

MEP evidence for HTC Appendix 2:

Critique of Brett Transport and EIA report

Agreed with Cllr John Hale -Thursday 25th November 2021

Dear Inspector ,

Please see the **highlights in yellow** below – which are factual mistakes in the Brett documents. Comments on the errors, are in italics

We have looked at Chapter 7 of the Environment Statement (CD1.2.1) and also the Transport Addendum (CD1.3)

is

*Most of the consideration in the EIA is about the impact on the A1057 , but given the mistake below, which a fairly major flaw, with 174 extra HGV movements per day, there **should be more consideration** of the impact of HGV on residences on the A1001 (**Comet Way-North**), with 122 new flats planned on the street opposite the Galleria, **Westview , Birchwood Avenue , Wellfield Rd,** (cycle lane) and on **Roehyde Way** South from J3. This road is the only access -to residential housing in **Tudor Close, Woodpecker Close and Hanover Walk,** UH facilities and main entrance , the Forum , Mercure Hotel etc*

Also the (rare and valued) cycle lanes currently used along both roads.

I did however find the following (CD1.3)

5.2.1 A1001 Comet Way

Data was obtained for the A1001 Comet Way which links the A1057 with Junction 3 of the A1(M). **Comet Way is the route to the A1(M) for access northbound and southbound, therefore this would be the route for operational traffic.**
(there is no exit Southbound)

It is not possible to access the A1(M) southbound at that junction and a vehicle would have to either take the A1001 (Comet Way) to J4 , to go South , or take the A1001 (Roehyde Way) to J2 to go South.

However, the A1001 is Comet Way in **both** directions from the junction with the A1057 and you could drive north on the A1001 to access the A1(M).

(but it looks like they are discouraging this on maps , it is not quite clear ?)

In CD1.2.1 we found the following:

7.29 The document states that the council will encourage HGVs to use the Primary Road Network. As the site of the proposed development at Hatfield Aerodrome (Ellenbrook Park) is adjacent to the A1057 which has a **direct connection with the A1,** *a motorway which runs north to south between Peterborough and London, this suggests the site is located in a suitable location to utilise the existing road network. Furthermore the A1 is recognised as part of the County's Primary Road Network.

This is incorrect as the A1057 Eastwards connects to the A1001 (Comet way) and not directly to the A1(M). So the connection is indirect via the A1001, which is an urban and residential road in Hatfield. This error is repeated in other places*

7.34 The application site is located conveniently within close proximity of the A1(M) at a distance of under 2km, **which can be accessed directly via the A1057. The A1(M) then provides links to the wider strategic road network.**

(as said previously the access is NOT direct, but by an extra ,busy single track urban road)

7.37 It technically correct as you can access the A1(M) via the A1001 in both directions: (but not via J3)

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 *(two different parts of) Comet Way) in both a north (at J3) and south direction (at J4) .*

However, as the Inspector can identify – just by driving to J3, the author assumes you can access the A1(M) in both directions at junction 3, which is incorrect- see

7.56 The Comet Way junction is a four armed roundabout junction adjacent to the A1(M) and 'The Galleria' shopping centre. Comet Way forms the northern and southern arms of the junction, running parallel to the A1. **Approximately 1km south of this roundabout Comet Way provides access both to the northbound and southbound carriageway of the A1 motorway via a signalised grade separated roundabout.**

*Although this error does not impact on the assessment of the traffic impact (EIA) on the A1057, (which is the major part of the document), it **does mean** that **no assessment has been made of the impact on the A1001 either to junction 4 or junction 2.***

This is a major flaw with at least 150 residences (some in process of being built) affected by the extra Lorries (and PM2.5 fumes) and the cyclists using both roads.

Thank you, for reading this .

I am very sorry, I noticed these mistakes - just after the session on Transport and Highways. We are grateful for your attention to this matter.

Cllr Margaret Eames-Petersen (HTC and public health specialist) and Cllr John Hale (Smallford)