

Colney Heath Group (CH Group)

Appeal by Brett Aggregates Limited

Land at former Hatfield Aerodrome Hatfield Hertfordshire AL4 0JB

Ref. App/M1900/W/24/3346607

Proposed Public Access Analysis

M.F. Rawlins

1.0 Summary

- 1.01 The purpose of this document is to review and assess if the appellants proposals improve east-west access in Ellenbrook Park and if they improve the integration of the park at an earlier stage to reflect the Secretary of States (SoS) letter.
- 1.02 From a public access perspective, the basic layout of the site has been flawed from the start. No major changes are proposed to the basic layout of the site within the park, nor are there any significant changes proposed to the sequencing of the tasks which would significantly improve public access. A few minor changes are proposed by the appellant which include a path across the lagoons which would be available during some of the duration of the quarry and some additional paths are illustrated on the public access strategy.
- 1.03 Fundamentally the key issues remain –
- The lagoons impacting on east- west access and the integration of the park for ever.
 - The total encirclement of western end of the park for two years during the establishment stage.
 - The repeated blocking of east-west access and the integration of the park by most phases, with phases A and B being located in the most heavily used areas of the park but where the quarry has a significant impact, and with phases D and E being less used and having a slightly lesser impact.
 - The second total encirclement of western end of the park for two years during the restoration stage together with very considerable harm to formerly restored quarried area by the digging of drainage ditches.
- 1.04 In simple terms access to the park will be severely restricted for 32 years even after that the lagoons will restrict access and integration within the park.
- 1.05 The impact of the lagoons will be most severe at the southern end which is also on the route with the greatest level of use and recorded in CH group user study 2026. Due to the level of the proposed works at the southern end of the lagoon which includes construction of lagoon, eastern bund, southern bund and the path will cause considerable problems to be repeated some 30 years later for the restoration.
- 1.06 The orientation of most phases will block or restrict east-west access over a prolonged period. The shape of the phases being longer and narrower at the southern end means they will have a significant adverse impact on east-west and the integration of the park in the area which the CH group user study records the greatest level of park use.

- 1.07 The construction of Smallford end bund during the later years quarrying of Phase A and its removal during phase F will only add the high levels of harm caused by quarrying and increase the barriers to travel within the park.
- 1.08 The proposed bridleways with their higher standard of construction could improve east-west access and the integration of the park other than the most northern one on the lesser used route are not fully completed until the later stages of phase F or about 25 years into the life of the quarry.
- 1.09 The Public Access Strategy (CD17.02) is silent on public access during the establishment and final restoration stages, with each stage lasting about 2 years. It is during both of these stages when highest level of harm and the greatest restriction of access is likely to apply.
- 1.10 The final restoration drawing shows a series of drainage ditches dividing the park into small sections which require crossing, and so reducing access within and across the park. The proposal indicates that these will be installed at the same time as the final restoration making the park almost unusable with other restoration projects which will encircle the park.
- 1.11 In conclusion the proposed public access strategy does not offer the level of access required in 2000 S106 agreement nor does it reflect the concerns raised in SoS letter.

2.0 Introduction

- 2.01 Option 2 in the public consultation document (CD17.02). The CH group did discuss with Brett the reordering and reshaping of the infrastructure and phases as part of the constructive discussions held with them. However, the Brett prepared option 2 does not reflect the CH groups views in any way, as CH groups proposal required a redesign of some phases and infrastructure as well as the reordering of some tasks and phases.
- 2.02 In simple terms CH group proposal was to consider the site in three sections southern quarry area, northern quarry area and processing site. Then to quarry the entire southern area first then the northern quarry area. Using this approach the entire former southern quarry area would be available for public access at an earlier time and in a beneficial manner. Redesign of phases would be required and changes to the lagoon area to improve access; none of these suggestions are reflected in Brett's Option 2. CH believes that the level of changes required would breach the Wheatcroft principles. Therefore, due to time issues the CH group efforts have focused on option 1 in the public consultation document, however much of the CH groups analysis would also apply to option 2.

3.0 Assessment Methodology Used

- 3.01 To understand and assess the impacts of the proposed public access strategy the assessment has been divided into two steps, the first step considering the possible impacts on each path or route crossing or area to achieve a detailed understanding. Step 2 considers the wider impacts bringing together the entire route and time scales. The two assessments reflect the Secretary of States letter and the Inspectors instructions.

3.02 Step 1 Assessment

The step 1 assessment considers each stage of working, each route and path on an individual basis to form a basis for further analysis. Three prime elements are considered in Step 1 -

The characteristics and impacts of the paths or operations on users of the park.

The demand or importance of the route for travel within and across the park.

The duration of the operation being considered.

These factors have been identified by CH group to be the most important factors for integration of the park including restored areas and east-west travel.

3.03 Importance of route

For the integration of the park and east-west access some areas and routes play a significantly greater role than others, so the different areas have been graded using the data obtained in CH group second User Study undertaken in 2026.

3.04 Site Safety

The application site is within an active well used Country Park, this will have an influence on how some tasks can be undertaken. Some areas can be easily fenced off to keep people out while work is underway. Other tasks may prove more difficult to fence off such as the construction bridleways and some crossing points.

3.05 Time Scale

The appellant within their submissions have provided indicative time scales for key stages, these have been used in this analysis. The draft conditions (Inq-42.3) also provide time limits for undertaking some tasks –

306 Open Phases

12. No more than 2 Phases (as shown on drawing referenced HQ 3/1R) shall be closed to the public while preparation, mineral working and restoration is taking place.

3.07 Ecology – mitigation

55. No tree or hedge removal shall take place during the bird breeding season (March to August inclusive)

3.08 Soil stripping

67. No soil stripping or placement shall take place outside of the following times 01 March and 30 September in any calendar year without the prior written approval of the MPA. Any request to strip soils between 30 September and 01 March shall be submitted to the MPA for approval and shall be accompanied by a soil handling method statement based on the Good Practice Guide for Handling Soils in Mineral Workings published by the Institute of Quarrying (or such other guidance which may replace it). Where the request is approved by the MPA, soil stripping shall be undertaken in accordance with the approved scheme.

3.09 The CH group as part of their engagement with Brett have also requested an indication of the duration of several tasks these have not been forthcoming, either Brett do know, or do not wish to disclose the information at this stage.

3.10 Assessment Criteria and Key

Criteria		Assessment balance
Restriction or closure of area or path In large open areas where suitable alternative routes exist or are available, these criteria will not normally apply, this will mainly apply in areas or on routes where it results in a closure, a significant detour or being unable to access area beyond. The width of any restriction is also a significant factor due to the need to pass other park users particularly those with dogs or those with mobility issues.		
Closure duration	Long term	----
	Short term	--
	Any activity of very short duration has not been included.	
Path construction These criteria reflect the CH group user study Q4h and Q7i as well National and HCC (CD103) standards.		
Surface	Hard concrete or tarmac Reflects the needs of people with mobility issues.	+++

Criteria		Assessment balance
	Gravel Reflects the needs of people with mobility issues but may be less suitable for those using wheeled aids.	++
	Grass well established	
	Grass established under about 12months. The onsite soil conditions and from many years' experience indicates grass paths need time to become fully durable.	--
Width	Over 5m Provides dog walkers space to pass other walkers, and for grass paths allows users to avoid the most damaged areas.	+++
	2-5m	
	2m or less Does not provide dog walkers space to pass other walkers, and for grass paths does not allows users to avoid the most damaged areas of the path.	--
Gradient	Broadly level	+
	Modest slope Within HCC PRoW limits but could cause people with mobility or health issues a problem.	--
	Significant	-----
Usability of route or path		
Crossing of a road	uncontrolled	---
	Gated crossing Improved safety but more difficult for those with mobility issues	--
Directness of route	Direct route Within 20% of the length of the desired route, this reflects WRAT, LTN1/20 and ATE Active travel and sustainable development.	
	Over 20% longer than the desired route in response to CH group user study Q4i and Q7j	---
Natural surveillance	Good Should meet WRAT guidelines also reflects CH group user study Q4b and Q7c	
	Poor or limited	---
	Any length or area shorter than 50m or 1min, walking time at a recreational pace has not been included.	
Desirability of route		

Criteria		Assessment balance
Fundamentally the site is within a Country Park so other nonphysical factors will need to be considered. In step 1 assessment they have only been given minor weight but in step 2 assessment a greater weight is applied but still below the weight applied to other factors. This also relates to CH group user study Q4a, c, d, e, g and Q7a, b, d, e, f, g, h, k		
Access to wildlife	Through or provides access to a varied wildlife habitat.	+
Forms part of desirable route	Reflects CH Group User study Q7a, d, g, and k.	+
Proximity to car parking	In close proximity to -	+
Proximity to homes & places of employment	In close proximity to -	+
Social reasons	Currently the only seating on site is near the taxiway at the Albatross Way end and northern end of the Linear Park, off site facilities are available at Notcutts café and Three Horseshoes pub.	
	Provision of seating	+
	Near or provides access to a suitable centralised meeting area	+
	Easy access to offsite facilities	+

3.11 To form a final assessment a second prioritising factor has been applied. The Secretary of States (SoS) Letter of 11 November 2025 -

2a) a failure of the Public Access Strategy to achieve the convenient cross-park access during the life of the quarry that is envisaged by the 2000 Agreement and MLP Policy 18(x), in part due to the proposed rerouting of the two paths which currently cross the site linking Sleapshyde with Salisbury Village in Hatfield;

b) a failure to integrate the restored phases into the unaffected part of EP in a timely manner, in part due to the positioning of the lagoons, which means that when the worked-out areas to the west are restored, it will not be possible to integrate them into the unaffected part of the park to the east through extensions to it, until the quarry is in its final stages of restoration.

3.12 In paragraphs 2a and 2b the importance of the east-west access and the importance of the integration of the various sections of the park is stated. The letter also goes to state this is in part due to the location of the lagoons, therefore one should conclude the focus should be on providing east-west access and integration of the various sections of the park.

- 3.13 The CH Group has undertaken two user studies in the park to understand the current user patterns within the park. The second user study undertaken in winter of 2026 provides us with considerable detail on the entrances and routes used by people in the park. The CH group also has 100s of hours of user experience in the park. From the studies undertaken and local experience it is clear that some routes and areas play a significant greater role than others, thus a prioritising factor has been used.
- 3.14 The following documents have also been reviewed and no significant conflicts to the CH groups current data has been discovered.

St Albans Open Space Study April 2024
Colney Heath Open Space review 2025
CHPC Colney Heath, Hatfield & Smallford Green Spaces review (CHPC-09)
CHG Ellenbrook Country Park Footpath Assessments (CHPC-10)

3.15

Assessment criteria	Access or route Importance – Demand For the integration of park and for east-west travel		
Duration	High		Low
Long term	-----	----	--
Medium term	----	---	--
Short term	---	--	-

3.16

Impact Assessment Grading		
Assessed level of impact to achieve good east-west access and the integration of the park.		Detail summary conclusion using above detailed criteria
Severe adverse		This operation or restriction is assessed as have the highest adverse impact which could include longer term closure on east-west access and the integration of the park.
Moderate adverse		This operation or restriction is assessed as having intermediate impact which could include shorter term closure on east-west access and the integration of the park.

Minor adverse		This operation or restriction is assessed as having minor impact on east-west access and the integration of the park.
Neutral		This operation, restriction or routes is assessed as having no impact on east-west access and the integration of the park.
Minor beneficial		This operation or route is assessed as having a slightly beneficial impact on east-west access and the integration of the park.
Beneficial		This operation or route is assessed as having a beneficial impact on east-west access and the integration of the park.

4.0 Step 2 Assessment

- 4.01 This step 2 assessment brings together the elements from the step 1 assessment to form a wider conclusion of the impact on east-west travel and the integration of the entire park. This approach reflects paras 2a and 2b in the SoS letter of 11th November 2025. In this assessment three different routes are used between Salisbury Village Hatfield and Smallford, the routes have been selected to reflect the impacts on cross park travel and the integration of the park over the lifetime of the quarry.

4.02 Ellenbrook Park - cross park route analysis

These factors have been selected to reflect national and local assessment criteria where they exist and to reflect the output from the CH groups User Study 2026 on why and how people use the park together with any of the identified concerns they have e.g. their safety.

- 4.03 **Important** – Only changes within the application site have been included and assessed and any factors beyond the application site have not been included as neither the appellant nor CH group have any control over these areas. Distances have been estimated from the nearest existing homes, places of employment and car parking provision.

Section 1 - Physical factors

4.04 Blocking or restriction on route

This factor is to reflect the impacts on the integration of the park, east-west access, unfettered access within the park and impact on people travelling through gates or narrow areas. With particular regard for those with mobility issues or using aids, children, horse riders, and dog walkers needing to avoid contact with other people or dogs which reflects the issues identified in User Study in Q7b (18.4% of respondents) and Q8c (37.05% of respondents).

Unrestricted	5
Minor restriction	4
Moderate restriction	3
Significant restriction and or with a gate	2
Severe restriction (limited satisfactory alternatives) and / or multi gates	1
Route closed (limited alternatives & on significant longer route)	0

4.05 Path surface

The lowest grade of path should be recorded and must be using the shortest desirable route, if two routes are broadly similar in length the more attractive and / or with better natural surveillance has been used. This factor is included

for all users including for those with mobility issues and or using mobility aids and pushchairs for children which reflects the User Study Q4h (13.86% of respondents), Q7i (7.69% of respondents), Q8a (14.7% of respondents).

Tarmac or concrete	4
Gravel (to HCC PRow standard)	3
Grass path wider than 2m	2
Grass path 2m or less	1
If grass path <= 1yrs. Establishment (any width)	0

4.06 Gradient

The lowest standard grade should be recorded and must be using the shortest desirable route, if two routes are broadly similar in length the more attractive and / or with better natural surveillance has been used. This factor is included for all users including for those with mobility issues and or using mobility aids which reflects User Study Q8a (14.7% of respondents).

Broadly level	2
Gentle slope within HCC PRow standards	1
Significant slope beyond HCC PRow standards	0

4.07 Natural surveillance (safety)

Short lengths of route are not included where they are estimated to be shorter than 50m (60 sec. at recreational speed). This criterion reflects the natural surveillance contained in the Welsh Active Travel Design Guidance Walking Route Assessment Tool (WRAT) pavement assessments, but WRAT does not provide any length. The WRAT pavement assessment is the methodology recommended by HCC for assessing walking routes this also reflects the User Study Q4b (8.05% of respondents), Q7c 6.47% of respondents).

Good natural surveillance along most of the route	2
Moderate level of natural surveillance much of the route	1
Poor natural surveillance along some or much of the route	0

4.08 Section 2 - Attractiveness of Route

Visual impacts

This will include walking beside or near active quarry works, beside facilities under construction or removal, however the assessment will reflect as any restoration becomes effective, i.e. grass has grown to offer good coverage, and any landscape planting is contributing in beneficial way. This also reflects

User Study Q4f (16.38% of respondents), Q7g (11% of respondents), Q7k (17.92% of respondents).

Broadly reflects the current situation	5
Any impact is assessed as minor	4
The user is away from active working but is impacted by being within the medium proximity.	3
In close proximity to active workings with some mitigating benefits e.g. in close proximity to an established landscape.	2
In close proximity to active workings but with no mitigation benefits.	1
Walking beside an active area or major works	0

4.09 Length of desirable route

To reflect WRAT and LTN 1/20 while 1/20 does not provide guidance in terms of percentage para 4.2.7/8 sets out the principle. Therefore, we use WRAT guidance at +20%. As some of the assessed routes principally recreational routes the deviation from the current route is the determining factor. This also reflects the need identified in the User Study Q4i (2.81% of respondents), Q7j (1.83% of respondents).

Within c.120% of the desired route length	2
Over c.120% of the desired route length	1
Over c.150% of the desired route	0

4.10 Access to wildlife and flora

This topic reflects enjoyed user benefits in the park as identified in User Study Q4a (13.67% of respondents), Q7a (9.52% of respondents).

Passes through undamaged shrubland or established grassland for a significant part of its length	2
Only part of the length of the route passes through, by, or near undamaged shrubland or established grassland.	1
Route does not pass in close proximity to any shrubland, woodland or established grassland which is a beneficial habitat.	0

4.11 Proximity to car parking

Accessible from car parking to an area which is visually unimpacted by quarry workings and or establishment or restoration, using the shortest all grade user route. This topic reflects the User Study Q4d (4.21% of respondents), Q7e (2.8% of respondents)

Within c.250m	2
Within c.250-500m	1
Over c. 500m	0

4.12 Proximity to homes or areas of employment

Accessible from homes to an area which is visually unimpacted by quarry workings via the shortest all user grade route. This reflects User Study Q4e (14.38% of respondents) Q7f (8.39% of respondents)

Within c.720m	2
Within c.720-1000m	1
Over c.1000m	0

- 4.13 720m reflects the Fields in Trust standard used by Welwyn Hatfield and St. Albans councils, therefore, complies with NPPF para 159 and 1000m Natural England accessibility standard.

4.14 Social and amenity value

This assessment brings together the social and amenity factors which include seating, meeting places, suitability for children, sightlines, passing places, factors not included in previous elements including environment and finally the ambience of the area. This also reflects the User Study Q4f (16.38% of respondents), Q4g (6.65% of respondents), Q7g (11.0% of respondents), Q7h (3.41% of respondents) and Q8b (22.36% of respondents).

Improvement on current social and amenity provision	3
Broadly reflects current social and amenity provision	2
Below current social and amenity provision	1
Significantly below the current social and amenity provision	0

Basis of the Assessment

4.15 Maintenance of park within the site

The flora particularly trees and shrubs on site has developed over the last 25 years with differing levels of active management. Some areas have been subject to landscape planting and are relatively easily identified, these include the area between the taxiway and Uni sports field, the area adjoining A1057 between Popefield Farm and Smallford and an area near Lawrence Close entrance (4). Other areas including the proposed processing area and the north and east of Popefield have naturally regenerated from local seed sources.

- 4.16 The northern hay field and Smallford end open space have been subject to regular grass cutting which has kept the areas mostly free from trees and shrubs. The cattle field has been treated very differently an attempt has been made to manage the tree and shrub growth by the use of conservation cattle grazing due to the undulating terrain of this part of the site. The on-site evidence suggests that stocking level and or the duration of the cattle on site has been unsatisfactory which has resulted in some areas becoming less useable. The cattle stocking level are currently the responsibility of the landowner as the trust has not yet been formed however once formed the trust may take a different approach.

- 4.17 Draft condition 57 requires that Operational Landscaping Scheme is submitted prior to the commencement of each phase, the conditions also require the setting of objectives and maintenance schedules but do not set any standards of what is required.

4.18 Operational Landscaping Scheme

57 Prior to the commencement of mineral extraction, a detailed Operational Landscaping Scheme for each Phase of the mineral working and restoration shall be submitted to and approved in writing by the MPA. The Operational Landscaping Scheme shall be consistent with the Ellenbrook Park Landscape Framework Document 2000 unless otherwise agreed and shall include:

- (i) Long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas;*
- (ii) Extent and type of new planting;*
- (iii) Maintenance regimes;*
- (iv) Any new habitat created on site;*
- (v) Treatment of site boundaries and/or buffers around water bodies;*
- (vi) Management responsibilities.*

The approved Operational Landscaping Scheme shall be carried out as approved.

- 4.19 The Section 106 Aerodrome Hatfield, certified copy signed (redacted signatures) on 19 December 2024 (INQ-03.1) provides guidance on the maintenance of areas within the application site prior to quarrying.
- 4.20 Due to the existence of condition 57 and the S106 this assessment has been undertaken on the basis the appellant will undertake active management of the unquarried and restored area prior to any hand over to the trust as specified in Landscape management plan. If the active management is not undertaken this assessment will be invalid and all the assessments and conclusions will require considerable down grading.

4.21 Site Drainage

The CH group have concerns that the impacts resulting from site drainage schemes have not been included in the February 2026 Public Access Strategy (CD17.02). The clay buttresses due to the location and required function will impact on site drainage with the site area, this concern is reflected by the inclusion of condition 43. Planning condition 43 requires the submission of Surface Water Drainage Scheme prior to the start of each phase.

- 4.22 The final restoration plan HQ3/15 (CD17.03-15) shows a ditch network running across much of the site to provide surface water drainage to offset the remaining adverse impacts from the clay buttresses.
- 4.23 Without a surface water drainage scheme in place either much of the restored area will be unusable for long periods following heavy rain therefore impacting on public access by –

Delaying the restoration processes including soil preparation, seeding and grass establishment and so reducing or restricting east-west access and contributing to the failure of integrating the park.

The restored areas will be flooded or very wet and unusable following heavy rain and will take time to recover to usable state and so reducing or restricting east-west access and contributing to the failure of integrating the park.

4.24 And / Or

The public access strategy does not show any drainage ditches, despite the evidence-based need for such ditches HQ3/15 (CD17.03-15). The public access strategy does not provide any crossing points for the proposed ditches if they were to be constructed during the initial restoration. If the ditches were to be constructed during initial restoration the current path layout is unworkable with over 20 crossing points being required to cross the paths in illustrated public access strategy, some becoming redundant within a year or so as the paths are redrawn.

4.25 And / Or

If the drainage ditches are constructed during the final restoration most of the western end will be unavailable to users due to –

Digging of the drainage ditch network across the restored area

Removal of bunds to east, south and centre and north of site

Reshaping of the lagoons

Removal of processing site

Remedial work on service road

4.26 Therefore, failing to meet paras 2a and 2b of SoS letter in providing east west access and integrating the park.

5.00 Core Activities Assessments

- 5.01 Important - This section deals only with operations which will occur repeatedly during the working life of the quarry, to avoid repeating the same analysis within each section.

5.02 Recovery of grass areas including grass paths

Following the disturbance of an area by heavy machinery or vehicles if the area is to be restored to grass it will take time to recover and grass to establish and to become durable and therefore useable. The timing of preceding task will influence the time taken for an area to recover; tasks undertaken during summer will enable rapid soil preparation ready for early autumn seed sowing. Tasks undertaken during winter months will delay soil preparation due to soil conditions and therefore seed sowing.

- 5.03 Mid spring and early autumn being the best time for sowing grass seed, giving the seed time to germinate and begin to establish before adverse weather either high summer temperatures, drought or winter cold and excess moisture levels. In discussions Brett and CH group agree that weather will play a significant factor in the speed of the establishment of grass areas.
- 5.04 The final restoration plan shows a series of drainage ditching on the site HQ3/15 (CD17.03-15) to provide surface water drainage, however there is no indication of these in any of previous stages of the Public Access Strategy (CD17.02). Without good drainage the soil preparation could be delayed, sowing delayed and most certainly establishment of grass to usable standard.
- 5.05 The lesser used open grass areas are likely to achieve a satisfactory establishment and therefore are adequately durable in a shorter timescale. The footpath areas will take longer to establish to durable level. The wider paths over 5m become durable at an earlier date as users have a wider area to walk on and can avoid damaged areas. The varying path widths on site currently clearly demonstrates this characteristic with wider paths suffering less damage during the winter and being able to recover from any damage more quickly. The narrower paths <2m suffer greater harm both in winter and summer and take much longer to recover, in some cases not recovering at all, in which case they become muddy following the first autumn rains.
- 5.06 Grass seeded areas and paths will take time to establish to become useable, the weather following seeding the weather will play a significant role in how quickly the grass becomes usable. The open field areas are likely to be useable more quickly than the grass paths. Brett is indicating 6-12months following seeding depending upon weather. But the CH group believe it is likely to take much longer particularly for the area used as paths.

5.07 Clearing of trees and shrubs.

The CH groups understanding is that the clearing of trees and shrubby will only take place as required in advance of work. So, in the establishment stage only the area of access road, process site, area of lagoon and bund and related haul road, with rest of the site remaining untouched. The CH group's understanding is confirmed in Mr. G Holliday Appendices to Proof of Evidence (BAL-05.2) at para 3.15.

- 5.08 During public access discussions with Brett the issue of visibility and natural surveillance was considered, the CH group were informed that trees screening proposed bridleways (PRoW) would be removed, the area under discussion was the wood between Notcutts and Popefield Farm. This has very significant impacts on user safety and the visual amenity of the park.
- 5.09 Currently it is possible to walk from Smallford to Albatross Way with an outstanding level natural surveillance with only a short section c25m near Lawence Close having poor natural surveillance. The proposed middle and southern bridleways (PRoW) are twisting and run through trees or tall shrubland, meaning that the natural surveillance is significantly reduced. This is important for those who wish to walk only in places which provide good natural surveillance for their safety.
- 5.10 To be very clear** we are not requesting the early removal of trees and shrubby as they contribute significantly to wildlife, the visual amenity and enjoyment of the park.
- 5.11 The clearing of trees and shrubs can only take place September to February (condition 55) and will require heavy machinery to undertake this task therefore the ground conditions will suffer, requiring levelling and soil preparation to prepare for seeding. In ideal conditions this will mean the area is not accessible for a minimum of 12 months and in the event of adverse weather for 2 years. For high use areas such as paths 2-3 years is more likely.

5.12 Construction of buttresses

There was no indication in any of the phase drawings nor in the Public Access Strategy of July 2023 (CD2.07) that the buttresses would be installed significantly in advance of work of the phase. This has resulted in very considerable updating of our assessment of the adverse visual impact and the adverse impact on public access.

- 5.13 Since the first session the CH groups understanding of the construction has improved following information provided by Brett during the meetings on the updated proposals. Brett's site at Fairlop also has groundwater contamination problems and the information provided on Redbridge council (MPA) website indicated that a barrier was also required and used to prevent groundwater contamination of the site. The CH group was under the incorrect assumption

that the Ellenbrook barrier would be broadly similar in forming a narrow trench backfilled with a clay barrier. We have now been provided with more details; however, this will result in us concluding it will have a significantly greater impact on travel within the park.

- 5.14 To date Brett have been unable or unwilling to provide a time scale for this operation. However, they have provided some details on the construction of buttresses, they will take the form of a ditch lined with clay on one face which is placed on top of the drainage system to prevent water from building up behind the clay buttress. It is clear that as well as the ditch, access will be required to remove the excavated soil, transport in the clay and provide a working area for machines to work from.
- 5.15 Brett have also stated that they are prepared to provide a crossing over the buttress ditch once completed, but the form of the crossing was not stated.
- 5.16 The buttresses must be installed before any work can be started on each phase. As the first stage requires the removal of topsoil therefore condition 67 would apply March-September only, however the import of clay and final construction is not time limited. The crossing is likely to be in the form of filling part of the ditch with soil to provide a path over. Brett has stated that footpaths within the site will be of grass, therefore due to damage caused by machines working beside the ditch, the crossing the ditch will all require time for the grass to grow and become durable, see notes above. Even under the most optimistic projection this will prevent access for a minimum of 18 months but most likely longer.

Table 2-1
Geology and Groundwater Occurrence

Geological Unit	Description	Thickness	Groundwater
Overburden	Predominantly clayey, silty sands	0m – 2m	Seasonally saturated by the underlying UMA
Upper Mineral Horizon (UMH)	Silty sands and gravels	4m – 6m	Upper Mineral Aquifer (UMA) (perched on aquitard below)
Interburden	Boulder Clay (Stiff glacial clay)	3m – 5m	Aquitard (Barrier to groundwater flow)
Lower Mineral Horizon (LMH)	Sands and gravels	5m – 7m	Lower Mineral Aquifer (LMA) (hydraulically connected with the underlying Chalk aquifer)
Chalk Bedrock (Lewis Nodular Chalk)	Weathered at its surface increasing competency with depth	Unproven thickness on site	Chalk Aquifer

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- 6.17 From Brett's data the buttress ditch will be a minimum of 4m deep but possibly up to 10m deep in places as they have to be keyed into the interburden.

6.18 Bridleways

These were requested by the Ramblers and Herts Public Rights of Way with a particular focus on gaining additional crossing of the haul road and providing east-west routes. However, the final routes were selected by Brett. At no time were the CH group consulted in their design or route used.

6.19 Footpaths (unsurfaced)

Currently people are able to walk over most of the park with only three factors limiting their choice of path or route.

- a) A small, enclosed area which is approximately in the centre of application site, which the sign indicates is for public safety due to herbicides being used for weed control of Japanese Knotweed.
- b) A few small-scale mounds or soil or construction waste, including an area where the film Band of Brothers was filmed and within the cattle field.
- c) The shrubby is too dense to pass through.

- 6.20 In broad terms most people follow the same route which has resulted in a network of informal footpaths, however most days one can witness people walking away from the more established routes, this reflects the open nature of the site. The terms of 2000 agreement also allows for this.
- 6.21 The only currently designated PRoW runs down the western side of the site, so must not be confused with most other or later onsite paths.
- 6.22 Post restoration the restored areas will be grassland with possibly some tree or shrub landscape planting however the details are yet to be determined. The landscape management plan sets broad parameters for the ratio of shrubland to grassland at 20-30% woodland and 70-80% grassland open space (CD134). Once formed the trust will also be able to influence the final landscape design within the limits of landscape management plan so changes in design or possible and indeed likely.
- 6.23 The current footpath routes are unlikely to change significantly within the site area before quarrying unless other factors impact their use or desirability for use. These factors would clearly include if the area is enclosed for the construction of infrastructure, blocked or closed by infrastructure, enclosed for quarrying, and finally enclosed for restoration. However, it could also include visual and environmental factors that would make the route or path unattractive. CH group user study winter 2026
- 6.24 The most likely reason to make a substantial change to a route or path would be the closure at one or other ends or at both. Therefore, within pre quarried areas unless there is an evidence-based reason to make a change to the

route the CH group will regard any illustrative changes and did not include them within the analysis.

6.25 Post reinstatement the situation is rather different with new factors impacting on user's choice and availability of routes.

- a) Access restrictions including closed paths, closed entrances, the location of provided crossings including of roads, ditches and quarry related infrastructure.
 - b) Directness or desirability of the route.
 - c) Durability of walking surface.
 - d) Health and social factors, suitability for dog walkers, mobility related, proximity to car parking, home or place of work.
- Ref. CH group User Study Winter 2026.

6.26 Some of the illustrated path routes are through areas currently heavily covered in shrub growth so these routes will require clearing and restoring, grass sown to achieve a new path which will take time as already outlined above.

6.27 Haul Road crossings

Haul road crossings have been discussed during meetings with Brett, from our discussions it would appear that two options are available either a gated or kissing gate design or double barrier resulting in a chicane. Both exist at the Fairlop quarry and have been seen by a member of CH group.



The haul road at Fairlop quarry taken 10th September 2024 while this area was under preparation before active working therefore shows limited use.



The chicane crossing at Fairlop quarry taken 10th September 2024.

- 6.28 Both designs hinder movement within the park and may require dog walkers to stop somewhat short of the crossing to put dogs on leads. The kissing gate design may also restrict movement due to the multitude of latch designs required for pedestrians, those with mobility issues and for horse riders. On balance the CH group consider the gated version is safer however still with significant disadvantages.
- 6.29 Brett was questioned on the layout of the crossing and we were informed users would pass through the gates and simply cross the haul road, this is of significant concern. The haul road will be used throughout the year for landfill therefore the crossing surface will quickly become very muddy during winter months or following wet weather. The CH group suggested that if the surface is of gravel or hoggins at the very minimum it must be raised above the surrounding land to improve drainage, this is something Brett noted, raising additional concerns within CH group on how poorly the public access strategy has been prepared.

6.30 Vehicle movements

The haul roads will be in use throughout the year bring in landfill materials together with the machinery required for such processes required to undertake the levelling of deposited materials. Due to the proposed campaign method of quarrying a higher number of vehicles will be using the haul road during the summer months when the park attracts more visitors transporting

quarried materials for processing. The best estimate is between 22 and 27 vehicles transporting quarried materials per hour to which the landfill lorry movements would need to be added.

6.31 Legal status and the handover of restored areas

Another member of the CH group is leading on this topic. The proposed working method and the need to undertake site wide work during the final restoration stage would appear to create many challenges and legal issues including safety and rights of access. It is difficult to understand how hand over of completed phases can work.

7.00 Step 1 Assessment

7.01 Important - Reader note

We have been requested to reference all documents.

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start – means the image number shown in the following cell

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage – means the image number shown in the following cell.

Within the text when an image number is quoted it is referring to Brett's Public Access Strategy 2026 (CD17.02) Appendix A.

Stage 1 - Current		Duration – Current		
Proposed Changes since last Public Access strategy. Which will or could impact on E-W access or the integration of the park.		None		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse				
Moderate adverse				
Minor adverse		Cattle field	The cattle fields are currently enclosed and only have cattle in them during part of the year. Kissing gates are at either side of the field allowing access.	
Neutral		Home Covert / Round Wood	This area of woodland has a network of paths running through it, these are narrow in places and become muddy in winter. However, this area does not provide a desirable route through the parks as its well north of main access points and routes.	

Minor beneficial				
Beneficial		Taxiway	Albatross Way gate is the most heavily used entrance to the park, the taxiway links directly with this entrance and provide high quality surface linking to wider paths onwards to Smallford.	
		Footpaths	People are currently able to walk over much of the park.	

7.02 Details and Analysis

Eastern end of Ellenbrook Park

In broad terms the eastern end of the park divides into three types of landscape and usage.

- 7.03 Linear Park** – This area runs between entrances 1 and 9, is an area of lakes surrounded by landscaped areas. At the northern end of the lakes is a viewing area, to the west of the lakes is an area of grass with landscape planting screening it from the main park area. The only known passing points into the main park area are via the taxiway black route (appendix 3) and yellow route. To the east of the lakes is also grass and landscape planting which separates the park from the house of Salisbury village. Also in this area is a wide gravel path most likely constructed to HCC PRow but now substandard and with many water filled potholes in it.
- 7.04 Cattle fields** – These fields lay between the linear park, proposed quarry site and Home Covert / Round Wood, they are currently enclosed with fences and divided into two fields both with paths running through them. The fields are broadly level but with mounds of soil or construction waste on them creating an undulating landscape. Some areas are rapidly becoming overgrown with shrubby and the current management plan uses conservation cattle to manage the area. We are informed when the cattle are in the fields they are visited daily, so they are accustomed to people. The terrain is too uneven for machine grass cutting and too large for hand operated machines to cut or manage the grass and shrubby. Without active management the fields will rapidly become overgrown with shrubby and inaccessible as has been experienced elsewhere in the parish.

- 7.05 **Northern hay field** – This is the least used area of the park by far. It is possible to access this area via the Linear Park from entrances 1 and 9 or from routes passing by Home Covert/ Round Wood, there is a final access point via entrance 8 from Coopers Green Lane. The CH group study winter 2026 recorded only 7 people entering and 6 people exiting via entrance 8. The central area is a hay meadow which is cut annually, surrounded by areas of woodland or shrubland. There are no form paths in this area which broadly flat. The local bird group have identified this area as being an important area for some ground nesting birds.

Area or event name/description	Cattle fields	
Duration	Current	Management will be transferred to Ellenbrook Park Trust once formed
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	N/a - current	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	35	Limited change

- 7.06 These fields are beyond the application site currently enclosed by a fence and only have cattle in them during part of the year. Kissing gates are at either side of the fields allowing access. The area around the kissing gate does become muddy in winter, the landscape within the fields is undulating most likely from leftover debris following the removal of the former runway. There has been no significant change since the public were first allowed in the park. Due their enclosure, there is the need to pass through kissing gates and the need for dog walkers at sometimes of the year to keep a dog on a lead. This area is graded as minor adverse impact for integration of the park but has no major impact on travel to other parts of the park.

Area or event name/description	Home Covert / Round Wood	
Duration	Current	Management will be transferred to Ellenbrook Park Trust once formed
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	N/a - current	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	35	No significant change
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7.07 This area is beyond the application site and is an area of woodland with a network of paths running through it, these are narrow in places and become muddy in winter. However, this area does not provide a desirable route through the parks as its well north of main access points and routes. There has been no significant change since the public were first allowed in the park. As the area is well north of main access points and does not form part of a desirable route it has been graded as neutral in the integration of park and in providing east-west access.

Area or event name/description	Taxiway	
Duration	Current	Management will be transferred to Ellenbrook Park Trust once formed
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	N/a - current	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

7.08 This route links with Ellenbrook, Hatfield Garden Village and Salisbury Village and is currently the most heavily used access point to the Country Park. The taxiway provides a firm and stable walking surface for those with mobility issues. The taxiway also links to the wider paths leading to Smallford and the western end area of open grass land. The wider grass paths are important due to their durability in wet weather as they provide users with the opportunity to avoid the wet and muddy areas. The taxiway and paths heading towards Smallford all have good natural surveillance. There has been no significant change since the public were first allowed in the park. Due to the characteristics outlined above we grade this path as beneficial for east-west travel and the integration of the park.

Area or event name/description	Footpaths	
Duration	Current	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	N/a - current	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	
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7.09 Currently people are able to walk over most of the park with only three factors limiting their choice of path or route.

- a) A small, enclosed area which is approximately in centre of application site, which the sign indicates is for public safety due to herbicides are being used for weed control of Japanese Knott weed.
- b) A few small-scale mounds or soil or construction waste, including an area where the film Band of Brothers was filmed and within the cattle field.
- c) The shrubby is too dense to pass through.

7.10 While most people tend to broadly follow the paths which are best described as informal, on most days one is able to witness people walking across areas of grass, making their own route which is considered broadly beneficial for east-west access and the integration of the park. The wide network of footpaths in the park are assessed as beneficial as they assist in meeting both criteria.

Stage 2 - Establishment		Duration – 2 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		New haul road crossing by the lagoons and a new path between the lagoons linking to additional crossing of the haul road, however due to establishment period required this unlikely to be available until later. (for details see below)		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Construction of haul road/s	Due to closure and diversion of routes and duration of the works.	
		Clearance of the site	Due to restriction timing, out of the bird nesting season, the time taken for grass paths to recover and there are trees and shrubs and across much of the site the impact will be considerable.	
		Construction of bunds near the lagoons and along southern area.	Due to the location of bunds the impact will be very significant on east-west access near Home Covert and Uni sports field.	
		Construction of lagoons	Due to the location of lagoon the impact will be very significant on east-west access near Home Covert and Uni sports field.	
Moderate adverse		Construction of the access road	The construction of the access road will reduce access and a decline in east- west for the duration and recovery of works area.	
		New Bridlepaths	The southern bridleway will not be complete until mid-late phase B. While the improved surface will offer benefits during and following adverse weather, the longer and less attractive route offset the gain of the improved surface, poor natural surveillance is also a concern.	

		Taxiway	Downgraded due to reduced length reduction of width and issues related passing near the lagoons.	
Minor adverse		Cattle field.	The cattle fields are currently enclosed and only have cattle in then during part of the year. Kissing gates are at either side of the field allowing access.	
		Footpaths	Due the level of disruption by the service and haul road and near the lagoons.	
Neutral		Construction of processing area bunds	Limited impact on public access due to confined area required to undertake the task.	
		Path between the lagoons	The grass paths following the construction of the lagoons will take time to become established. While the improved surface will offer benefits during and following adverse weather, the longer and less attractive route offset the gain of the improved surface, poor natural surveillance is also a concern.	
		Home Covert / Round Wood	Does not an offer a desirable route.	
Minor Beneficial				
Beneficial				

7.11 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Area or event name/description	Construction of the access road	
Duration	Establishment phase	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

- 7.12 There are two aspects in the construction of the roads both access and haul, first the removal of soil and the construction of the road, then the recovery of the area around the road to enable people to cross the road. There are, within the planning conditions, time restrictions which apply when trees and shrubs can be removed due to bird nesting. Also, when topsoil can be moved to maintain the quality of the soil. The access road runs along the west side of the site to the northern end of the site at processing area.
- 7.13 Two of the proposed planning conditions will impact on the timing and duration of this task, with the conditions only allowing work on condition 55 protecting nesting birds - only permitting work between September and February and for condition 67 maintaining topsoil quality - only permitting work between March and September (Inq-42.3).
- 7.14 The CH group believe that due to the amount of infrastructure required along and around the access road, routes required to import and dump excavated material the limits on timing the construction of the access road will cause closure or diversion of routes over prolonged period. However, it may be possible to keep some of the Smallford entrances open during this period albeit with a diversion to access the park. This area currently has five access points see appendix 2, access point 6 will not be impacted by the construction of the access road, but access points 2-5 will reduced to 3 access points. Given the scale of the required works and the recovery period required for paths to become attractive to users the impact is judged as moderate adverse for east-west travel.

Area or event name/description	Construction of the haul road/s	
Duration	Establishment Phase	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

- 7.15 The haul roads will run along the eastern side of the site to construct the lagoons, bunds and later to phase A. The need to transport material to southern bunds mean the entire site will be encircled by roadways during construction and recovery period post construction. The public assess strategy indicates three crossing points; Brett have already stated that the haul road will require fencing so people can only cross at the crossing points. The most southern crossing point will lead directly into the area required for the construction of the lagoons so is unlikely to be available to users. The former taxiway route will

also suffer from significant issues and possible closure to construction of the lagoons, bunds to the rear of the lagoon and bunds along the southern area. The former taxiway route will also require significant remodelling to form a new route between the new bunds.

- 7.16 The northern crossing point is within an area which from user studies has limited current use and may well be blocked by shrubby. The middle crossing is considerably north of principal routes currently used and does not link well to any of eastern entrances therefore would require a significant detour from the desired route. Due to these factors the duration of work, the closure of routes and the fact it encircles the site, the level of impact on east-west access and the integration of the park is determined as severe adverse.

Area or event name/description	Clearance of the Site (removal of trees and shrubby)	
Duration	unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	unknown	

- 7.17 The areas of road, bunds, processing area and phase A will require clearing at an early stage. The planning conditions place restrictions on the timing of this operation, out of the bird nesting season. Due the timing of bird nesting season and the need to use heavy machinery for this task the impact on grassed areas including the grass paths will be considerable. These areas will require restoration to return the non-active areas to public access this is likely to include sowing grass seed. The grassed area will take time to establish to satisfactory level to enable public access. (see above methodology timescale). Due to the area of work and duration of work including establishment of the grass the level of impact on east-west access and the integration of the park is determined as severe adverse.

Area or event name/description	Construction of bunds – Processing area	
Duration	Establishment Phase	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	
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- 7.18 The construction of the bund around the processing area it should be possible to undertake this task using soil from the processing areas and the work undertaken from within the processing area in which case the impacts would be limited. Also, this area assists little in the integration the two areas of the park. Therefore, this task is assessed as neutral in.

Area or event name/description	Construction of bunds – east of the lagoon and along the southern area	
Duration	Establishment Phase	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

- 7.19 The construction of the other bunds to the east of the lagoons and along the southern boundary the impact will be very significant as they are near or on the key east-west paths and links. Due to the close proximity to the important taxiway routes, it is unclear if it possible to construct the bunds without closing the path. Even if it is possible to keep the path open the impact on integration of the park and on east-west access the impact is determined as severe adverse.

Area or event name/description	Construction of lagoons	
Duration	Establishment Phase	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
	1	

- 7.20 Like the bunds the lagoons are in close proximity to the key east-west paths, they will have significant impact on east-west access. Due to the depth required the lagoons and the need to use heavy machinery the entire area will require fencing off. While some of excavated soil can be used for the adjoining bund to the east much of the soil will require transporting elsewhere on site. The construction of lagoons will block the only durable circular route access available from the eastern end using the taxiway, follow the loop round, then returning past Home Covert and Round Wood to Hatfield. The path shown

in the Public Access Strategy east of eastern bund is not currently used as is barely passable now, but no upgrade is shown nor upgraded to bridleway standard.

- 7.21 The crossing point on the haul road leading into the lagoon area will be usable and depending upon the tipping area in use other paths may require closure at times. The risk is deemed greater when working at the southern end near the former taxiway, this will be significantly greater due to the narrowness of the route for horses and people with dogs. Due to proximity to the key east-west routes and the impact on integration of the park and on east-west access the impact is determined as severe adverse.

7.22 Cattle fields – no change from stage 1

Area or event name/description	Taxiway	
Duration	Unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	Current	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

- 7.23 Currently the taxiway links well with Ellenbrook Hatfield Garden Village and Salisbury Village and is currently the most heavily used access point to the Country Park. The taxiway also provides a firm and stable walking surface for those with mobility issues; it also benefits from being quite wide which is useful for dog walkers allowing them to pass other dogs thereby reducing conflict. At the establishment stage the hard concrete length will be reduced by approximately 60%. Currently there is no natural alternative route, so a new replacement route will be required and suitable surface provided. It is unclear if the path can remain open while the work of the lagoons is undertaken particularly at the southern end. The benefit of the taxiway has been downgraded from beneficial to moderate adverse due to the significant reduction of its length, reduction in width and issues near lagoon construction.

Area or event name/description	Path between the lagoons
Duration	Post the construction of the lagoons

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

7.24 Brett have stated this will be a grass path however the path will not be formed until the lagoons are completed. Therefore, due the time scale required for the grass to become established the level of impact on east-west access and the integration of the park is graded as neutral.

Area or event name/description	Proposed New Bridleways	
Duration	Southern route incomplete until mid – late phase B	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

7.25 The S106 agreement with Brett requires for the provision of two new east-west bridleways see map in appendix 1. The route of southern bridleway will require considerable clearance of trees and shrubs, the northern will also require clearance of trees and shrubs but to a lesser extent, this will cause damage to the adjacent grass area or require seeding of adjacent areas. Brett have also indicated that some of the northern route may require raising to avoid flooding, which is something the CH group would agree is required.

7.26 The bridleway must be constructed to HCC Rights of Way Good Practice Guide surfacing specifications (CD103). Brett has informed the CH group that the bridleway will be 5m wide consisting of two parts a 2m wide surfaced path and 3m wide grass route for horses etc. We note that the bridleways will be constructed to HCC PRow standards 2020 (CD103) so will offer a more durable walking and cycling surface during and following adverse weather, however this needs to balance against the considerably longer routes. Also, at this time the bunds will mostly lack grass cover and surrounding grass is likely to be substandard resulting an unattractive route. Also, due to the design of the path along the middle and southern areas we have concerns over the level of natural surveillance, while suitable alternative routes are available the surveillance is assessed as significant issue at this stage. The southern bridleway is not forecast to be completed until mid-late phase B Therefore, the contribution to improving east-west access and the integration of the park is assessed as moderate adverse.

Area or event name/description	Footpaths within the park	
Duration	unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	1	

7.27 Brett have already stated that all the paths other than bridleways (PRoW) will be grass paths, therefore subject to damage from vehicles travelling along or crossing them. The illustrated path network broadly equates to the existing network. As already identified, there is a risk of damage to the paths near the access road, haul road and the southern area near the lagoons. Crossing the access and haul road will require going through two gates at each crossing which will reduce the attractiveness of east west travel and for some with mobility issues create a challenge passing through the gates. If during the establishment stage the damage to the paths is minimal then the impact on east-west travel and integration of the park is grade as minor adverse, however if the damage to path surface is significant to the path network it would be downgraded to moderate adverse.

Area or event name/description	Home Covert / Round Wood	
Duration	unlimited	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	35	

7.28 Home Covert / Round Wood is beyond the application site and is well north of any direct route between the most widely used entrances, only from entrance 8 (see appendix 2) heading west would it assist with east-west travel, but CH groups user study (xya1) recorded a very low level of use of this entrance. Therefore, this area is graded as neutral in assisting east-west travel and the integration of the park.

Stage 3 – Phase A		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		Two new haul road crossings and a path between the lagoons, however they will be closed during some of the stage for details below. Crossings over the buttresses.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Construction of Buttresses	Due to the duration and the importance of the paths impacted.	
		Lagoons	Due to barrier to integration of the park and impacts on east- west travel.	
		Working of the phase A	Forms as significant block for east-west travel and for the aim of improved integration of the park.	
		Access Road	Construction of the bund beside the road impacting on key east-west paths.	
		Haul road crossings	Due to location of closures and the proximity to the lagoons.	
Moderate adverse		Public bridleways	The southern route is not due for completion until mid-late phase B. While the improved surface will offer benefits during and following adverse weather, the longer, less safe and less attractive route off set the gain of the improved surface.	
Minor adverse				
Neutral		Taxiway	No change since previous stage assessment.	
		Cattle field.	Sometime during this stage, the Country Park will be under the management of the trust and monies paid to the trust, the trust could use GPS cattle collars to	

			manage the grazing area which would result in improved access and use of this area.	
		Footpaths	No change since previous stage assessment.	
		Home Covert / Round Wood	Does not offer a desirable route.	
Minor Beneficial		Path between the lagoons	Will provide an alternative east-west route but will not be suitable for all users and may become unusable during and following wet weather	
Beneficial				

7.29 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Home Covert / Round Wood – no change from stage 2

Area or event name/description	Lagoons	
Duration	unlimited	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	6	

7.30 During this stage the path between the lagoons will be open, however being relatively narrow. Brett indicated 2m wide so it may suffer from damage during the winter months but offers some beneficial east-west access. The lagoons fundamentally divide the park into two parts, also both the southern and northern paths past the lagoons suffer from many problems. The southern and most important route is relatively narrow and twisting so resulting in poor natural surveillance. Being narrow it

offers dog walkers which are a significant number of the total users of the park CH group user study 2026 a limited opportunity to avoid other dogs.

- 7.31 The northern route is also narrow and also suffers from poor natural surveillance. This route being narrow also offers dog walkers a limited opportunity to avoid other dogs. This is assessed as having severe adverse impact on east-west travel and the integration of the park.

Area or event name/description	Cattle field	
Duration	unlimited	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	1	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	35	

- 7.32 Sometime during this stage the Country Park should be under the management of the trust and monies paid to the trust, therefore the trust could use GPS cattle collars to manage the grazing area which would result in improved access and use of this area. The use of GPS cattle collars is recommended by the Herts and Middlesex Wildlife Trust as a method for the management of conservation cattle in such locations. Therefore, if the trust chooses this approach the area would be graded as neutral in aiding east-west travel and the integration of the park due to the close management of cattle grazing area.

Area or event name/description	Path between the lagoons	
Duration	unlimited	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	6	

- 7.33 During this stage the path between the lagoons will be open however being relatively narrow Brett indicated 2m wide so it may suffer from damage during the winter months but offers some beneficial east-west access. Being relatively long and narrow it would not provide dog walkers, which are a significant number of the total users of the park CH group user study

2026, a limited opportunity to avoid other dogs. It is not on the most direct east-west route but might be suitable for some leisure walkers. This path is graded as minor beneficial for both park integration and east-west access.

Area or event name/description	Construction of Buttresses Phase A	
Duration	Unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	2	

- 7.34 Despite being asked twice Brett have been unable to provide any indication of how long this task will take, but they have stated it must be completed before quarrying and it will be in the form of a ditch with clay buttress on one side over a drainage system to avoid water building up behind the clay. Due to the depth required the work area will require fencing off during construction. They have also stated that they could provide a crossing over the buttress.
- 7.35 This buttress runs from northern end of the lagoons south along the western side of the lagoons and around Phase A. During its construction it will block the paths between the lagoons and the direct path to the former taxiway. During construction it will leave open only the northern east-west path near Home Covert and new southern PRow bridleway both requiring an extended detour from the desired routes.
- 7.36 Planning condition 67 limits the stripping of soil to March-September, any crossing point will require time for the grass to establish as considered in para 5.02 therefore one must conclude the closure of the paths will be prolonged. Therefore, due to the importance of the closed routes and prolonged period of time the impact on east-west access and the integration of the park is graded as having significant adverse impact.

Area or event name/description	Active quarrying phase A	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start.	2	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	9	
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- 7.37 The area crosses currently the most heavily used route from the taxiway on the direct path to Smallford, and it will be closed during part of this phase of quarrying (images 5 and 6) so in broad terms about 2 years before reopening later at a more southerly location (image 7) resulting in a longer route. The construction of Phase B is indicated to take place while phase is active (image 5) so will close the path between the lagoons as well.
- 7.38 During most of the stage the only paths open will be the northern and southern bridleways both resulting in considerably longer routes through and in the park. The southern bridleway will be walking beside or near an active quarry zone. Due to restrictions on east-west access and the blocking effect of this phase for the integration of the park this is assessed as causing significant adverse impact to meeting the objectives.

Area or event name/description	Access Road	
Duration	unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	5	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	5	

- 7.39 During this phase a new bund appears beside the access road near Smallford (image 5). The construction of this bund will block the key east-west route during its construction and while the grass path over the bund becomes established. The proposed path over the bund will not be suitable for all users particularly those with mobility issues. The drawings lack detail as to how access will be maintained at the Smallford end, however, do highlight several very significant issues. The only recorded route remaining open with any level of certainty is the northern bridleway south of processing site.
- 7.40 Due to blocking the key east-west route the impact is graded significantly adverse in improving east- west access and neutral on improving the integration of the park but due to the impact on east-west travel, the importance of these entrances the assessment remains at significantly adverse.

Area or event name/description	Haul road & crossing points	
Duration	4-5 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	6	

7.41 The public access strategy indicated one haul road with three crossing points. The most southerly crossing is likely to be unavailable in early years of this stage while the grass path becomes established between the lagoons. The same crossing will also be blocking during the construction of buttress (image 5). The same image also shows that the more northerly crossing near Home Covert will be closed while the buttress is constructed. Even once the buttresses are constructed together with crossing the grass path, it will take time to become established and so useable.

7.42 Due to prolonged period over which the various blocks are in place on critical east-west routes and the close proximity to the lagoons the impact on east-west access and the integration of the park the impact is assessed as significantly adverse.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	6	

7.43 In broad terms the path network remains unchanged, however other factors will have an impact on use of the paths in the park. As the path remains unchanged the impact on east-west access and the integration of the path the assessment is neutral as it offers no benefit or causes any additional harm. The impact of users having to climb over the bund is included under access road.

Area or event name/description	Public bridleways	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	2	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	6	

- 7.44 All the bridleways offer a more durable walking surface which following adverse weather conditions is a benefit. However, they offer a significantly longer route through the park and to key areas which people may wish to visit. A concern must be expressed at the Smallford end while the bund is constructed as to how good the access will be.
- 7.45 Due to the closing of some paths during phase A quarrying and construction of the buttresses and Smallford bund this will result in the closure of some routes. The recovery time required for the paths between the lagoons, crossing of buttresses to become usable, there being few alternatives available, the bridleway offers an alternative. Therefore, it is graded as beneficial for east-west travel, however, it is downgraded due to not being complete during this phase, and to being a longer route and with significant concerns on the levels of natural surveillance particularly on southern bridleway as it forms the only useable southern route during part of this phase. The bridleways do not contribute to the integration of the park therefore graded as neutral in this respect. Balancing all factors the final assessment is moderate adverse.

Stage 4 - Phase B		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		A new haul road crossing which will be closed for much of this phase, and a path between the lagoons which due to the crossing of haul road crossing will be inaccessible during much of this phase. Crossings over the buttresses.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoons	Due to barrier preventing the integration of the park and impacts on east- west travel.	
		Active quarrying	Due to large blocking impact on the integration of the park and does not assist with east-west travel.	
		Construction of buttresses	Due to blocking of core east-west path and leaving limited alternatives open.	
Moderate adverse		Haul roads	Due to barrier preventing the integration of the park and impacts on east- west travel.	
		Footpaths	Due to inter-relationship with haul roads.	
		Bridleways	Due to not being completed until later in the phase and for the longer route and on safety concerns.	
Minor adverse		Service road	Crossing the service road and bund will be difficult for some people.	
Neutral		Cattle field	No change since previous stage assessment.	
		Home Covert / Round Wood	No change since previous stage assessment.	
		Taxiway	No change since previous stage assessment.	
		Path between the lagoons	Due the closure of path and lack of some other alternative routes.	
Minor Beneficial				
Beneficial				

7.46 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3

Home Covert / Round Wood – no change from stage 2

Lagoons – no change from stage 3

Area or event name/description	Path between the lagoons	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

7.47 During the early years of this phase this path will be open and useable, but by about 2-3 year (image 9) it will be blocked by this phase and will remain unavailable for use throughout the remainder of this phase. The closure of other more northly paths (images 10 and 11) increases the impact of the closure of this path.

7.48 This path does not assist with integration of the park, this does, for a limited time, improve east-west travel. On balance on meeting the needs of improving travel and integrating the park it is assessed a neutral.

Area or event name/description	Construction of Buttresses	
Duration	Unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	9	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	9	

7.49 Most of the construction takes place during phase A in advance of work starting on this phase (image 9). The construction of buttresses will impact on all central east-west paths, walkers are also likely to encounter problems passing round the

northern end of phase B. The construction of the buttresses is concurrent with the working of phase so only leaving, a grass path to the south and a bridleway to north, open. In meeting the criteria of improving travel and integrating the park it is assessed as having a severe adverse impact.

Area or event name/description	Active quarrying phase B	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

7.50 In the early stages of quarrying the phase the middle path remains open leaving the crossing between the lagoons and part of phase A as it is restored to public access. As work progresses on the phase the northern paths are closed but as the continued restoration of phase A takes place additional areas are open further north. Without most of the active and restoration stages of the phase the east-west routes are longer than the desired route.

7.51 This area has a significant adverse impact on the integration of the park due to its location adjoining the lagoons and forming a wide area between the accessible areas. On balance the working of this does not improve east-west travel. Therefore, on balance in meeting the needs of improving travel and integrating the park it is assessed a severe adverse.

Area or event name/description	Service Road	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

7.52 By this stage the construction of bunds adjoining the service road is indicated as being completed and the grass path over the bund should have established. However, the path over the bund may be unsuitable for those with mobility issues. Also, the limited sightlines on the path and narrowness of the path mean some dog walkers may wish to avoid the path. Due to its location this does not assist in the integration of the park and the passing through multi gates will be difficult for some. The final assessment is minor adverse in meeting the requirements.

Area or event name/description	Haul roads	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

7.53 There are two crossings proposed within this phase of haul road, the southern one is shown as being closed (image 9) the northern crossing is shown as being open, however this would appear rather optimistic as buttresses for phase C are being installed during this time. By image 11 it does indicate that a more direct path leading south of the lagoons should be open.

7.54 The crossings due to their location and the time closed do not assist with the integration of the two parts of the park. Due to the period closed they do not assist with east-west travel with the southern one being marginally less critical once the path in images 9 and 10 is open. The prolonged closure of the northern one closing together with issues on the middle bridleway will have significant impact on users on the more northerly routes. Therefore, this is assessed as moderate adverse in meeting the criteria for improved park access.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

7.55 The footpaths during this phase are highly dependent on other factors, most notably the crossing of the haul roads. The rerouting of the southern path indicated in image 9 would improve access by marginally reducing route length. The construction of phase C (image 9) buttress hinders east-west access resulting in longer alternative routes. As the footpaths are so dependent on the haul road crossing this must be given the same assessment therefore is assessed as moderate adverse in meeting the criteria for improved park access.

Area or event name/description	Public bridleways	
Duration	4-5 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	7	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	11	

- 7.56 All the bridleways offer a more durable walking surface which following adverse weather conditions is a benefit. However, they offer a significantly longer route through the park and to key areas which people may wish to visit. There are also natural surveillance concerns on the bridleways, on the western end of the southern bridleway and throughout most of the of middle bridleway due to the twisting route and by the shrubby and / or bunds.
- 7.57 Due to the closure of northern crossing points on the haul road and the recovery time required for the paths crossing buttresses to become usable, there being few alternatives available so the bridleway offer an alternative. Therefore, is graded as beneficial for east-west travel however, it must be downgraded due to being a longer route and with significant concerns on the levels of natural surveillance. The bridleways do not contribute to the integration of the park therefore graded as neutral in this respect. Balancing all factors the final assessment is moderate adverse.

Stage 5 - Phase C		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		A new haul road crossing only available for a limited time and a path between the lagoons. Crossing over the buttresses.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoons	No change since previous stage assessment.	
Moderate adverse		Construction of Buttresses	In part due to other closures and long and less desirable alternative routes.	
		Footpaths	Due to time scale and longer routes.	
Minor adverse		Active quarry	Due to orientation and alternative routes being of broadly similar length.	
		Service road	No change	
		Haul road & crossing	Reduces the desirability of e-w travel due to the gates.	
		Bridleways	Due to longer route, poor natural surveillance and the need to pass through gates.	
Neutral		Taxiway	No change since previous stage assessment.	
		Cattle field	No change since previous stage assessment.	
		Home Covert / Round Wood	No change since previous stage assessment.	
		Path between lagoons	No change since previous stage assessment.	
Minor beneficial				
Beneficial				

7.58 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3

Home Covert / Round Wood – no change from stage 1

Lagoons – no change from stage 3

Path between the lagoons - no change from stage 4

Area or event name/description	Construction of Buttresses	
Duration	Unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	9	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	15	

- 7.59 Most of the construction takes place during phase B in advance of work starting on this phase. Due to the axis of this phase the construction of the buttress on its own will have lesser impact on cross park access and the integration of the park, however due to the current heavy used route being also blocked due to the phase B quarrying (images 9-13) the impact will be significantly increased. During the construction the only east-west routes useable will be a southern route below phase B or via a long diversion near the processing area. Therefore, this is assessed as moderate adverse in improving e-w access and the integration of the park.

Area or event name/description	Active quarrying	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	12	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	15	

- 7.60 The orientation of this phase does reduce this adverse effect impact and being away from the main east-west routes or there being suitable alternative routes of broadly similar length. But during the early year/s access to the path towards Home

Covert will be difficult requiring a long diversion. The access to Home Covert / Round Wood may improve later (image 13) by way of a more direct route at top of phase B. On balance this is assessed as being minor adverse in assisting east-west access and the integration of the park.

7.61 Service Road – no change since phase 4

Area or event name/description	Haul road and crossings	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	12	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	15	

7.62 By this phase the haul road is reduced in length and with only one crossing point this remains unchanged throughout this phase. Due to related issues of park user using the crossing it's assessed as minor adverse in assisting east-west access and the integration of the park.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	12	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	15	

7.63 The footpaths during this phase are highly dependent on other factors, most notably the crossing of the buttresses. Brett have indicated that buttress crossings will be provided but being grass paths will take time to establish and therefore become usable. Also, much of this area is open shrubland which will require clearing in advance of any quarrying operations therefore is likely to damage any existing grass which will take time to recover before routes are useable. The interaction between phases B and C means that the footpath routes will be blocked for several years. Due to longer alternative routes and time scales involved the impact in assisting east-west access and the integration of the park is graded as moderate adverse.

Area or event name/description	Public bridleways	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	12	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	15	

7.64 The bridleways will provide a durable walking surface following wet weather but with longer routes, poor natural surveillance and the need to pass through gates when crossing the haul road. Therefore, in assisting east-west access and the integration of the park is graded as minor adverse.

Stage 6 - Phase D		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		Crossings across the buttresses See also haul road crossings below.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoons	No change since previous stage assessment.	
		Construction of buttresses	Due to the significant blocking of east-west movement.	
		Active quarrying	Due to the significant blocking of east-west movement.	
		Haul road	Due to the significant blocking of east-west movement.	
		Bridleways	Due to prolonged closure of middle bridleway.	
Moderate adverse		Footpaths	Due to the period, they will be useable.	
Minor adverse		Service Road	No change since previous stage assessment.	
Neutral		Taxiway	No change since previous stage assessment.	
		Cattle fields	No change since previous stage assessment.	
		Home Covert / Round Wood	No change since previous stage assessment	
		Path between the lagoons	No change since previous stage assessment.	
Minor beneficial				
Beneficial				

7.65 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3

Home Covert / Round Wood – no change from stage 1

Lagoons – no change from stage 3

Path between the lagoons – no change from stage 4

Service Road – no change from stage 4

Area or event name/description	Construction of buttresses	
Duration	Unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	14	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	14	

- 7.66 The bulk of work is forecast to take place during phase C in advance of work commenting on this phase. But any proposed crossing will remain unusable for a time until the grass path becomes durable for use. Due to the blocking impact of the active area of phase C and the length of the buttresses almost blocking east-west access with only the bridleways remaining open the impact for meeting both criteria east-west access and park integration is assessed as severe adverse.

Area or event name/description	Active phase	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	16	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	20	

- 7.67 The quarrying of this phase will result in a very significant blocking on east-west movement both for travel between Hatfield and Smallford and within the park. The illustrated grass path across the buttresses will assist in improving east-west movement once they become useable (images 16,17), but image 18 they are demonstrated as not assisting in east-west

movement. Therefore, in meeting the criteria for improving east-west travel and improving the integration of the park they are assessed as severe adverse.

Area or event name/description	Haul roads and crossing point	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	16	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	20	

- 7.68 A new haul road is required to service this phase and first shown in image 17, with new haul road crossing point shown in image 19. Image 19 also shows the construction of the buttresses around phase E while will block access to the haul road crossing, so the proposed new crossing will offer little if any benefit to users. The July 2023 public access strategy (zyx10) does not show any haul roads servicing phase D, but clearly there would need to be one therefore it's impossible to attribute any improvement resulting from this crossing in improving park access. Therefore, in meeting the criteria for improving east-west travel and improving the integration of the park this is assessed as severe adverse.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	16	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	20	

- 7.69 Following the construction of the buttresses two paths are illustrated crossing the park (image 14), but image 16 one has gone and by image 18 both have gone. Brett has stated that all paths other than the bridleways will be grass paths therefore once constructed most likely by part filling in of the buttress ditch the grass will take time to establish so a delay before they are usable will result. As the paths could be useable for approximately 2 years they will while usable improve east-west movement. Due to the limited alternatives works these are assessed as having moderate adverse impact on improving east-west travel and the integration of the park.

Area or event name/description	Public bridleways	
Duration	unknown	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	16	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	20	

7.70 During this phase a new bund or mound of soil appears south of the middle bridleway and the processing site (image 18). We are not provided with the source of this soil, but a likely source is from the buttresses around phase E. The buttress crosses the proposed route of bridleway therefore this impact on the middle bridleway would be significant, closing it for prolonged periods, many months or years rather than days. Due to the closure of the middle bridleway together with most of the east-west path for a considerable period of time the impact on east-west travel and the integration of the is assessed as severe adverse.

Stage 7 - Phase E		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.				
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoon	No change since previous stage	
		Construction of buttresses	Due to blocking one of few remaining open e-w routes over a prolonged period of time.	
Moderate adverse		Active quarry area	During early stages having limited impact but increasing as the work progresses south and closing of routes.	
		Service road	Due to the closure of the crossing point together with the issues related to the alternative routes.	
		Footpaths	Closure of route by PRow 62 and alternative route being unsuitable for some people.	
		Bridleways	Due to down grading of the middle bridleway and the less desirable and longer alternative route.	
Minor adverse				
Neutral		Taxiway	No change since previous stage	
		Cattle field	No change since previous stage	
		Home Covert / Round Wood	No change since previous stage	
		Path between the lagoons	No change since previous stage	
		Haul road and crossings	Due to the removal of the haul road to phase E.	

Minor beneficial				
Beneficial				

7.71 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3

Home Covert / Round Wood – no change from stage 1

Lagoons – no change from stage 3

Path between the lagoons - no change since 4

Area or event name/description	Construction of Buttresses	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

7.72 The construction of the buttresses mostly takes place during the previous phase (image 19). However, the image clearly shows considerable issues related to the bridleway and the construction of the buttress as detail above. The construction of the buttress also requires the closure of the more central crossing of the service road. Due to the resulting closure of the middle bridleway together with most of the east-west path for a considerable period of time the impact on east-west travel and the integration of the is assessed as severe adverse.

Area or event name/description	Active phase	
Duration	4-5 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

7.73 The bulk of the phase is beyond the most heavily used areas of the park being most moderately dense shrubland with few paths within it. But the southern end crosses over the one of the most heavily used east-west routes. While the service road crossing is usable and if there is a crossing on the buttress as illustrated in image 21 the impact will be limited. However as quarrying progresses south with the resulting closure of the service road crossing, the impact will be more significant. Due to the location of this phase the impact will be a little less on the integration of the park, but a significant impact on east-west travel. There being only the bridleways open or the crossing which requires climbing over the bund which may be unsuitable for some people. Therefore, the impact on east-west travel and the integration of the park are assessed as moderate adverse.

Area or event name/description	Service Road	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

7.74 The need to climb over the bund adjoining the service road will remain an issue for some people and will become a greater issue once the more northern crossing is closed (image 24), and there being only much longer routes available using the bridleways, this is particularly important for those with health and mobility issues. Therefore, on balance in meeting the need to provide east- west access and the integration of the park it is regraded from minor and moderate adverse.

Area or event name/description	Haul & crossing points	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

- 7.75 The short-term removal of the haul road and the related crossing for phase E could result in an improvement on east-west access but the former route of the haul road will take time to recover. But approximately 7 years later the haul road servicing phase F appears at the same location whereby causing doubt if it is to be removed and therefore the impact on travel and the visual landscape, if this is the case this assessment must be then downgraded. Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being neutral.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

- 7.76 The footpath and crossing by PRoW 62 will provide a suitable path for many people while it exists but following its closure (image 24) only longer or less suitable paths will be available particularly for those with health or mobility issues. Within this phase area the former middle bridleway is closed as it crosses this phase, the footpath is rerouted and downgraded to a footpath which travels through an area of what is now shrubland so the shrubs will require clearing and a path established which will take time. The impact on east-west travel would be assessed as severe if this was on more desirable route but being so far north its away from the more popular routes. Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being moderate adverse.

Area or event name/description	Public bridleways	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	20	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	24	

- 7.77 Part of middle bridleway is diverted to a more northern route and downgraded from a bridleway to footpath (image 20) through an area of current shrubland therefore requiring considerable time to restore to a usable path. The proposed new route is longer and therefore less desirable also being in close proximity to the processing site does not assist with its

desirability as a route. The southern and northern bridleways remain unchanged. The improved path within the central area is an offsetting factor. Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being moderate adverse.

Stage 8 - Phase F		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		The July 2023 Public Access Strategy (CD2.07) does not show any haul road servicing phase E and F but there is clear need for one to exist. Therefore, it has not been possible to form an opinion if any changes are incorporated.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoons	No change since previous stage	
		Construction of buttress	Due the blocking effect on east-west access.	
		Service Road	Due to adjoining works and the loss of more direct paths.	
		Footpaths	Due to the need to cross haul road and the closure of the most direct route.	
Moderate adverse		Bridleways	Some improvements are noted, but the route by Smallford and the proximity to working downgrades the assessment.	
Minor adverse				
Neutral		Taxiway	No change since previous stage	
		Cattle field	No change since previous stage	
		Home Covert / Round Wood	No change since previous stage	
		Path between the lagoons	No change since previous stage	
Minor beneficial				
Beneficial				

7.78 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change since stage 3

Home Covert / Round Wood – no change since stage 1

Lagoons – no change since stage 3

Path between the lagoons – no change since stage 4

Area or event name/description	Construction of Buttresses	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	22	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	22	

- 7.79 The bulk of construction of the buttresses takes place during phase E (image 22). The construction of the buttresses will be taking place at the same time of the quarrying in phase E and along the same axis (image 22) so effectively forming a significant barrier to cross park travel other than by way of the bridleways or narrow path at southern end of phase E. There is no indication of the route to be used to remove excavated material and import clay for the buttress, however this must cross over the narrow path at the southern end of phase E. At this stage the middle bridleway will downgrade to a footpath within the area of phase E. The path over the Smallford bund is also unavailable to users. Due to the proximity of buttress to the southern bridleway and the need to provide a working area the natural surveillance on this route should be improved, however it will mean walking between a high bund and work site on the other side.
- 7.80 The lack of any formalised crossing for the removed excavated material and import clay for the buttress therefore leaving only the bridleways open but one in a degraded state the assessment in meeting the criteria for good east-west access is

assessed as severe adverse, while the impact on the integration of the park is marginally lower than the overall impact, in meeting the criteria is still assessed as severe adverse.

Area or event name/description	Active phase	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	24	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	29	

7.81 From the later stages of phase E the path between phases E and F is closed, but the path following the construction of bunds and the provision of crossing over the buttress and the restoration of the path, the path over the Smallford bund is reopened at some point (image 24). As the phase progresses the path over the Smallford bund is closed (image 26) but new but a longer path is provided over the restored part of phase E (image 26).

7.82 The quarrying of this phase will result in a significant barrier to east-west travel in the park, the impact on the integration of the park is assessed to be marginally lower. Therefore, on balance the impact to meeting the objectives of improving east-west access and the integration of the park in the assessment is assessed severe adverse.

Area or event name/description	Service Road	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	24	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	29	

7.83 The crossing points remain open, during the later stages of this phase the more northerly crossing becomes more attractive to user by offering a more direct route into the park (image 26). At some stage the Smallford bund is removed (images 26-27). Image 27 also shows the construction of buttress therefore most park users entering the park from the Smallford end will need to walk between the service road and engineering processes of removal of the bund and the construction buttress together with the dust related issues. The impact will possibly leave a near worthless narrow cul-de-sac area between the bund removal, buttress construction and the active phase F.

- 7.84 The activities adjoining the service road, bund removal and the construction of buttress will result in considerable loss of attractiveness in many ways including dust, noise and traffic for the Smallford entry points to the park. The formation of a cul-de-sac area does not assist in the integration of the park. The closure of many of the footpaths resulting from these works also has a significant impact on impacting the park.
- 7.85 The work adjoining the service road will result in a significant barrier to east-west travel in the park, the impact on the integration of the park is assessed similar due to the cul-de-sac area. Therefore, on balance the impact for meeting the objectives of improving east-west access and the integration of the park in the assessment is assessed severe adverse.

Area or event name/description	Haul & crossing points	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	24	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	29	

- 7.86 Assessing this stage has been made considerably more complex due to the lack of detail provided in the July 2023 Public Access Strategy (CD2.07), however it's clear that a haul road was and will be required to service phases E, F and G. A haul road crossing is shown in image 26 some years after the start of this phase. It is likely that the level of vehicle movements on the haul road will be significantly higher than required for normal quarrying operations due to the need to remove the Smallford buttress and construction of the buttress.
- 7.87 Due to the need to prevent mud on A1057 planning condition 40 (Inq-42.3) and the location of the wheel washing unit it is likely that the haul road will need to provide access for the removal of the Smallford bund and the construction of the buttress. This could impact on access to cul-de-sac area.
- 7.88 There is a level of doubt relating to the location of the haul road but on balance the impact for meeting the objectives of improving east-west access and the integration of the park in the assessment is assessed severe adverse.

Area or event name/description	Footpaths	
Duration	4-5 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	24	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	29	

7.89 The establishment of a path over the former phase E area but only in the middle years of quarrying of this phase is considered beneficial (image 26). But the need to cross a haul road will down grade the attractiveness of the route and therefore its assessment. The closure (image 27) of the most direct path however noted as not being suitable for all park users is highly damaging for east-west access. Therefore, on balance the impact for meeting the objectives of improving east-west access and the integration of the park in the assessment is assessed severe adverse.

Area or event name/description	Public bridleways	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	24	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	29	

7.90 The construction of a bund beside the southern bridleway will improve natural surveillance on this route which can be seen a beneficial (image 27). However, walking between a high bund and active working together with removal of the Smallford bund will make the route less attractive to users. Due to works adjoining the bridleway and the resulting dust, traffic and noise, the section of bridleway near Smallford will also be unattractive to users (image 27).

7.91 The reinstatement of the middle bridleway following the completion of phase E will reduce the length of route (image 26). The upgrading of this route from a grass path to PRow standard is also assessed as beneficial. Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being moderate adverse.

Stage 9 - Phase G		Duration – 4-5 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		The July 2023 Public Access Strategy (CD2.07) does not show any haul road servicing phase E and F but there is clear need for one to exist. Therefore, it has not been possible to form an opinion if any changes are incorporated.		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Lagoons	No change since previous stage	
		Haul roads	Due to damage and harm caused to the restored areas and time required to correct these issues.	
Moderate adverse		Construction of buttresses	Due to impact on paths.	
		Active quarrying	Blocking impact on key Smallford entrance points.	
Minor adverse		Service road	Need to cross the service road at prescribed locations.	
		Bridleway	Longer route but more durable walking surface and improved user safety.	
Neutral		Taxiway	No change since previous stage	
		Cattle field	No change since previous stage	
		Home Covert / Round Wood	No change since previous stage	
		Path between the lagoons	No change since previous stage	
Minor beneficial				
Beneficial				

7.92 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3.

Home Covert / Round Wood – no change from stage 1

Lagoons - no change from stage 3

Path between the lagoons - no change from stage 4

Area or event name/description	Construction of Buttresses	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	

- 7.93 The bulk of the work constructing the buttresses will take place during phase F, following the removal of the Smallford bund (image 27). During the construction of these buttresses, users entering the park from Smallford will be walking between the service road and the working area, so dust, noise and traffic will be a significant factor in reducing the attractiveness of the park. A crossing is illustrated in images 29 and 30 which would provide a marginally improved route by reducing the length of route beside the service road and a more direct route to park. But this route is closed as quarrying moves up phase G (image 31). Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being moderate adverse.

Area or event name/description	Active quarrying	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	
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7.94 This is the final quarrying phase G which effectively blocks the main access points from Smallford, CH group user study in questions 1 and 2 recorded 30.18% of park users used these entrances. A path across the northern end during the early years does a little to reduce the impact on users (images 29, 30) and later a southern path (image 32).

7.95 This most western area does not impact on the integration of the park but does impact adversely on east-west travel therefore is assessed as moderate adverse in meeting the assessment criteria of assisting east-west travel and the integration of the park.

Area or event name/description	Service road	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	

7.96 The service road is in close proximity to this active phase so there will be some, but limited impacts. The proposed crossing points remain open throughout. Users will need to cross the service road to access the park so a level of care will be required. The service road being at the western end will have no impact on the integration of the park. Therefore, is assessed as minor adverse in meeting the assessment criteria of assisting east-west travel and the integration of the park.

Area or event name/description	Haul road and crossing points	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	

7.97 We must assess the impact on the evidence provided by the appellant.

The location of the haul road moves many times during this phase in image 29 it's shown as going to the southern end of the phase F. In image 30 it's shown as going middle of phase G, by image 31 it's going to the top of phase G. This is important as the haul road runs over the restored areas and has been stated they will require formal and safe crossing points. One crossing point is illustrated in images 28-30. Later in phase two crossing points are illustrated (image 31) and remain in place until the final restoration.

- 7.98 Fundamentally the layout of the haul roads is flawed from the start. Given the impact on the restored areas together with time required to remove any haul road surfacing materials most likely gravels or hoggins and establish new useable grass areas the impact on integrating the park will be severely adverse. The impact on east-west travel could be lower but given the evidence provided the assessment is severe adverse in meeting the assessment criteria of assisting east-west travel and the integration of the park.

Area or event name/description	Footpaths	
Duration	4-5 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	

- 7.99 The illustrated moving of the footpaths south from phase E near the beginning of the quarrying of this phase clearly assists in improving east-west access and access to the central area (images 29-30). But the more beneficial path is closed as the quarrying within the phase moves north (image 31). The later establishment of paths on the southern area of phase will also restrict access.

- 7.100 Fundamental is the time taken for the former haul roads to recover in the restored areas paths leading to impassable areas that are worthless. Therefore, on balance moderate adverse in meeting the assessment criteria of assisting east-west travel and the integration of the park.

Area or event name/description	Public bridleways	
Duration	4-5 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	28	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	33	

7.101 No change is proposed to the routing of the bridleways during this phase. They still remain longer than the desired routes. The durable walking surface and the improved natural surveillance are beneficial. Therefore, on balance in meeting the need to provide east- west access and the integration of the park is graded as being minor adverse.

Stage 10 - Restoration		Duration – 2 years		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		None Final restoration HQ 3/15 (CD17.04-15)		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse		Removal of bunds	Encircles the site on three sides.	
		Restoration of the lagoons	Due to the scale of works required on key routes across the park.	
Moderate adverse				
Minor adverse		Removal of processing area	Limited impacts on east-west travel and the integration of the park.	
		Removal of the path between the lagoons	The loss of minor east-west route.	
		Service Road	Key site road required during restoration.	
Neutral		Taxiway	No change since previous stage	
		Cattle field	No change since previous stage	
		Home Covert / Round Wood	No change since previous stage	
Minor beneficial				
Beneficial				

7.102 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3.

Home Covert / Round Wood – no change from stage 1

Area or event name/description	Removal of the bunds	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.103 We are provided with little information other than the required outcome and the known state prior to restoration. We know that bunds exist east of the lagoons, in an almost continuous line along the southern boundary from Uni sports field in the east to the main site entrance. The processing area is also surrounded by bunds with an additional large bund just south of the processing area. Therefore, we know that bunds which require removal currently exist on 3 out of 4 sides of site. We also know that the bunds contain considerable volumes of soil so will require a considerable number of vehicle movements to transport it around the site.

7.104 Due to the location of the bunds on three of the four sides of site we can estimate the impact as being severe adverse in providing east - west access and the integration of the park.

Area or event name/description	Removal of processing area	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.105 Again, we are provided with little information other than the required outcome and the known state prior to restoration. The processing area is at northern edge of the site and away from the desired routes, however it is a large area requiring restoration. Currently this area is well screened by trees and shrubby, but following quarrying these will be lost, the restoration does not show any new tree or shrub planting south of this area, this could however change.

7.106 Due to the location of the processing site, we can estimate the impact as being minor adverse in providing east - west access and the integration of the park, but the level impact would be significantly increased if soils require transporting around the site.

Area or event name/description	Restoration of the lagoons	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.107 The final restoration plan shows the lagoons are merged into a single area of water, reshaped and from information provided they will be reduced in depth to make them safer. The removal of adjoining bunds which is likely to provide some of the soil, overall scale of works is likely to result in considerable difficulties in east-west travel and damage to the path surfaces which will take time to recover.

7.108 Considering the scale of works required around the lagoon area the impacts on east-west travel and the integration of the park the impact is estimated as severe adverse.

Area or event name/description	Path between the lagoons	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.109 The restoration plan indicates that this path will be removed during this stage. Following the removal of bund to east of lagoons this could have a greater benefit in offering three east-west routes. Therefore, this is estimated at having minor adverse impact on improving east-west access and the integration of two zones of the park.

Area or event name/description	Service road	
Duration	2 years	

Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.110 The restoration plan provides us with limited information about operations during this stage, but the service road is the only entrance and exit to the site and a lot of equipment must be removed from the processing area. The service road could form a less invasive route for the removal of some of the southern bunds so could reduce harm elsewhere. As the restoration progresses the impacts will be reduced. Therefore, on balance in meeting the criteria for improving east-west access and the integration of the park its estimated as minor adverse.

Area or event name/description	Footpaths	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.111 Due to the lack of information provided no estimate is possible.

Area or event name/description	Public bridleways	
Duration	2 years	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () start	35	
Brett's Public Access Strategy 2026 (CD17.02) Appendix A map () final stage	n/a	

7.112 Due to the lack of information provided no estimate is possible.

Stage 11 - Post Restoration		Duration – ongoing		
Proposed Changes since last Public Access strategy Which will or could impact on E-W access or the integration of the park.		None		
Level of impact on east-west access and the integration of the park.		Aspect	Summary	
Severe adverse				
Moderate adverse		Lagoon	The lagoon will divide the park between the Uni Sports Field and Home Covert with only paths at the north and south ends.	
Minor adverse				
Neutral		Taxiway	No change since previous stage	
		Cattle field	No change since previous stage	
		Home Covert / Round Wood	No change since previous stage	
Minor beneficial		Service Road	Provision of car park	
		Bridleways	Durable all-weather surface, but not on the most desirable routes	
Beneficial		Footpaths	Due to unrestricted access	

7.113 Details and Analysis

Eastern end of Ellenbrook Park – no change since the stage 1 assessment

Taxiway – no change from stage 2

Cattle field – no change from stage 3.

Home Covert / Round Wood – no change from stage 1

Area or event name/description	Lagoons	
Duration	Ongoing	
Final restoration (CD17.04-15)		

7.114 The location of the lagoons will always form a barrier between the two areas of the park, following restoration the bunds on the eastern and south sides will have been removed resulting in a reduction in the barrier between the two sections however a barrier will remain. The park will always be seen as having two parts an east and west section so this will remain an obstacle to the full integration of the park. The wider paths, the bunds being removed, and better landscaping should result in improved east-west access particularly for those with dogs which require space to avoid contact with other people or dogs. Therefore, on balance this is re-graded as moderate adverse in assisting east-west travel and the integration the park.

Area or event name/description	Service road	
Duration	Ongoing	
Final restoration (CD17.04-15)		

7.115 The restoration plan provides limited information but does show a proposed new car park adjoining the service road which should be beneficial to users but does come with some risks and costs for the trust. One should expect that most or all the quarrying related infrastructure is removed therefore improving access.

7.116 Improving the integration of the park, the impact of the service road is limited overall due to its location at western edge of the park but would provide car parking which a major issue at the eastern end of the park. On balance this is estimated as being minor beneficial in meeting the criteria of improving east-west access and integration of the park.

Area or event name/description	Footpaths	
Duration	ongoing	
Final restoration (CD17.04-15)		

7.117 Post quarrying the land will be restored to grassland with a few but limited areas of landscape planting therefore people will be able to select their own routes which will develop over time. Therefore, footpaths assessed as being beneficial in meeting the criteria for proving east-west access and the integration of the park.

Area or event name/description	Public bridleways	
Duration	Ongoing	
Final restoration (CD17.04-15)		

7.118 The bridleway will provide a more durable walking surface following wet weather, following the removal of the bunds and in some areas the existing trees and shrubby the natural surveillance will be considered improved on all bridleways. But the bridleways do not form the most desirable or direct routes across the park. On balance the bridleways are assessed as being minor beneficial in meeting the criteria for proving east-west access and the integration of the park.

8.00 Step 2 Impact Assessment

The purpose of this impact assessment is to bring together the previous analysis to form an assessment of how a user would experience walking a route over time, this will assist in providing evidence on the impacts of the proposal on integrating the park and improving east-west access.

8.01 Route 1

This first step 2 impact assessment is for the route between Salisbury Village Hatfield entrance 1 and Jove Gardens Smallford entrance 3 – black route (see appendix 3).

This is the most important route in Ellenbrook Park with about 50% of park users using the eastern end (white, black, red) and 21.44% of park users using the western end (black, blue) CHG user study Winter 2026.

8.02 Description of Route

This forms the most direct route between Salisbury Village and Smallford. The current route leaves Salisbury Village at Albatross Way and quickly joins the wide former taxiway running just north of Uni sports field. Towards the middle of the park the taxiway bends north before ending, at this point walkers use a wide grass path heading towards Smallford. On approaching Smallford the user has the choice of several routes to entrances 2,3 and 4 (appendix 2) Notcutts Garden Centre, Jove Gardens or Lawrence Close, Jove Garden (entrance 3) has been selected as it's the central entrance in Smallford.

- 8.03 In the event of quarrying the route will change from about halfway down the former taxiway to a bridleway between the lagoons and bunds for a short distance before the path changes to a grass path running beside the bund or across restored area. After 6-9 years (image 9) the bridleway is completed to Smallford however due to poor natural surveillance and longer duration this route may not be suitable for all. More direct and visually more attractive routes will be available during some of the phases except –

Construction Phase D buttress (image 14)

Middle and later stages of phase D quarrying (images 18-22), construction of phase F buttress (image 22) and restoration (images 18-22).

Construction of phase G buttress together with the removal of the bund (image 27)

Phase F-G quarrying (images 27-32)

8.04 Impacts and Analysis

This is considered of stage-by-stage basis along the entire route. The total score figures in the tables below are the average for each phase.

8.05 Stage 1 Current

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	5	Length of route	2
Path surface	2	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	5	Social and amenity value	2
Total score			25

8.06 Stage 2 Establishment – duration 2 years

The problems occur at both ends of the route near the Uni sports field and near Smallford, the central section of the route should remain largely unaffected. We are provided with no details on how this work is planned. However, by the Uni sports field there are currently significant numbers of trees and shrubs which would block any alternative route past the works, so would require clearing and a useable grade path constructing which would be on a longer route. The only current alternative route is very significantly longer via Home Covert / Round Wood route.

8.07 The works required in the proximity of Uni sports field include removal of the taxiway, construction of bunds, lagoons and new a bridleway.

- 8.08 Due to condition 67 (Inq-42.3) the bulk of these works can be only undertaken March-September, during the period when the park should be at its most desirable for users, the impact of duct resulting from these operations will also impact on the attractiveness of the park.
- 8.09 The establishment works will reduce the visual and recreational attractiveness of this route at both ends but particularly in the area by the Uni sports field. For those with mobility issues the taxiway offers a good path to the central area including to access wildlife, the only remaining easily accessible area for wildlife will be a small area just inside the entrance.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2
Path surface	0	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	2
Visual impact	0	Social and amenity value	0
Total score (average over the duration of phase)			11

8.10 Stage 3 Phase A – duration 4-5 years

All active quarrying must take place during the drier summer months due to the management of the bromate plume and the restriction on pumping from the lower mineral horizon, this applies to all quarrying phases. This will result in higher noise and dust levels when the park should be at its most attractive.

- 8.11 Due to the delay of the path between the lagoons becoming usable and construction of the buttresses at some stages only the southern path/bridleway and middle bridleway will be open, however with significant concerns over the state of footpath lengths of the southern bridleway due to the need to clear shrubby and the restoration of the path. At no time during this phase will the southern bridleway be complete, a key section will remain a grass path of a doubtful standard (images 2-6). The construction of the phase B buttress will also hinder east-west access by again only leaving open the bridleway routes (images 5-6).

- 8.12 The construction of the Smallford end bund (image 5) will also result in the closure of some central footpaths and proposed establishment of a new path over the bund following the works. This will also result in the loss of some accessible wildlife and the impacts from the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	1-2
Path surface	0-1	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	2
Visual impact	0-1	Social and amenity value	0
Total score (average over the duration of phase)			10.8

8.13 Stage 4 Phase B – duration 4-5 years

During the early stages of this phase (image 7-8) users will be beside an active quarry and have to make a detour to the south to pass by the lower end of the workings for part of the route. In early stages the path between the lagoons will also be open (images 7-8), but this path is closed by midway through the phase (image (9)).

In the later years of this phase the impact on southern paths will decrease.

Loss of accessible wildlife

Impact of the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	2
Path surface	1-3	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	1
Natural surveillance	0	Proximity to homes & Employment	2
Visual impact	1-4	Social and amenity value	0-1
Total score (average over the duration of phase)			15

8.14 Stage 5 Phase C – duration 4-5 years

This phase will have limited impact on users on this route due to its location (images 12-14)

Impact of the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	21
Path surface	3	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	0-1
Natural surveillance	0	Proximity to homes & Employment	2
Visual impact	1-4	Social and amenity value	0-1
Total score (average over the duration of phase)			16.25

8.15 Stage 6 Phase D – duration 4-5 years

The construction of buttresses will block this route except for the bridleway which has poor natural surveillance. A crossing is installed during the phase and a shorter route is available for limited time (image 14-16). As the quarrying moves south in this phase it will block all routes but the bridleway, park users will also be looking at active quarry workings. The bridleway may not be suitable for all users, due to the poor natural surveillance.

Impact of the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	2
Path surface	3	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	0
Natural surveillance	0	Proximity to homes & Employment	2
Visual impact	0-3	Social and amenity value	0-1
Total score (average over the duration of phase)			14.25

8.16 Stage 7 Phase E – duration 4-5 years

This phase will have limited impact on user on this route due to its location (images 20-23)

Impact of the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	0
Path surface	3	Accessibility of wildlife and flora	0-1
Gradient	2	Proximity to parking	0
Natural surveillance	0-1	Proximity to homes & Employment	2
Visual impact	0-3	Social and amenity value	0-1
Total score (average over the duration of phase)			14

8.17 Stage 8 Phase F – duration 4-5 years

The construction of buttresses will block this route except for the bridleway which has poor natural surveillance. A crossing is installed during the phase and a shorter route is available for limited time (image 23). As the quarrying moves south in this phase it will block all routes but the bridleway, park user will also be looking at active quarry workings. The bridleway may not be suitable for all users, due to the poor natural surveillance. As the quarrying moves south a northern crossing is offered but this involves crossing a haul road which may be unsuitable for some park users.

Impact of the lagoons & service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	2
Path surface	3	Accessibility of wildlife and flora	0-1
Gradient	1	Proximity to parking	0
Natural surveillance	1-2	Proximity to homes & Employment	2
Visual impact	0-3	Social and amenity value	0-1
Total score (average over the duration of phase)			14.8

8.18 Stage 9 Phase G – duration 4-5 years

The removal of the bund together with the construction of buttresses will block this route except for the bridleway. Due to these works and the adjoining quarry working the entire western end of the park will be visually unattractive to users. Also, the modest amount of remaining shrubby woodland will be removed so it will be also unattractive for wildlife, another reason people come to the park to enjoy.

Impact of the lagoons and service road will apply throughout this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	0-1	Social and amenity value	2
Total score (average over the duration of phase)			17.7

8.19 Stage 10 Restoration – duration 2 years

This route will be very adversely impacted during the restoration stage due to the removal of bunds beside the bridleway and to the east of lagoons, and the part filling, merging and reshaping of the lagoons. The restoration works will totally encircle the eastern end of the park therefore offering few alternatives.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	1
Path surface	0	Accessibility of wildlife and flora	2
Gradient	0	Proximity to parking	1
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	0	Social and amenity value	0
Total score (average over the duration of phase)			11

8.20 Stage 11 Post restoration – duration ongoing

The illustrative restoration plan shows a wider gap at either end of the lagoons which will improve access along these routes, however the lagoon will always form a barrier between the two sections of the park.

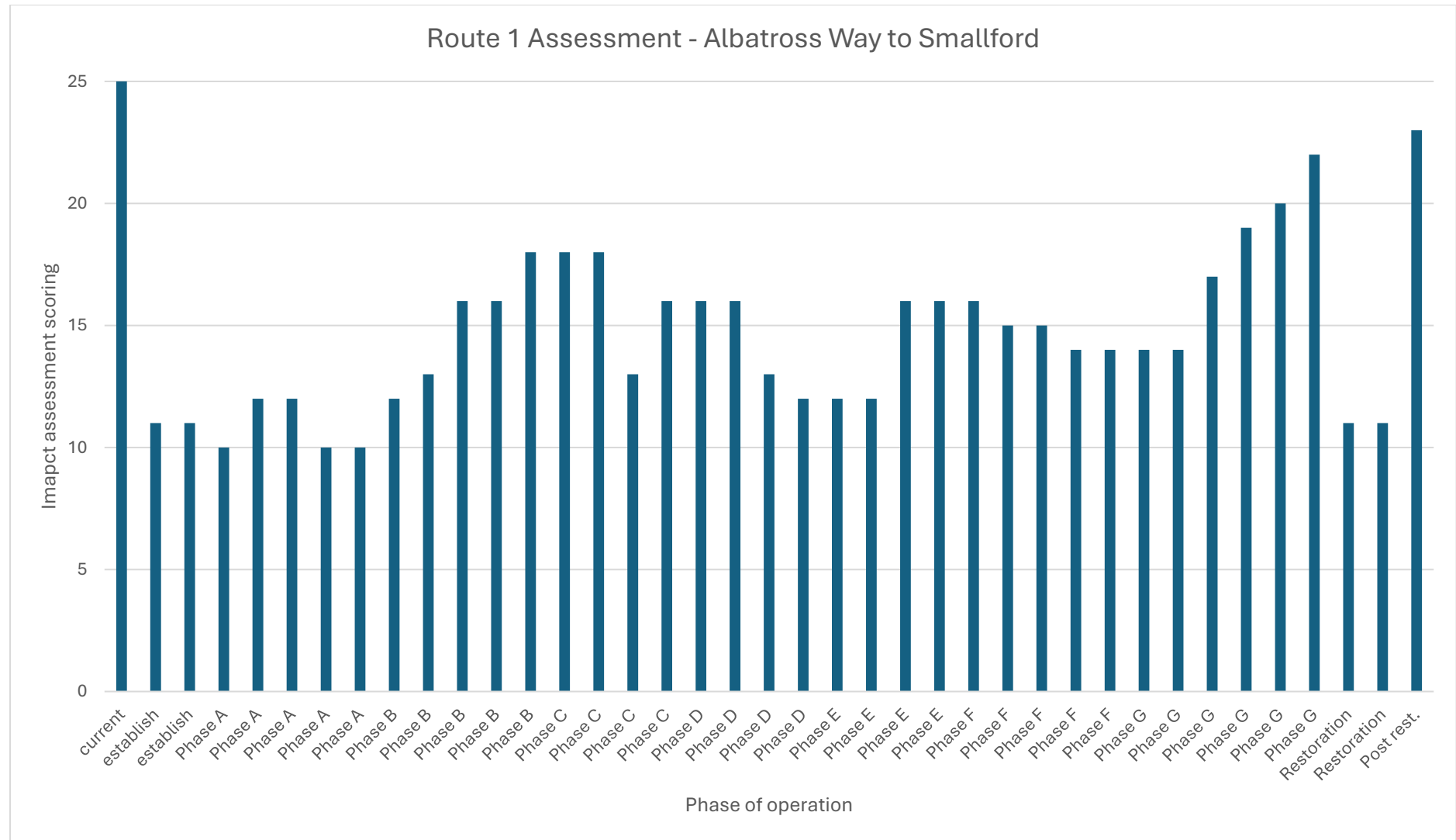
Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	2	Length of route	1
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	2
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	4	Social and amenity value	3
Total score			23

Graph 1 below plots the Route 1 impact assessment score for each stage in the phase (based on the detailed analysis). A low score correlates to an increased negative impact on the users of the park.

For users of Ellenbrook Fields, the current position (ie no quarrying) Route 1 impact assessment score is 25. During establishment this score falls significantly to 11. It remains low during phase A with a trough of 10, then rises and falls during subsequent phases, with a peak of 22 during phase G, after which during the restoration phase it drops significantly to a score of 11.

The establishment and restoration scores are a drop of 14 from the current (no quarry) score of 25. Phase A troughs are a drop of 15.

Graph 1 - Route 1 Assessment - Albatross Way to Smallford



8.21 Route 2

This second assessment is for the middle route running south of Home Covert/ Round Wood again between Salisbury Village Hatfield entrance 9 and Smallford entrance 3. – along part of white, blue routes (see appendix 3).

This route is used by a minimum of 16.32% of park users (blue section) to a maximum of 29.4% of park users (white section) CHG user study winter 2026.

8.22 Description of Route

The current route leaves the Barlow area of Salisbury Village via an ungated entrance, then turns right heading north along a gravel path for about 110m. At the Hatfield Airfield Memorial, the route is along a wide grass path until a tarmac path is reached. The route follows the tarmac path through two kissing gates until it reaches Round Wood. At Round Wood the surface degrades to compacted gravel, hardcore with intermittent areas of tarmac zig-zigging in front of Home Covert and it is approximately 2m wide, by the end of Home Covert the path will be within the application site. From this point onwards the path is heading west towards Smallford. The first part of this section is along raised compacted hardcore overlooking grassland with varying levels of shrubby growing in it. After about 250m the surface path turns south towards the taxiway, the route then follows a wide grass path to Smallford, open grassland to south with mature hedge to the north. On reaching Smallford the user has a number of routes to select from to reach their final destination.

8.23 In the event of quarrying the route will change from the most southern end of Home Covert when it meets to path between the wood and the lagoons. The route is then impacted by –

- Construction of service road, haul road and the lagoons (image 1).

- Construction of buttresses for phase B (image 5)

- Quarrying of phase B (images 10-12)

- Construction of buttresses for phase C (image 9) from this point onwards the path uses the bridleway to the north.

- Quarrying of phase C (images 12-17)

During phase C a footpath is intermittently available to the south (image 13) but is closed during the construction of phase D buttresses (image 14).

During phase C-D (image 16) the path moves either further south or north to bridleway.

During the construction of phase E buttresses together with the new soil mound it's unclear if any of the middle bridleway will be open due to the restoration times required (image 18).

By the later stage of quarrying phase D, a new path is opened across the restored area (image 19).

During the construction of phase F buttress the southern path will be blocked (image 23).

During the later stages of phase F quarrying the more southern paths will be closed with northern path established (image 26).

During the later stages of phase F quarrying, a new more direct path is established (image 29).

During the middle stages of phase G, the more northern path is diverted again further north (image 31).

During the later stages of phase G more southern paths are reestablished (images 32-33).

We are not provided with any information on how the final restoration will impact on the paths which will last for two years.

8.24 Impacts and Analysis

Current

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	2	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	2
Visual impact	5	Social and amenity value	2

Total score	23
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8.25 Stage 2 – Establishment – duration 2 years

This route will be impacted at two points, the area near Home Culvert for construction of the eastern bund, lagoons and haul road and at the western end for the construction of the service road and the related facilities (image 1). As the establishment works progress users will need to pass through two crossings one over the haul road and the other over the service road.

We are provided with no information how these works will impact on public access.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2
Path surface	0	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	2
Visual impact	1	Social and amenity value	0
Total score (average over the duration of phase)			12

8.26 Stage 3 Phase A – duration 4-5 years

This stage should see the start of recovery of the damaged landscape caused by the initial site establishment, then later during this stage the construction of phase B buttresses (image 5) which will be in close proximity to the path. Users will need to pass through two crossings one over the haul road and the other over the service road.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2
Path surface	0-2	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	0-1	Proximity to homes & Employment	2
Visual impact	1-3	Social and amenity value	0-1

Total score (average over the duration of phase)	15.6
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8.27 Stage 4 Phase B – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. Midway through this stage during the construction of buttresses for phase C (image 9) from this point onwards the path uses the bridleway to the north. Then later during this stage park users will travel beside the active working area (images 10-12)

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2
Path surface	2	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	0-1	Proximity to homes & Employment	2
Visual impact	0-3	Social and amenity value	1
Total score (average over the duration of phase)		14.2	

8.28 Stage 5 Phase C – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. During the early stage of this phase the only route available is the central bridleway to the north then the footpath is intermittently available to the south (image 13) but is closed during the construction of phase D buttresses (image 14). The southern route later reopens (image 15).

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	1-2
Path surface	1-3	Accessibility of wildlife and flora	1
Gradient	0	Proximity to parking	1
Natural surveillance	0-1	Proximity to homes & Employment	2
Visual impact	0-2	Social and amenity value	0-1

Total score (average over the duration of phase)	12.25
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8.29 Stage 6 Phase D – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. During the early years of this phase two routes will be available to users of the park, one to the north via the central bridleway or one to the south on the footpaths (images 16-17). During the later stages of this phase a more direct route might be available to the north as the southern path is closed by quarrying, however it's unclear if the more northern route is fully workable (image 18) due to the construction of phase E buttresses together with the new soil mound in front of processing area, it's possible that these works will close this route. In the final year of this phase a new more direct path is temporarily opened (image 19).

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	1
Path surface	1-2	Accessibility of wildlife and flora	0-1
Gradient	1-2	Proximity to parking	1
Natural surveillance	0-1	Proximity to homes & Employment	2
Visual impact	0-2	Social and amenity value	0-1
Total score (average over the duration of phase)		9.75	

8.30 Stage 7 Phase E – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. During the first year of the phase the central bridleway is blocked by this phase and is downgraded to a new footpath which is routed in front of the processing area through former shrubland so it's unclear if the path will be of useable standard (image 20). A more direct but tortuous route is available to the south but involves crossing the buttresses multi times (image 21). The route changes again in final years with the more direct route being closed, leaving open the longer central bridleway/footpath route or a route over the western bund. Neither of these routes being suitable for all people (image 23).

Assessment criteria	Scoring	Assessment criteria	Scoring
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Blocking or restriction on route	1-2	Length of route	2
Path surface	2	Accessibility of wildlife and flora	1
Gradient	1-2	Proximity to parking	1
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	1-2	Social and amenity value	1
Total score (average over the duration of phase)			15.75

8.31 Stage 8 Phase F – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. In the early years of this phase users will need to use the longer central bridleway/footpath route or a route over the western bund. Neither of these routes being suitable for all people (image 23). As the phase progresses a new path is opened to the north offering a more direct route (image 26). During the final year/s of this phase the path over the western bund is closed, the bund is removed, and phase G buttress is constructed (image 27). At about this time the central bridleway is reestablished (image 27).

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1-2	Length of route	2
Path surface	2	Accessibility of wildlife and flora	1
Gradient	1-2	Proximity to parking	0
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	0-3	Social and amenity value	0-1
Total score (average over the duration of phase)			13.6

8.32 Stage 9 Phase G – duration 4-5 years

Users will need to pass through two crossings one over the haul road and the other over the service road throughout this stage. The more direct paths are slightly rerouted to the south in the early year/s of this phase (image 29). By the middle years of this phase the footpaths are rerouted to the north around the northern end of this phase (image 31) and remain the most direct route until the final years of the quarrying when a more direct route is opened. (image 33).

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1-2	Length of route	2
Path surface	2	Accessibility of wildlife and flora	1-2
Gradient	2	Proximity to parking	0
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	1-3	Social and amenity value	0-1
Total score (average over the duration of phase)			15

8.33 Stage 10 Restoration – duration 2 years

We are not been provided with any information on how the final restoration will impact on the paths which will last for about two years. However, there are due to be significant works at the northern end of lagoon, the removal of the mound of soil in front of processing area, removal of the processing area and the restoration of the service road. There is also the need to install a site wide drainage scheme as there has been no indication of its installation previously there is strong possibility of wide scale damage to the restored areas as well.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	0
Path surface	1	Accessibility of wildlife and flora	0
Gradient	2	Proximity to parking	0
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	0	Social and amenity value	0
Total score (average over the duration of phase)			8

8.34 Stage 11 Post restoration – ongoing

The illustrative restoration plan shows a wider gap at either end of the lagoons which will improve access along these routes, however, the lagoon will always form a barrier between the two sections of the park.

Assessment criteria	Scoring	Assessment criteria	Scoring
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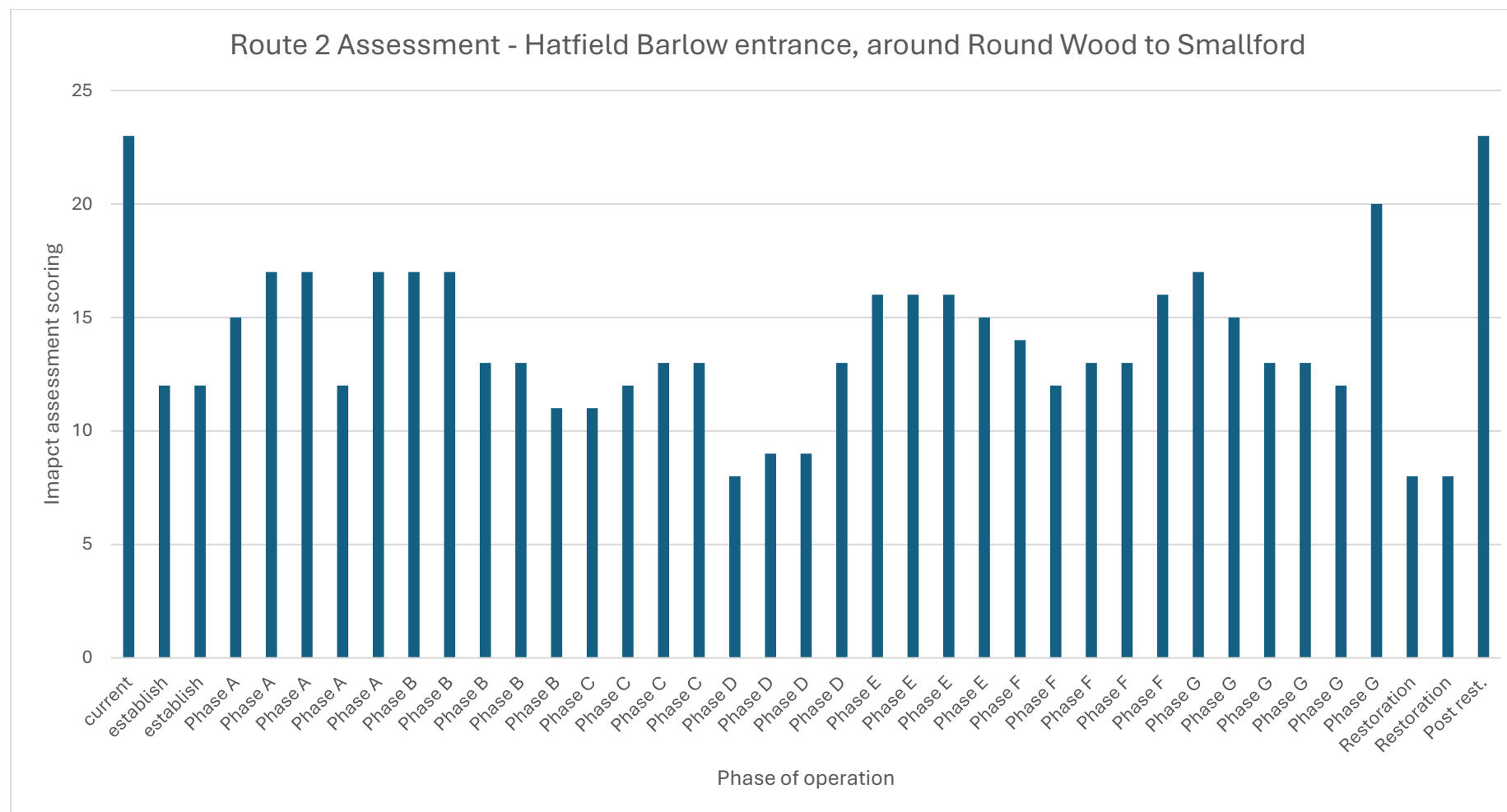
Blocking or restriction on route	2	Length of route	2
Path surface	2	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	2
Natural surveillance	2	Proximity to homes & Employment	2
Visual impact	4	Social and amenity value	3
Total score			23

Graph 2 below plots the Route 2 impact assessment score for each stage in the phase (based on the detailed analysis). A low score correlates to an increased negative impact on the users of the park.

For users of Ellenbrook Fields, the current position (ie no quarrying) Route 2 impact assessment score is 23. During establishment this score falls significantly to 12. It then rises and falls during subsequent phases, with a very low score of 8 in phase D, then improves with a peak of 20 during the last stage of phase G. After which during the restoration phase it drops to significantly again to a very low score of 8.

The restoration score of 8, and the trough in phase D, are drops of 15 from the current (no quarry) score of 23.

Graph 2 - Route 2 Assessment - Hatfield Barlow entrance, around Round Wood to Smallford



8.35 Route 3

The third assessment is for the northern route running north of the proposed processing area again between Salisbury Village Hatfield entrance 9 and Smallford entrance 6. – yellow and purple (see appendix 3).

This route is used by about 9.67% of all Ellenbrook Park users CHG user study winter 2026.

8.36 Description of Route current

The current route leaves Barlow area of Salisbury Village via ungated entrance, then turns right heading north along a gravel path for about 110m. At the Hatfield Airfield Memorial, the route heads west towards the cattle field. Users pass through a kissing gate to enter and leave the cattle field. The route passes in front of Round Wood for about 120m before heading north beside Home Covert. At the north boundary of the park the route turns left heading west on reaching the edge of the application site (entrance 6) users can continue to Oakland Lane or walk through the former BT trials site to Smallford.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	5	Length of route	2
Path surface	1	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	1
Visual impacts	5	Social and amenity value	2
Total score			22

8.37 Description of Route in the event of quarrying

In the event of quarrying the route will remain unchanged until Home Covert / Round Wood. At Home Covert the user will need to pass by the eastern bund then follow the lagoons then continue beside Home Covert until the processing area on a proposed new bridleway. The route continues beside the processing area on a bridleway until the edge of site, the route then turns west on a bridleway between the processing bunds and the edge of site until the end of the application site (entrance 6) where the user has the existing choice of routes. During restoration the area between the lagoons and Home Covert is subject to change while the lagoon is reshaped, and the eastern bund removed. The remainder of the route should be

relatively unaffected by restoration, but users will be walking beside large area of restoration and soil moving with the associated noise and dust risks.

8.38 Impacts and analysis

8.39 Stage 2 – Establishment – duration 2 years

During this stage the bunds and lagoons near Home Covert will be constructed causing access issues past Home Covert. The construction of bridleway at southwest corner of Home Covert is likely to cause access issues there being no alternative route while the bridleway is constructed. The entire route on the west side of Home Covert due to the existing shrubby which is already challenging to pass through and will require clearing to form a path. Any clearing is likely to cause significant harm to paths which will take time to recover.

8.40 The new bridleway north and east of the processing area we understand from Brett that it may be raised to avoid flooding, which the CH group agrees is required. During the establishment of the processing site park users will be walking past large, cleared areas while the bunds are constructed and until they become grass covered, which will be detrimental to enjoyment of the park. The public access strategy provides no details on this stage.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2
Path surface	0	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	2
Adverse visual and environmental impacts	0	Social and amenity value	0
Total score			8

8.41 Stage 3 Phase A – duration 4-5 years

During most of this stage the work will be at the southern end of the site, the only changes the park user will notice is as the landscape recovers following the establishment of the quarry, this will result in gradually recovering landscape but with noise and dust from the processing site.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	2-3	Social and amenity value	0-1
Total score (average over the duration of phase)			16.4

8.42 Stage 4 Phase B – duration 4-5 years

The construction of the buttress will be in close proximity to this route (image 5) followed by the quarrying in the later stage of this phase (images 11, 12). Following restoration, the area should be returned to grassland.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	1
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	0-3	Social and amenity value	0-1
Total score (average over the duration of phase)			15

8.43 Stage 5 Phase C – duration 4-5 years

No significant change

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	0-3	Social and amenity value	0-1

Total score (average over the duration of phase)	16.5
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8.44 Stage 6 Phase D – duration 4-5 years

No significant change

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	3	Social and amenity value	1
Total score (average over the duration of phase)			19

8.45 Stage 7 Phase E – duration 4-5 years

No significant change

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	1	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	3	Social and amenity value	1
Total score (average over the duration of phase)			19

8.46 Stage 8 Phase F – duration 4-5 years

No significant change

Assessment criteria	Scoring	Assessment criteria	Scoring
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Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	3	Social and amenity value	1
Total score (average over the duration of phase)			19

8.47 Stage 9 Phase G – duration 4-5 years

No significant change

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	2	Proximity to parking	1
Natural surveillance	1	Proximity to homes & Employment	0
Adverse visual and environmental impacts	3	Social and amenity value	1
Total score			19

8.48 Stage 10 Restoration – duration about 2 years

The restoration works will totally encircle the western end of the park therefore offering few alternatives. The gap between Home Covert is relatively narrow to allow for the removal of eastern bund and the partial filling of the lagoons and their reshaping, the main issue being the gaps at either end are quite narrow over which a considerable number of vehicles will need to travel with a limited amount of time for the paths to recover following these works.

8.49 During restoration all the buildings and structures will require removal together with the bunds of the processing site all of which have the potential to create large levels of dust and noise in relatively close proximity to the bridleway.

Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	1	Length of route	2

Path surface	0	Accessibility of wildlife and flora	0
Gradient	2	Proximity to parking	1
Natural surveillance	1-2	Proximity to homes & Employment	0
Adverse visual and environmental impacts	0	Social and amenity value	0
Total score (average over the duration of phase)			7.5

8.50 Stage 11 Post restoration – ongoing

The illustrative restoration plan shows a wider gap at either end of the lagoons which will improve access along these routes, however the lagoon will always form a barrier between the two sections of the park.

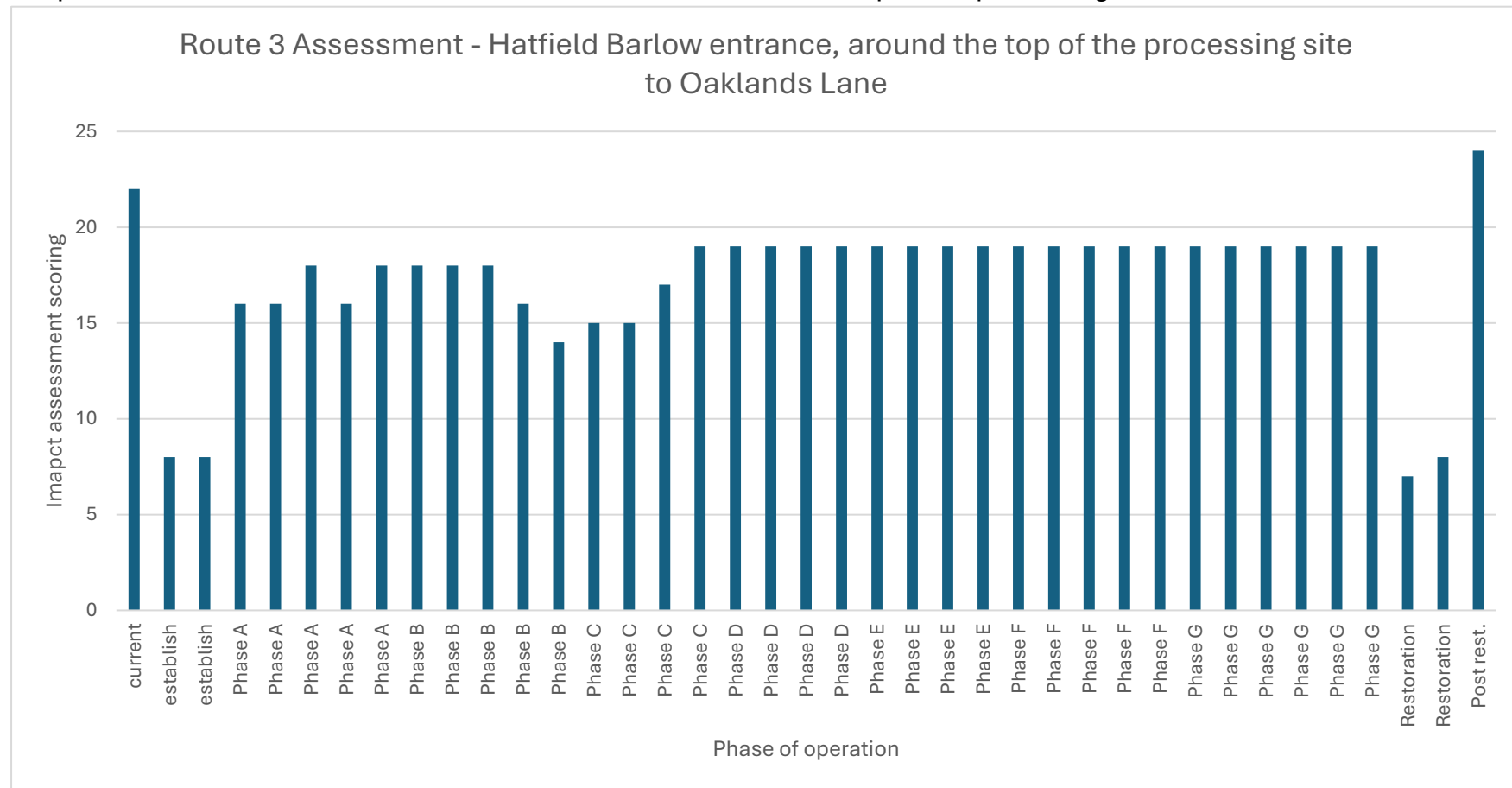
Assessment criteria	Scoring	Assessment criteria	Scoring
Blocking or restriction on route	4	Length of route	2
Path surface	3	Accessibility of wildlife and flora	2
Gradient	0	Proximity to parking	1
Natural surveillance	2	Proximity to homes & Employment	1
Adverse visual and environmental impacts	5	Social and amenity value	2
Total score			24

Graph 3 below plots the Route 3 impact assessment score for each stage in the phase (based on the detailed analysis). A low score correlates to an increased negative impact on the users of the park.

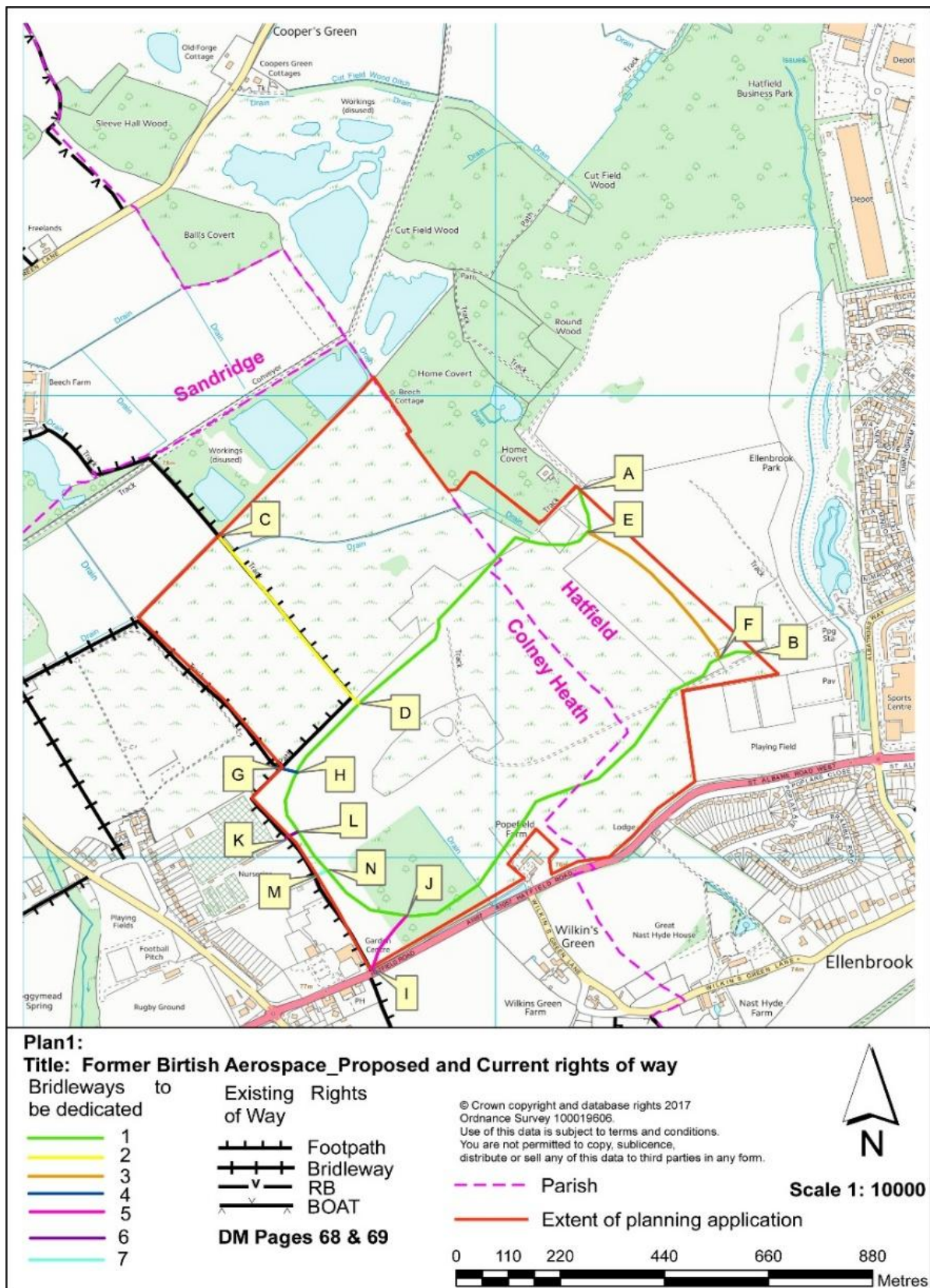
For users of Ellenbrook Fields, the current position (ie no quarrying) Route 3 impact assessment score is 22. During establishment this score falls significantly to 8. It then rises and remains fairly steady during subsequent phases until the restoration phase where it falls significantly with a very low score of 7. A score of 7 is the lowest score across all routes.

The restoration score of 7 is a drop of 15 from the current (no quarry) score of 22.

Graph 3 Route 3 Assessment - Hatfield Barlow entrance, around the top of the processing site to Oaklands Lane

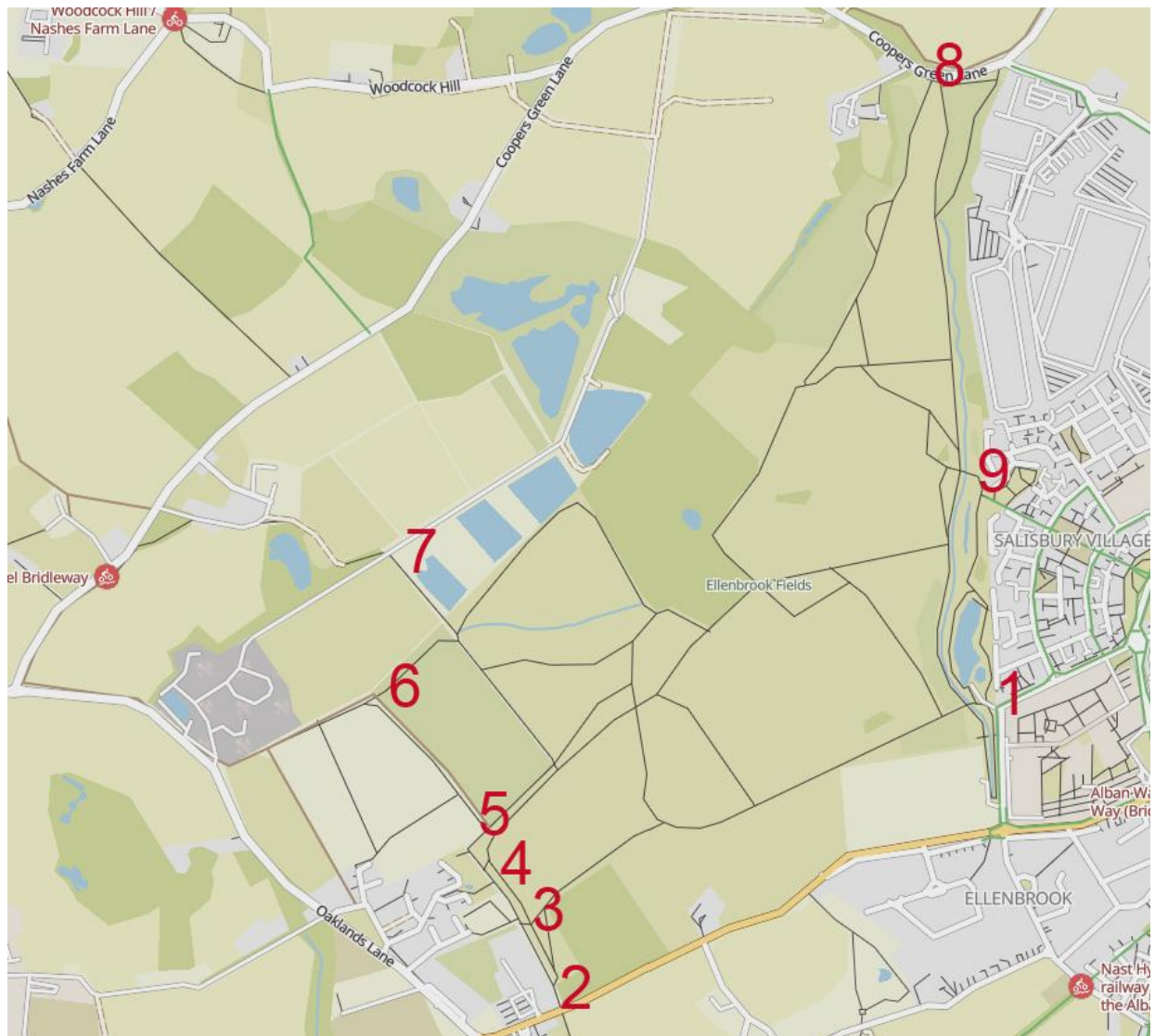


Appendix 1



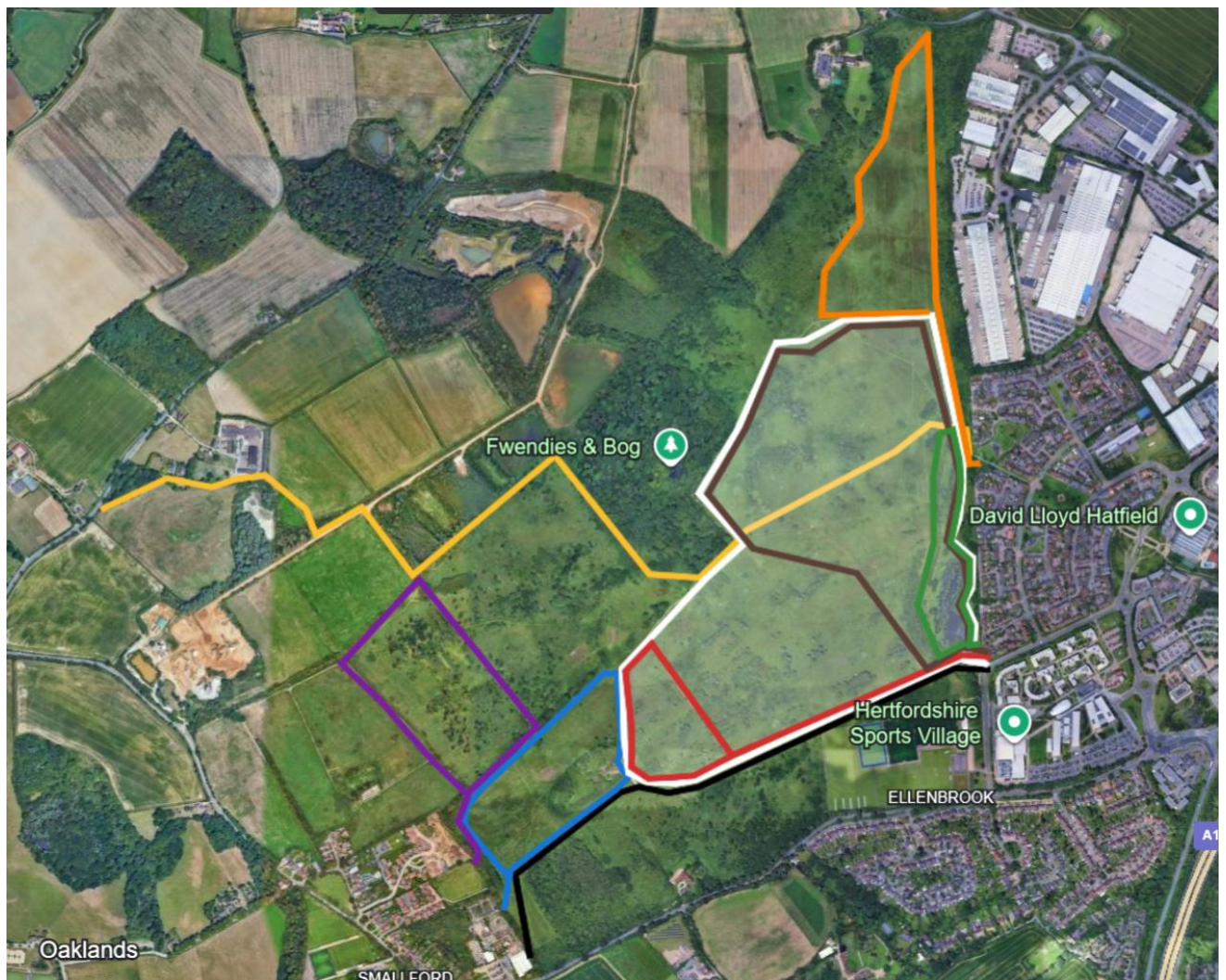
Current and proposed PRoW map

Appendix 2



Public access points to Ellenbrook Country Park

Appendix 3



Ellenbrook Country Park assessment routes