recommended.

2.38 6.7 Scheme 6: A1(M) Junction 4

Forecast Issue

At this junction delays are forecasted to occur in the PM peak hour as vehicles exiting from the northbound off-slip have to give way to vehicles entering the on-slip at the roundabout.

2.39 Proposed Scheme

- *Satellite roundabout enlargement;*
- *Preliminary estimate suggests the overall cost to be £1,560,000 (2009 prices).*

It must be noted that half of this construction cost relates to earthworks due to the gradient of the decline adjacent to the existing highway. The extension of the highway towards the highway boundary will result in significant earthworks and pavement costs. However it is anticipated that the total cost for delivery could reduce during detailed design as the optimism bias reduces and risks are quantified.

2.40 Does Mitigation Reduce Delays

The scheme does not increase the roundabout capacity significantly. In addition, delays do not change significantly as improvements brought about by Scheme 13 (see section 6.14) as more vehicles are able to travel north along comet way to junction 4 and access the A1 (M) northbound. This increased flow interferes with vehicles entering the junction from the off-slip. It is suggested to further investigate further signalising of the orbital roundabout in order to prioritize these two flows optimally.

2.41 *From the assessment of schemes 4, 5 and 6 it is clear there needs to be a greater understanding of the interaction of flows between these junctions. For this purpose it is recommended that a detailed operational assessment of these three junctions (i.e. microsimulation) is undertaken to evaluate the impact of growth and suitability of the schemes.*

2.42 6.8 Scheme 7: A1(M) Junction 3

Forecast Issue

This is one of the more problematic junctions within Welwyn Hatfield in the reference Case. In the AM, significant delays of up to 5 minutes are forecast to occur on the A1 (M) southbound off-slip. In the PM delays are even higher with blocking back predicted across the junction with severe queues at the A414 approach as traffic is unable to enter the junction. However it is felt that signal optimisation offers a greater potential to reduce delays than the scheme itself (see below).

2.43 Proposed Scheme

- *It is proposed to provide a segregated left turn for the A414 North Orbital Road*
- *Dual Comet Way Northbound.*
- *It was also recommended to consult a Signals Engineer in order investigate the optimisation of the signal timings at this junction. Preliminary estimate suggests the overall cost is estimated to be £5,325,000 due to the profile of the land west of the A414 and the inclusion of ROADCON uplift (2009 to 2013) of 30%, in relation to an increase in rates since 2009.*

2.44 Mitigation Impact on Delays

The scheme itself has no impact on delays at the junction and considering the costs involved the benefits of implementing this scheme are questionable. In the 'with-mitigation' scenario signal timings were optimised and the effect is considerable. This highlights the importance of pursuing signal optimisation at this junction.

2.45 6.9 Scheme 8: The Comet Way Roundabout

Forecast Issue

In the PM this junction is forecasted to be operating to an acceptable standard with a maximum delay of one minute occurring at the Mosquito Way / St. Albans Road West roundabout. In the AM however there is a significant delay (up to 5 minutes) expected for vehicles entering the junction to the south from Comet Way.

2.46 Proposed Scheme

- Comet Way approach left lane extension;
- Preliminary estimate suggests the overall cost to be £190,000 (2013 prices).

2.47 Mitigation Impact on Delays

The scheme, when combined with signal optimisation, successfully reduces delays for vehicles entering from the south on Comet Way in the AM. Delays of up to a minute are still occurring but this is a significant improvement from the without mitigation test.

2.48 From the evidence available there are currently significant delays at both A1(M) and A414 junctions at J3 Hatfield south and J4 Hatfield north.

2.49 From the evidence in the Welwyn Hatfield Local Plan transport assessments, we conclude that there are limited opportunities to significantly improve these junctions.

2.50 Junction 3 would appear to have the most significant delays together with least opportunities for improvement this also provides the best links to M25 and strategic road network.

2.51 Due to the volumes of traffic using the A414-A1(M) junction 3 roundabout the arm from Comet Way (A1001) has a significantly reduced time for vehicles to join the roundabout. This is a particular issue for fully loaded HGVs due to its moderate incline onto the roundabout resulting often in only one lorry being able to join roundabout at each turn of the lights.

2.52 Access Road and risks onsite

Local residents have expressed concerns about the risks related to the Natural Gas pipeline which runs across the site. The route of the pipeline is very close to the proposed access road and the impact from heavy lorries does not appear to be adequately considered.

2.53 Residents have also raised the issue the risks of unexploded WW2 bombs.

While the location of the pipeline is documented, the location of WW2 bombs is not.

2.54 The concern follows when a bomb was found on the airfield and had to be detonated in situ due to its dangerous state, this created a widespread shockwave. If another bomb was found near the gas pipeline and had to be detonated or disturbed during digging near the pipeline this would put the residents at considerable risk.

2.55 We also have concerns about the turning from A1057 into the site near the village and Garden Centre.

2.56 It would appear that proposed design of the right-hand turn filter lane could only accommodate two lorries at a time, due to the proposed number of trips and working patterns, there is a significant risk of causing delays to traffic using St Albans Road (A1057).

2.57 HCC conflict of interest as minerals planning and highways authority failing to consider all the factors.

3 Impact from adjoining quarry sites

Cemex

Oaklands Lane Smallford limit 300 vehicle movements per day 150 in each direction routes not defined, approval decision notice 9th September 2021 (ref 5/1789-20)

- 3.1 Fuezefield Coopers Green Hatfield limit 250 vehicle movements per day 125 in each direction, routes not defined, approval decision notice 9th September 2021 (ref 5/1789-20)

3.2 HERTFORDSHIRE COUNTY COUNCIL DEVELOPMENT CONTROL COMMITTEE

THURSDAY 22 OCTOBER 2020 AT 10:00AM Officers report

2.5 Inert waste material would be imported by road for restoration. In Phases 1, 2, and 3 HGVs would travel via Coopers Green Lane and Green Lanes and a new temporary junction on Green Lanes approximately 450m south of the junction with Coopers Green Lane. In Phases 4 to 10 HGVs would travel further along Coopers Green Lane to a new temporary junction approximately 400m north of the junction with Hatfield Avenue. Both temporary new junctions would operate on a left turn in/ right turn out only basis.

- 3.3 The officers report and the decision notice differ in critical details but if all parties work within these statements traffic movements would be-
- 3.4 In bound – up to 125 additional lorries per day using Coopers Green Lane either from Sandpit Lane or Hatfield Avenue. Due to the 7.5-ton weight limits in St Albans most would have use the A1001, Comet round-about and A1057.
- 3.5 Out bound – on joining Coopers Green Lane would join the B197 then a significant number would use A6129 then onto the A1(M)-A414 junction to then join the main road network.

4 Conclusions

- 4.1 The proposed site fails to comply with Hertfordshire Minerals Plan policy 16 as it is not a sustainable site as defined in the policy and is totally reliant on lorry transport.
- 4.2 Being reliant on lorry transport in turn the proposed site fails to meet HCC policy objective in reducing CO2 omissions. This is exacerbated by the fact that most of Hertfordshire sand and mineral working are centred around the small area between Smallford and Hatfield. This results in increased mileage due to location of a single area, away from the fastest developing areas in Hertfordshire.
- 4.3 Smallford already has an active quarry which adjoins the proposed site and has had since the 1960s, therefore a cumulative impact would arise if permission were granted as this would be contrary to Hertfordshire Mineral Plan policy 11 Cumulative Impact.
- 4.4 We are very concerned that HCC officers failed to request the traffic modelling to include the key junctions on A1(M) and A414 at Hatfield south and north.
- 4.5 This could have very significant impacts across the county and result in drivers using a route through St Albans to avoid the delays ignoring weight limits.

4.6 St Albans Road (A1057) Smallford to Hatfield

The data we have found and collected shows significant peak time delay along this road. The A1057 already has planning approval for up to 425 HGV movements per day when added with the proposed site 174 would take the quarry related HGV trips up to 599 per day or 1 lorry every 66.6 seconds throughout the working day from 7.00am to 6.00pm for what is substantially a residential road the impact would be very significant.

- 4.7 Following landfill if the experience at Tyttenhanger quarry Coursers Road is repeated additional delays will also result from road cleaning operations.
- 4.8 Links on strategic road network A1(M) and A414 at Hatfield

All the documents found identify very significant delays at both Hatfield north and south junctions. These are key junctions for travel in and across Hertfordshire particularly east-west directions.

- 4.9 The evidence also shows there are significant limitations as to what if any improvements or mitigation is possible to reduce delays at these junctions.

4.10 St Albans weight limit zone

The proposed site is within the St Albans 7.5-ton weight limit zone. Due to delays elsewhere HGV drivers are likely to ignore the weight limits and drive through-round St Albans on what are principally residential roads. This concern is highlighted by the poor enforcement in the area and that many drivers are on bonuses related to the number of loads they cart.

- 4.11 Due to the location of the application site near key Hertfordshire highway infrastructure, which currently suffer from major delays. The multi sites using essentially the same residential roads would have a major significant impact on residents and the area, this should also be given substantial weight.

- 4.12 On this evidence alone the appeal should be refused.