

Additional Objection to the Brett proposal -based on their specified HGV routes

to the A1(M) in Hatfield from the quarry, and a mistake in both the Brett and the HCC report regarding travel along residential, single carriage way roads.

The true effect of extra 174 HGV on residential roads in Hatfield from the quarry, **has been underestimated and will breach HCC transport policy .**

a) Dangerous Access Entrance on A1057

The weekday rush hour often has traffic queuing from the Albatross Way/Ellenbrook Lane Roundabout to A1057/Oaklands Lane/Station Road Roundabout. This is without the addition of multiple HGVs which will be attempting to cross across a flow of traffic, **on a bend in the road.**

The applicant states that this piece of road is 'relatively straight', but the entrance to the site is on a bend in the road, where visibility to oncoming cars could be an issue .

Lorries crossing across traffic, will mean there are likely to be further delays to traffic between Hatfield and St Albans, besides the potential risk of accidents for those cars travelling from St Albans to Hatfield,

Residential roads in Hatfield used by Brett Lorries

i) The A1057 is a road used daily by Hatfield residents, children walking to school and students crossing to the de Havilland campus, **often at peak times, when cars can be queuing, and giving off PM2.5- and Nitrous oxides, dangerous particles, whilst engines are idling .** It is the only access and egress route for all vehicular traffic from the Ellenbrook estate. The real life, anecdotal evidence should not be ignored. There is photographic and video footage showing a typical queue of traffic between these two roundabouts. From this footage, you can also see the number of HGV type vehicles already on the road.

a) Congestion:

Any road works, or queues for the petrol station, in the last few years have proved the theory that any disruption to the flow of traffic has a monumental impact, causing traffic in the morning at the Smallford roundabout to be **queued back beyond the Ellenbrook roundabout to the Comet Hotel (previously Ramada Hotel) to the Galleria.** Cars can also already back up along Station Road down to the bridge , and Oaklands Lane up to the roundabouts at Jersey Farm.

The bend in the road makes the entrance dangerous for oncoming traffic unexpectedly coming across an HGV crossing across their path into the quarry site.. In fog this will be even more dangerous.. The vehicles waiting to turn across traffic onto the site via the proposed access will be prevented from doing so by traffic coming from St Albans towards the Galleria and the A1. Cars and other vehicles behind the Lorry, **will be forced to queue on the one track road, as they do behind the bus, when it stops at the bus-stop without the layby by, Ellenbrook lane.** This will also be aggravated by HGVs slowly pulling out of, and away from the site onto the A1057 slowing the eastbound traffic.

b) Air quality and the danger of inhaling PM2.5 every day at peak times

The above situation in Ellenbrook is a **dangerous scenario for school children inhaling the diesel fumes,** with PM2.5 particles contained in the HGV , and other idling cars ,exhaust fume.

The PM2.5 particulates in the air are very dangerous for the elderly , some living along St Albans Rd West, and with 2 care homes in Wilkins Green Lane; and also to children's lungs. There will be children walking to school the Ellenbrook estate to Howe Dell primary school in Salisbury village, between 8 and 9 am.

ii) Lorry use of residential Roads: Comet Way and Roehyde Way in Hatfield

After the HGVs leave the A1057 at the Comet way traffic lights ,they will have to travel along urban roads to reach the A1(M), including several roundabouts and several sets of traffic lights and some single carriage roads, where new housing has received planning permission (122 flats in Comet Way). This will further reduce the air quality, for vulnerable human “receptors” living and studying in these areas of Hatfield.

N.B There is a mistake in the HCC report-at 7.61 on transport, and also in the Brett EIA reports, regarding travel through residential Hatfield to J3 of A1(M). After the HGV leave the A1057 (Eastwards) . HGV will need **either to turn left**, to travel along Comet way, a residential road at Birchwood to Junction 4 of A1(M), the Tesco roundabout to travel North or South on the A1(M) , **or to turn right Junction 3**, the University roundabout, where there is **only a turn North** .

The Comet way roundabout at Birchwood, where Hatfield avenue exits at the Airfield Hotel , is already exceeding the WHO air-quality limit (according to Welhat BC air quality records) with Lorries exiting the Business park there (from Arla, Ocado, Computer Centre, Booker etc) and the outflow of exhaust fumes from the Galleria tunnel are also evacuated there. **This is a residential roundabout with West view Birchwood Avenue, and Wellfield Rd with houses overlooking the roundabout or very close.** The HGV from the quarry on the way to J4 **will only make this worse.**

However there is a mistake in the Brett Transport plan - there is ONLY one exit North at J3, for the A1(M) And no exit South at that roundabout, as Brett state. HGVs will need to proceed further to J2 to go South.

This is significant as this will mean lorries travel along Roehyde way, a single carriage way road past the University entrance, (with bus termini immediately inside the entrance); The Forum, (a student concert and large event venue, with multi-story car park) the Mercure Hotel and one entrance to the residential estate Woodpecker close and Hanover walk. before reaching J2 to navigate South on the A1(M).

There is also a well-defined **cycle path alongside the carriageway** for staff and students at UH , in Roehyde way, before it turns west,in a subway under the A1(M) towards Colney Heath.

These HGV's will disrupt the traffic entering the university and the PM2.5 from the fumes will adversely affect the health of staff and students cycling or walking to the entrance of College lane Campus of UH. The Lorries could also cause congestion, and adverse health effects for the occupants of the residential estate, at Tudor close, and surrounding roads .

We believe this extra disruption to Hatfield and the adverse public health effects on areas with higher indices of multiple deprivation, should remain as a point for rejection of the quarry by HCC. It will widen inequalities in health across Welwyn Hatfield and Hertfordshire. Mistakes about J3 of A1(M) by Brett, not picked up by HCC officers, does not give residents confidence that they care about Hatfield .

It would help Brett, HCC and the Inspector if they can have access to the **“Hatfield 2030+ Transport Strategy”** - by Hatfield Renewal Partnership , -Chair Prof Quentin McKellar, Vice chancellor of the University of Hertfordshire, published in 2017 (pages 33,54,55,80 in particular- maps attached) to be better informed about cycle routes and other HGV freight Routes, from the business park, to be able to comply with HCC transport policy better.

Thank you Hatfield Town Council

Cllr Margaret Eames-Petersen, Cllr Caron Juggins, Cllr Jackie Brennan (HTC)

I object to this application in that the transport section glosses over the true effect of lorries.docx

(25K)

