

I object to this application in that the transport section glosses over the true effect of lorries, and contains at least one simple, but important, inaccuracy on the Primary transport network, at 1) below. In addition serious issues arise from the bromate contamination.

1) 7.61 of the Transport document states that **access is provided North and South** at the A(1)M junction 3 roundabout if you follow a route 1km south from the Comet roundabout.

There is no access southbound. A further 1km south, passing the University and two sets of traffic lights on Roehyde Way, a hotel and a residential estate on the West (Tudor close) gets you to junction 2 ,via a roundabout access southbound.

Further instead of travelling south, northbound lorries can reasonably use the A1001 northbound, initially a dual carriageway, to access the A1(M) at J4. However 122 flats have just had planning permission adjacent to the Police Station on the west side of Comet Way, so there will be human receptors inhaling PM2.5 and other pollutants over the next 32 years.

2) Lorries on the overall traffic flow are numbered as if they are cars. This is not the case, as they are larger, and prohibit forward visibility. This means that cars following a lorry can't drive in an optimum manner. I am surprised that no car equivalence unit is quoted (surely some academic has come up with one) , so that the relative effect of lorries can be measured within the traffic mix.

3) The A1057 suffers from delays because it is a bus route, and bays westwards are not provided for buses, halting traffic as passengers board and alight.

A similar effect will occur when lorries entering the site from the East wait for Eastbound traffic to pass before turning into the site.

This additional delay will be worst when traffic is heaviest, exacerbating issues such as air quality when schoolchildren are going to or returning from their education. These, with the elderly ,are the most vulnerable to PM2.5 ,diesel fume damage to lungs

Conclusion on air quality

The averaging of air quality data, over 24 hours or weekly, within the reports has concealed the most dangerous peak effects of PM2.5 and Nitrous oxides in rush hour. This exposure would be repeated daily for children walking to school. This means the true adverse effects of air pollution and traffic delays, are not shown in this report.

The omission of Roehyde Way from the report means that an area steeped in students running to keep fit, cycling to UH ,besides as the usual walking to lectures and socially to and from The Forum has not been considered from a safety angle. Many of our students come from countries that drive on the right, and we have a duty of care to ensure their safety bearing in mind their "wrong way round" right left right upbringing as pedestrians. Additional HGV traffic on Roehyde Way is an avoidable hazard.

I have wider fears about the fact that the bromate plume has moved Southwards because of the pumping activity at Bishops Rise. It would seem extremely unwise to quarry here, even with promises of no pumping at the site. Any deep (>5M) extraction will surely leave a hole for water to seep into and drag the plume further south, near existing safe water supplies. This is a unique issue for this site. The bromate plume was caused by a finite activity. So at some stage the plume will run

out, If the BRWPS pumping continues The 8 million tons of sand and gravel will still be there, and the September 2020 Development Control decision could be revisited, in 20 years time ? . But not now.

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