

**Submission from Councillor Jacqueline Brennan, Hatfield Town Council and resident of Hatfield since 1986.**

Since I joined the council in 2019 I have heard a great deal about this proposed quarry and the bromate plume in the local area. The serious issue of the plume has been discussed by others at this hearing, so I will consider the issue from the point of view of a resident of Hatfield who has relatives and weekly activities in St Albans.

To quote from one the appeal documents there is an issue of concern over:

"The effects of the proposed development on the local amenity of the area and the living conditions of nearby residents, with particular reference to;

(i) dust, air quality and health, (ii) noise and disturbance. "

The first concern I wish to address is the traffic load on the A1057. I drive this road several times per week and the journey of 7 miles to my destination already takes 30 to 40 minutes due to congestion. At the proposed entrance site to the quarry, when heading west, traffic backs up for the petrol station, people turning right into the garden centre and articulated lorries arriving at the Smallford farm negotiating the small roundabout. At peak times, you add in the nursery, school and college traffic and the queue is substantial. There is a bus stop also on the west bound side of the road with no layby so more delay there as this is the primary bus route from Hatfield to St Albans.

The road surface and width are not sufficient to take a quarry lorry every 3.5 minutes for 10 hours per day. The road floods regularly and has many bends which make the road difficult to navigate now, especially in the dark. Cyclists for the schools and colleges in St Albans, Oaklands College and the University use this road also and there is no cycle lane. The Alban way may work for some journeys but not all.

At the Ellenbrook end of this road the proposed quarry site is adjacent to the sports fields for University of Hertfordshire. The noise, dust and poorer air quality will turn a restful scrum or relaxing basketball game into a health hazard. The location of the sports amenity next to Ellenbrook Country park with birds and deer and cows seems appropriate and healthy. So the sports fields will have the noise and dust from the quarry on one side and the A1057 on the other with 168 HGV movements per day with their associated pollution and noise.

The documents I have read suggest that these 168 HGV movements come straight off the A1(M) and onto the A1057 or visa versa. This is not the case. From a map you may be misled to thinking this. The A1(M) at this point is in a tunnel to save the people of Hatfield from the noise, pollution and disturbance of the traffic below. This proposed quarry puts the HGV traffic on the local roads north or south bound until reaches a junction to the A1(M) below. These HGVs will be added to the hundreds of HGV movements already on these roads from Ocado, Brookers and many other logistics companies now situated on the Hatfield Business park.

So let me consider one particular roundabout location adjacent to the Airfield Restaurant and hotel. It is clear that northbound HGVs from the quarry will cross paths with all the HGVs exiting from the business park and local traffic heading to or from the Hatfield Garden Village or Birchwood residential areas. This is also the location of the end of the Hatfield Tunnel below and the exit for fumes built up in the tunnel. Surely an unhealthy mixture. There are also cycle lanes and pedestrian crossings with a few metres of this roundabout where residents and employees will breathe in all the pollution generated as the HGVs idle at the crossings and the roundabout. The 168 extra HGV movements will add to this toxic mix.

Southbound HGVs from the quarry have a journey to the A1(M) that passes by both sites for Hertfordshire University and all the students moving regularly on foot, bike or bus between them. These are single carriage local roads with 2 hotels and numerous residences within sight of the roads.

To conclude this submission, I would add that I have not included:

the disturbance created to the residents of Smallford itself which will be huge,  
the risk to the groundwater from the bromate,  
the risk to Ellenbrook Country Park,  
and the fact that quarrying in the Hatfield area has been going on for decades already.

This proposal will mean more noise, more pollution, no completed country park and greater risk to the groundwater for the people of Hatfield and Smallford. It must be stopped and our country park created so we enjoy clear and outdoor spaces which have been so important to us over the last 2 years.

Thank you for considering my submission.

Along with this written submission I include 4 extracts for the Hatfield 2030+ transport report published in 2017. Each extract is annotated and summarised below to give context.

#### Map A

This is included to show how closely the routes of the HGVs leaving or arriving at the A1057 junction at the Comet Hotel follow cycle lanes around Ellenbrook and Comet Way. Heading to or from the northern access to the A1(M) at J4 the route follows cycle paths the whole way. These paths are dual use with pedestrians and so the impact will be substantial. For trucks heading south they need to travel to J2 as there is no southbound access to the A1(M) at J3. At the Comet Roundabout the HGVs from the proposed quarry join all the trucks heading south travelling along Roe Hyde Way which is a residential area with a cycle way for most of its length (nearly 2km). For HGVs heading to the site from the south they exit at J3 and follow a section of cycleway for 1km.

#### Map B



This is included to emphasise how the HGVs from the proposed quarry will be combining with hundreds of HGVs arriving and leaving the business park and other sites in Hatfield. In just 2 minutes waiting at the Airfield Roundabout to attend this inquiry 8 HGVs passed in front of me. The pollution and noise at the Airfield Roundabout marked on the map is of great concern and is in need of measurement. The urban road from the Comet Roundabout for HGVs heading to or from the north pass by a shopping centre, a parade of shops, a regional police station, 2 restaurants, 3 hotels and a residential housing estate. While traffic heading to the south pass two hotels, the university main campus, and a growing residential area.

#### Photo A

The photograph shows the road southbound from J3 which has no southbound entrance to J2 where the trucks would drop down on to A1(M). This shows the turning into the university main site. These two lanes are very narrow and lane switching here is a serious issue as the traffic lights are approached.

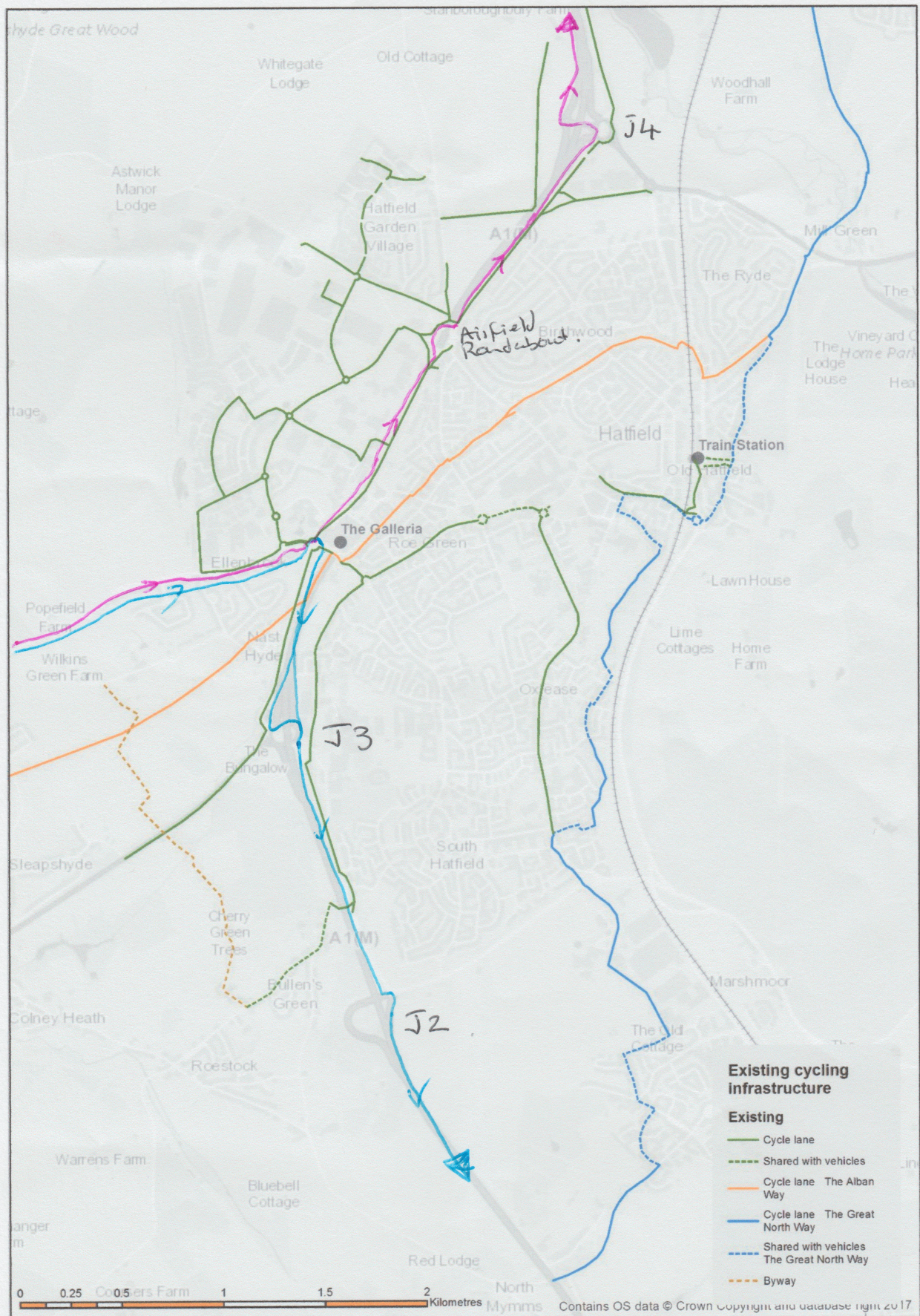
The highlighted text shows concern in 2016/17 about the congestion at junctions 3 and 4. This emphasises the need for a review of the position by multiple agencies. The HGV movements from the proposed quarry will only add to this difficult situation.

#### Photo B

This is included to show one of the 4 sets of traffic lights on the northern route in or out of the A1057. The shopping centre in the distance is 'out of town' in concept and most customers arrive by car. The layby is right outside the police station with blue light vehicles exiting at the traffic lights when required. The photograph also shows the heavy wear and tear that the road undergoes from all the heavy traffic.



Figure 3.12. Summary of existing cycling infrastructure

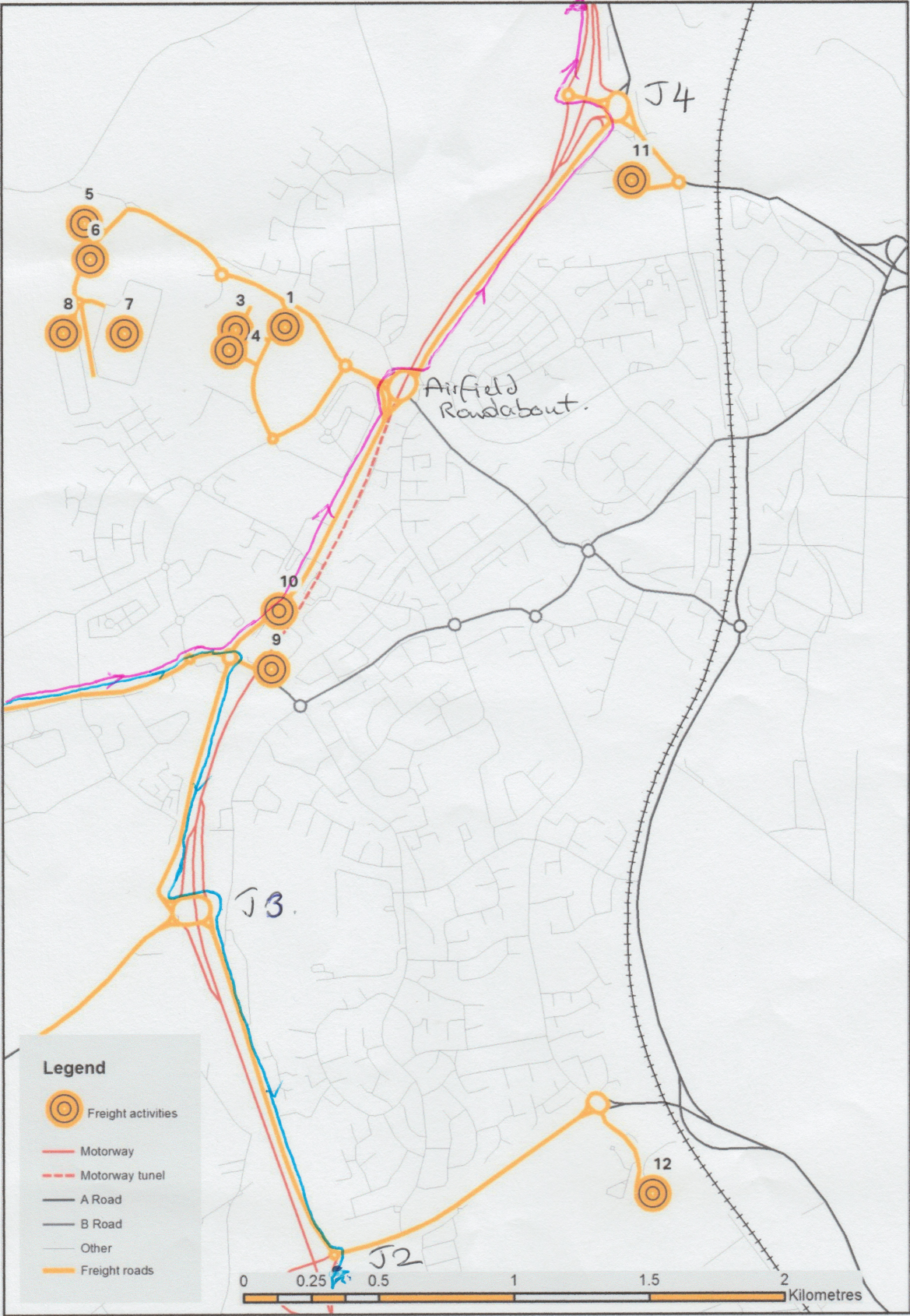


→ Northbound Route

→ Southbound Route.



Figure 3.26. Freight activities and road network in Hatfield





congestion at this junction and in the area around it, which has a knock on effect on the surrounding highway network. Similar congestion issues are experienced at the A1 (M) Junction 3.

Although there are a number of town level interventions proposed in this strategy that aim to encourage modal shift and therefore reduce traffic movements through these junctions, these are considered to be negligible in impact as both junctions primarily serve a more strategic function than providing access to Hatfield and serving local needs. Due to the current congestion patterns and the predicted uplift in trips as a result of growth, there is a need to review the current operation and design of both junctions and consider larger-scale interventions. This is something that falls outside of the remit of this strategy. Hertfordshire County Council has commissioned the review of future transport infrastructure needs as part of the A414 Corridor Strategy, which will investigate the performance and function of the entire corridor across the County.

This corridor strategy will look at the existing flows and demands on the junction to try and establish what the future function of these junctions should be in the context of the broader corridors future needs.

As we have previously explored there are a significant number of commuters coming into Hatfield and there are only a limited number of entry points. Figure 7.2 and 7.3 show four primary and three secondary entry points into Hatfield that all vehicles and road freight would use to access the town. These entry points are further complicated by the fact that both Junction 3 and 4 of the A1 (M), which are two of the primary gateways, also serve as a strategic conduits for longer distance through traffic. These junctions have to accommodate a large number of vehicles particularly at peak times, and Welwyn and Hatfield Borough Council will need to work with Hertfordshire County Council and Highways England to balance the demands for local and strategic movements.



Roehyde Way southbound

Route for Southbound HGVs...  
passing the University





Comet Way southbound

Shows one of 4 sets of  
traffic lights on Northbound Route.