

**IN RESPECT OF THE APPEAL AGAINST THE DECISION OF HERTFORDSHIRE
COUNTY COUNCIL FOR THE DEVELOPMENT OF
LAND AT HATFIELD AERODROME, OFF HATFIELD ROAD, HATFIELD,
HERTFORDSHIRE**

PLANNING INSPECTORATE REF: APP/M1900/W/24/3346607

LOCAL PLANNING AUTHORITY REF: PL/0232/21

**Paper submitted by former Rule 6 parties now third parties
at the request of the Planning Inspector**

Ellenbrook Country Park Footpath Assessments

Important please note

The submitted drawings for the phase layouts A-G to do not align with the Public Access strategy document. The Public Access strategy document has been used as the basis for this assessment.

The formal submission documents include gaps in the Public Rights of Way and the proposed permissive routes during quarrying in all phases A-G

The formal documents on HCC Planning portal.

HQ 3/8R	Phase A	dated August 2021	HCC portal date 17 th September 2021
HQ 3/9R	Phase B	dated August 2021	HCC portal date 17 th September 2021
HQ 3/10R	Phase C	dated August 2021	HCC portal date 17 th September 2021
HQ 3/11R	Phase D	dated August 2021	HCC portal date 17 th September 2021
HQ 3/12R	Phase E	dated August 2021	HCC portal date 17 th September 2021
HQ 3/13R	Phase F	dated August 2021	HCC portal date 17 th September 2021
HQ 3/14R	Phase G	dated August 2021	HCC portal date 17 th September 2021

Public Access Strategy Updated July 2023(1)

HCC portal date 17th September 2023

This list of footpath errors found between the phasing plans and the public access strategy document, it's possible that additional errors are still to be discovered.

For clarity the documents referred to were down downed from HCC planning portal on 9th October 2024, and references used will be same as that used on planning portal. Documents HQ3-8 – 14 all are dated August 2021.

Public Access Strategy

Public Access Strategy updated July 2023(1).pdf

Prior to phase A the public access this document provides us with no details on footpaths, so no comparison is possible.

Phase A

Hatfield Aerodromes Drawing HQ3-8 Phase A rev1 EW A1.pdf

- 1) Route from end of the taxiway, beside sports field, Popefield Farm to Smallford (south of the workings) is missing.
- 2) Path from southwest corner of Home Wood heading north beside Home Wood to the northern site boundary is missing.

Phase B

Hatfield Aerodromes Drawing HQ3-9 Phase B rev1 EW A1.pdf

- 1) Route from end of the taxiway, beside sports field, Popefield Farm to Smallford (south of the workings) is missing.
- 2) Path from southwest corner of Home Wood heading north beside Home Wood to the northern site boundary a PRow is missing.
- 3) Path from approximately 1/3 point in Home Wood via proposed crossing point towards Smallford is missing.
- 4) None of the paths in central open area align with Public Access strategy document resulting in substantially longer routes nor do they link with proposed crossing point.

Phase C

Hatfield Aerodromes Drawing HQ3-10 Phase C rev1 EW A1.pdf

- 1) Path from southeast corner to southwest corner of Home Wood this is missing.
- 2) The path from Home Wood via crossing point in front of processing area to Smallford is missing.
- 3) Path from southwest corner of Home Wood heading north beside Home Wood to the northern site boundary, is missing.
- 4) Path crossing over the bund near Smallford is missing.
- 5) Path at the southern end of bund near Smallford and A1057 is missing.
- 6) The crossing at northeast corner of Smallford near Radio Nurseries, now Lawrence Close is unclear, a gap in the drawing.

Phase D

Hatfield Aerodromes Drawing HQ3-11 Phase D rev1 EW A1.pdf

- 1) Path from southeast corner to southwest corner of Home Wood this is missing
- 2) The path from Home Wood via crossing point in front of processing area to Smallford is missing.
- 3) Path from southwest corner of Home Wood heading north beside Home Wood to the northern site boundary is missing.
- 4) Path crossing over the bund near Smallford is missing.
- 5) Path at the southern end of bund near Smallford and A1057 is missing.
- 6) The illustrative routes on the open Smallford end area do not align in the two documents, however as its open grassland this would not be considered a material problem.

Phase E

Hatfield Aerodromes Drawing HQ3-12 Phase E rev1 EW A1.pdf

- 1) Path from southwest corner of Home Wood heading north beside Home Wood to the northern site boundary is missing.
- 2) The path from Home Wood via crossing point in front of processing area to Smallford is missing.
- 3) The crossing over the bund near Smallford is missing.
- 4) The crossing at the southern end of bund near A1057 is missing.

- 5) The illustrative routes on the open Smallford end area do not align in the two documents, however as its open grassland this would not be considered a material problem.

Phase F

Hatfield Aerodromes Drawing HQ3-13Phase F rev1 EW A1.pdf

- 1) The path from southwest corner of Home Wood to northern site boundary is missing.
- 2) The path from Home Wood via the crossing to Smallford is missing.
- 3) The path over the bund near Smallford is missing.
- 4) The path at the southern end of bund near A1057 is missing.

Phase G

Hatfield Aerodromes Drawing HQ3-14Phase G rev1 EW A1.pdf

- 1) The path from the southwest corner of Home Wood to the northern site boundary is missing.
- 2) The path from Home Wood via the crossing and south of the processing area to Smallford is missing.
- 3) The southern route from neat Popefield Farm to Smallford is missing.
- 4) The crossing over the bund to Jove Gardens Smallford is missing.
- 5) The southern path near A1057 is missing.
- 6) The illustrative routes on the open Smallford end area do not align in the two documents, however as its open grassland this would not be considered a material problem.

Final restoration

The submitted final restoration document and that used in the Public Access Strategy appear to the same drawing however the plan in the public access strategy is not dated so no comparison has been made.

Update 20th October 2024

While comparing the Public Access Strategy and Drawing HQ 3/8 Phase A rer1 EW A1 it became apparent that the public access strategy has been prepared on drawings from the first application rather than this application as the size of the processing site do not match.

e.g.

HQ 3/8R Phase A dated August 2021

HCC portal date 17th September 2021

Public Access Strategy Updated July 2023(1)

HCC portal date 17th September 2023

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1 Summary

1.1 Colney Heath Parish Council (CHPC) have carried out detailed assessment of the current and future proposed footpaths routes in the event of planning approval within and around the proposed quarry site using nationally recognised assessment methodologies. The baseline used for these assessments were the comments made by the inspector at first appeal in his decision notice and by HCC as MPA in reg25 letter, that the country park should be attractive and remain accessible to users.

1.2 No single assessment methodology was considered suitable, so the following were assessed and adapted for use –

Walking Route Assessment tool prepared by Welsh Active Travel Design Guidance

Landscape impact assessment

Countryside for All Good Practice Guide

Monmouthshire Access Design Guide

The key conclusions are –

- 1.3 Soil conditions within the park are and will be a significant factor, the topsoil has a significant clay content together with under laying subsoils result in a soil of low porosity, the topography of the land is flat this results in poor surface drainage, muddy footpaths and routes and localised flooding during the winter and following heavy rain. This will also have a significant impact on any landscape plant both in early-stage mitigation and during restoration. This is likely to result in poor establishment and subsequent growth. Any new footpath will require constructing to a high standard with drainage and a durable surface, however no indication is given of construction the proposed replacement paths.
- 1.4 During active quarrying noise will be a significant intrusion and make the Country Park less attractive to users.
- 1.5 Dust during the drier summers is likely to have significant impact, there are no safe levels of silica dust and the harmful particles are invisible. The larger visible particles will also be a significant nuisance to users. The weekends are the busiest times in park when no staff are on duty to undertake dust suppression measures. Due to the proposed working method, summers will be the period of greatest vehicle activity therefore resulting the highest level of dust.
- 1.6 The number of vehicle movements is grossly understated resulting in an approximate 3,000,000te shortfall in the amount of landfill material required for restoration, equivalent to just under 562 Olympic swimming pools This will result in the need for more vehicle journeys than stated and possibly a much longer than stated quarrying-restoration period.
- 1.7 The negative visual impacts will last from early construction stage through to the final restoration stage and the visual impacts will be significantly adverse along most of the proposed diverted routes our assessments include a stage by stage, phase by phase assessments.
- 1.8 The proposed routes are significantly longer than the current routes this will have a significant impact on commuters using the park, a sustainable mode of travel. The proposed routes do not reflect on those currently used by visitors. The proposed routes in

many cases are longer and in many cases with significantly less natural surveillance resulting in less safe routes.

- 1.9 The Country Park is known to be used by people with a range of disabilities there is no evidence that any consideration has been made of the group in the design stages.
- 1.10 The proposed public access strategy contains no details on the construction of paths or crossings which is concerning for Country Park. Despite the clear recommendation in MPA reg25 letter Brett have not consulted with CHPC or Smallford and Ellenbrook residents' associations. The only meeting Brett has held with CHPC and the residents' associations was to present their strategy this was not a consultation.
- 1.11 The fundamental problem appears to be that the layout of the quarry was decided by Brett at an early stage and despite the MPA reg25 letter and the detailed studies undertaken by CHPC the basic layout remains unchanged. Inserting in public strategy on the existing layout is always going to be challenging possibly resulting in
 - unsafe routes
 - unattractive landscape
 - denying access to some groups due to possible poor design and construction
 - a significantly downgraded Country Park with poor access
 - routes which fail to meet users needs
 - a significantly downgraded Country Park due to poor visual amenity.
 - high levels of noise acting as a deterrent to users
 - high levels of dust both visible invisible resulting in deterrent with possible long term health issues.

2 Introduction

- 2.1 A proposal to quarry land within a Country Park is possibly unique in England, at least that was the opinion of Brett when this matter was discussed with them. And almost certainly unique on an urban fringe such as this proposal to quarry on the former Hatfield Aerodrome site.
- 2.2 We know from the surveys undertaken by us that the Country Park is well used and enjoyed by residents, see the CHPC user study 2022 for details. The significant level of use of the park was also acknowledged by the inspector at the last appeal.
- 2.3 At the 2021 appeal the inspector, in his decision notice, made it very clear that users of the park should be offering attractive and unfettered access to the Country Park. The current public access proposals differ very little to those presented at the first appeal, which were rejected by the inspector as not offering identifiable, good, and attractive access.
- 2.4 Hatfield Quarry Appeal Decision notice 25th November 2021
- '76. There is evidence from my site visits and representations to the Inquiry to indicate how much the public access rights secured in the 2000 s106 agreement are appreciated locally. Informal paths within the Country Park are well used. As a large open space, the Country Park provides opportunities for circular walks that include routes through relatively isolated and quiet areas. The 2000 s106 agreement provides for public access to be excluded when minerals are being extracted pursuant to a planning permission. Therefore, it seems to me that specifying an access strategy as an integral part of any grant of planning permission is an important consideration in this case.'*
- '79. The 2021 s106 agreement provides for the dedication of bridleways that would be beneficial in the long term. However, the appeal scheme does not provide an appropriate strategy for public access throughout the lifetime of the operation that properly takes into account the provisions of the 2000 s106 agreement. Furthermore, some of the proposed permissive rights of way would pose an unacceptable risk to the safety of pedestrians.'*
- 2.5 The resident's associations and the parish and town councils believe that the current proposal falls way short of the inspector's stated requirements. So, we have undertaken a series of surveys and assessments to provide a detailed assessment of the current and proposed public access compared with standard identified by the inspector and in the MPA reg26 letter. We have repeatedly said to Brett that the proposed public access strategy fails to meet the resident's needs. Since the inquiry Brett have only met with us once to present their public access strategy. It must clear this was not a consultation but a presentation of their strategy by them. The failure of Brett to consult, is contrary to the recommendation given to Brett in the HCC in the reg25 letter, which made it clear that Brett should consult with the resident's associations and the parish council.
- 2.6 We have been unable to find any suitable assessment methodology due to wide reasons that people use the Country Park, however we do have considerable experience in undertaking both pavement and landscape assessments. So, we have developed our own methodology broadly based and combining existing pavement, rural footpaths and landscape assessments. Our adopted methodology is set out in the following pages.

3 Assessment Methodology Used

- 3.1 Due to the wide range of activities undertaken in the park together with the different reasons people use the park no single assessment methodology was considered suitable. So, three recognised assessment methodologies have been identified, reviewed, and incorporated as appropriate to meet the needs for an assessment of walking routes within a Country Park.
- 3.2 In recent Chief Planning Officers emails, the use of formal walking assessment tools is recommended, and LPA should request formal assessments when considering planning applications.
- 3.3 For our assessment we have identified the following as being the most appropriate -
- 1) **Walking Route Assessment tool prepared by Welsh Active Travel Design Guidance**, this has been used by CHPC for pavement assessments within the parish and is also recognised by HCC for use in planning applications, HCC are the Highway Authority for the area. This has been previously used for urban edge and rural or semi-rural pavement and footpaths assessments.
 - 2) **Landscape impact assessment**. CHPC have undertaken a landscape and visual impact assessment of the Country Park this document is the base line for the visual impact assessment contained within this document.
 - 3) **Countryside for All Good Practice Guide** published by Fieldfare Trust this is based on the **BT Countryside for All Good Practice**. This appears to be one of the few assessment tools for use in rural situations and includes assessments to cater of people of all abilities and needs. Our surveys have identified that the Country Park is used by people with a range of needs and disabilities. The Country Park is one of few accessible areas for residents of Hatfield and Smallford.
 - 4) **Monmouthshire Access Design Guide** published 2012 has been used to assess gates stiles etc as it contains details which meet BS5709. This has not been incorporated as separate assessment but used support Countryside for All assessment with detailed measurements.
- 3.4 Each assessment tool kit has been considered for its suitability for both assessing the current and the future situations. Some elements of the assessment would not possible due to the lack of published or available data, so these elements have not been included in our assessment methodology.

Assessment part 1

Walking Route Assessment tool prepared by Welsh Active Travel Design Guidance

- 3.5 This is recognised by HCC for use in planning applications, HCC are the local Highway Authority for the area. This has been previously used for urban edge and rural or semi-rural pavement and footpaths assessments. This is a universal assessment tool, so some elements are unsuitable for this application each element has been assessed for its suitability in the table below. Elements with strong urban or highway bias have been excluded other than in the assessment of pavement beside A1057.
- 3.6 Our analysis of the current assessment tool and its suitability for the assessment in the Country Park.

Assessment criteria	Current	Future	Incorporate in our assessment
1 Attractiveness – maintenance	Possible	Unknown not possible to estimate	no
2 Attractiveness - fear of crime	Possible using existing sight lines	Possible using proposed layout and sight lines	yes
3 Attractiveness - traffic noise and pollution	Possible	Possible as Brett provides some noise assessment for working area.	yes
4 Attractiveness - other	Also, part of the visual impact assessment	Part of the visual impact assessment.	yes
5 Comfort - condition	Possible	Some unknowns use published data.	yes
6 Comfort - footway width	Possible	Unknown but able to use other examples	yes
7 Comfort - width of pedestrian crossings	None currently with CP	Unknown	no
8 Comfort - footway parking	N/A	N/A	no
9 Comfort - gradient	Possible	Possible	yes
10 Comfort - other Gates Flooding of path	Possible	Possible however some is unknown.	yes
11 Directness - of footway provision	Possible	Possible	yes
12 Directness - location of crossings in relation to Desire lines	Possible	Possible	yes
13 Gaps in traffic where no controlled crossing is present	N/A	Unknown	no
14 Directness - impact of controlled crossings	N/A	N/A	no
15 Greenman time	N/A	N/A	no
16 Directness - other	N/A	Unknown	no

Assessment criteria	Current	Future	Incorporate in our assessment
17 Safety - Traffic volume	Possible – but, other than maintenance equipment very little traffic in the park	Unknown traffic levels	no
18 Safety - traffic speed	Possible – as above	Unknown vehicle speeds	no
19 Safety - visibility	Possible	Possible	yes
20 Coherence Dropped kerbs & tactile paving	Possible	Possible – some unknown use other quarries as baseline due to disabled people using the CP.	yes

The full Walking Route Assessment Tool is in appendix 1.

- 3.7 This assessment would normally require a 70% score to be considered satisfactory, however as some elements of the assessment have been excluded this should only be used as an indicator. The key comparison is the final score between the current and future situations.

Assessment Part 2 - Visual Impact Assessment

- 3.8 See CHPC Ellenbrook Country Park Landscape Assessment.

Assessment Part 3

Countryside for All - Good Practice Guide

3.9 Countryside for All Good Practice Guide published by Fieldfare Trust this is based on the BT Countryside for All Good Practice. This appears to be one of the few assessment tools for use in rural situations and includes assessments to cater of people of all abilities and needs. Our surveys have identified that the Country Park is used by people with a range of needs and disabilities. The Country Park is one of few accessible areas for residents of Hatfield and Smallford.

Table setting for the criteria for and basis of location of the area assessed.

Feature	Expectation	Criteria	Score
Visitor Centre encouraging or helping people enjoy the countryside	More chance of meeting other people. Evidence of management. Less challenge or risk.	Visitor centre less than 500 metres away	10
		Visitor centre between 500 metres and 1000 metres away	5
Parking areas of 20 spaces or more (including lay-bys and road-side parking) Parking areas of 20 spaces or less (including lay-bys and road-side parking)	More chance of meeting people. Less naturalness	Parking area less than 500 metres away	8
		Parking area between 500 metres and 1000 metres away	4
		Parking area less than 500 metres away	6
		Parking area between 500 metres and 1000 metres away	3
How the land lies	More naturalness. Greater challenge or risk	Steepest slope of ground on which land lies is greater than 1:6	- 3
Habitation	Less naturalness. More chance of meeting people.	Groups of at least 100 buildings within 100o metres	8
		Groups of at least 25 buildings within 500 metres	6
		Groups of at least 100 buildings between 1000 metres and 500 metres	3
Character or path	Some naturalness. Management. Need to rely on yourself more.	Path surface tarmac or concrete	2
		Path surface not constructed (in other words earth trodden by use, or across open ground)	- 4
Public transport point	More chance of meeting other people. Need to rely on yourself more.	Bus stop, station and so within 1000 metres	5

Scoring for Table 3	Score	Standard
	More than 20	Urban and formal landscapes
	15 to 20	Urban fringe and managed landscapes
	10 to 17	Rural and working landscapes
	Less than 10	Open country, semi-wild and wild land

There are overlaps between the scoring bands because our countryside is very varied. You need to change which standard applies to a path if the score does not appear to make sense for that particular environment.

Possible reasons for choosing higher standards

In spite of being some distance from a visitor centre, car park or buildings the path is very popular and has a large number of visitors.

The path leads to a site of special interest, perhaps the best view in the area, or a unique historical feature.

The path connects to other routes which have a high level of access.

Possible reasons for choosing lower standards

The path is close to visitor centres and car parks but people visit it because it provides a remote countryside experience.

3.10 Following assessment, the Ellenbrook Country Park scored 19 therefore would be considered as Urban fringe and managed landscape, this has been used as the basis for this assessment.

Criteria	Requirement	Suitable	Unsuitable	Issues	Include in our assessment
Path Width	Minimum 1200mm	See also width restriction and barriers		Future paths are of unknown specification.	Yes
Path Surface	Compact and firm Stable Non-slip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Sand Loose gravel Woodchips Cobbles	Future paths are of unknown specification.	Yes
Width restrictions	E.g. Gates etc. Record number.				Yes

Criteria	Requirement	Suitable	Unsuitable	Issues	Include in our assessment
	<815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length				
Barriers	Stiles or fences blocking the path				Yes
Passing places	Every 100m	Minimum 1500x 2000mm		Unknown design or construction standards	Yes
Resting places	Every 200m	Minimum 1200x 1500mm		Unknown design or construction standards	Yes
Gradient	1:20-1:12			Unknown design or construction standards	Yes
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm		Unknown design or construction standards	Yes
Slope across path	Maximum 1:45 (2.2%)			Unknown design or construction standards	Yes
Step levels	10mm maximum				Yes
Surface breaks	Maximum 12mm in line of travel			Unknown design or construction standards	Yes
Clear walking tunnel	Minimum 2100mm height 1200mm wide			Would be dependent upon future maintenance	Yes

Additional information from this assessment tool can be found in appendix 2 including those with disabilities.

Future Access

- 4.1 This section includes all factors which could or will impact on the attractiveness of the Country Park to users including user safety.

Footpath Construction

- 4.2 The Public Access strategy provides us with no details as the construction of the proposed paths on the new routes. We know the widths and construction of the current paths, also from our detailed studies we are also able to assess the current usage levels of use for each path. To enable us to assess the impact of the proposed quarry on access to the Country Park need to know the how different path standards would impact on users. Therefore, we have considered various standards of path construction.
- 4.3 The Non-Motorised Routes: A Design Guide by Hertfordshire Countryside and Rights of Way Service published September 2020 provides a number of construction standards but offers no clear single standard which would automatically apply in this situation.
- 4.4 We also know from Brett's data that the overburden contains high level of boulder clay which at best is only semiporous, the poor drainage results in the ground becomes waterlogged in the winter months. A simple horticultural test also confirms the high clay levels in the topsoil. During the winter of 2022-23 and 2023-24 areas around Home Wood and the area between the grazed and main open area became flooded, which again is good indicator of the low porosity of the topsoil. This will impact on the suitability and durability of any new paths.



Assessor's notes

The following applies equally to all routes where these materials are encountered.

Concrete

- 4.5 The concrete taxiway provides a good access route on to the Country Park for people of all ages and of differing mobility. However, it does provide an urbanising influence on the park, but this needs to be balanced against its historical importance and its good durable construction. The taxiway forms a vital part of the history of both the airfield, and Hatfield.
- 4.6 The paths constructed from either hardcore or tarmac form a route from the end of the taxiway to the Business Park, however to the Business Park there is no surfaced link into the Business Park or to the homes, users must walk on grass paths to reach these destinations. The section of this route constructed from hardcore suffer from a poor surface finish and for some people could be a trip hazard particularly for those with reduced mobility or those using mobility aid or pushchair. Generally, water on the surface is not a major issue except in low laying area and where the path is level to or slightly below the surround ground level. In these areas the paths become difficult without waterproof footwear in winter months.
- 4.7 **Paths with hardcore mixed with the soil**, these appear to show good wear resistance but are frequently uneven so could be difficult to for people with reduced mobility. No surface waterlogging has been observed but the major length of the type of path is marginally above the surround soil levels so water logging should be less of an issue in any case.
- 4.8 **Gravel paths** - none found within the Country Park but are found on the paths leading to the Country Park at both ends of the park. At the Hatfield end of the park, the paths within the Linear Park and some of the feeder paths are of gravel construction, as are the feeder paths through Jove Gardens and Lawrence Close at the Smallford end. It has been noted at the Linear Park and at other sites gravel paths require good drainage otherwise they become wet, muddy and slippery in winter. It has been noted from the and other sites that the surrounding grass will need to be below a gravel path to avoid waterlogging problems.
- 4.9 The path layout provided by Brett and use of straight paths would be of very considerable concern if gravel paths were to be used as it would have very considerable urbanising influence on the park and would be harmful to the users experience of rural semi natural open space. There is a very good example of good landscape design in the Linear Park where sweeping paths are used.
- 4.10 **Grass paths** - these form the greatest length of all paths within the Country Park. There is a strong correlation between the unrestricted width of the path, level of use and its long-term durability. Paths with restricted width due to nearby fences or trees and shrubs show significantly higher levels of deterioration than paths in areas where the width is unrestricted e.g. through grass at the same levels of usage. Paths which show high levels of deterioration, and the width is restricted show significant problems recovering during the drier months due to continued usage.
- 4.11 The conclusion is that were the path width is unrestricted people chose to walk on the edge of the path thus avoiding walking through mud, this also reduces the longer-term harm to the path.

- 4.12 The soil is known to be of poor natural drainage so the footpaths will remain wet in autumn and winter months. The evidence is that the grass requires several years establishment before it becomes durable and able to withstand high levels of use.
- 4.13 Most destinations currently have multi paths and routes available to users, so the major concern is under the current proposal the reduced in the number of paths and routes will increase harm to the paths making much of the park inaccessible for many months.

Natural Landscape

Trees and shrubs in the landscape

- 4.14 All flora and fauna form an important element in forming the character of the landscape. The current landscape is dominated with areas of established trees between 100s years to approximately 30years old following the closure of the aerodrome.
- 4.15 Oak is a key tree species in the Country Park and the dominate tree species in the parish of Colney Heath, this is slow to establish and has a relative slow rate of growth as a young tree, therefore the landscape will take much longer to grow or recover that in area where faster growing species dominate.
- 4.16 Large number of oak trees has become established in the Country Park over the last 30 years and are feature of the landscape now (see CHPC landscape assessment) and will become an increasing factor in the character of the landscape. These slow establishing trees will mean that the landscape will take many years to recover following reinstatement.

4.17 Draft Planning Conditions -

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

Reason: to protect breeding birds, their nests, eggs and young.

- 4.18 This proposed planning condition is welcome as it protects the wildlife in the Country Park, however, will have significant impacts on the state of the footpaths during the wetter season as vehicles involved the removal of trees and shrubs can only operate during the wetter months and are likely to cause considerable damage to the paths which are mostly of grass.

Drainage

Background

4.19 Areas of the Country Park are known to become very wet during winter and following heavy rainfall. In Brett's Water Environment 6 tables 6.4 and 6.5 they confirm that the overburden is 0.1-5.7 thick of clay, sand and gravel of variable permeability but is generally considered to be low. The Nast is the "main river" de-watering the site has all but disappeared across much of the site and is also probably blocked under the playing fields.

4.20 Water Environmental 6 -
*6.97 The UMH is overlain by a clayey material (referred to as 'overburden'), above which is the soil horizon.
The two mineral horizons are separated by a laterally continuous layer of boulder clay (referred to as 'interburden'): the overburden and interburden would be used to control groundwater ingress and to infill the base of the workings to provide a suitable low permeability geological barrier on which the imported material would be placed.*

This section considers the possible impacts.

4.21 The Bretts access strategy document fails to provide any construction details of proposed new paths which considering this a full application is surprising for a site within a public Country Park. Therefore, the durability of the routes is unknown but is of considerable concern.

Draft Planning conditions -

4.22 *80 Surface Water Drainage Scheme – Detailed Design.*

Prior to the restoration of the site, detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority. The scheme shall address the following matters:

I. Detailed assessment of the infiltration rates that are achievable at the proposed infiltration feature/s which may have been subject to siltation over time of the operational phase. Any proposed overflow into the River Nast that is required should be limited to the 100% AEP greenfield runoff rate of 1.7 l/s/ha or to the capacity of the culvert with an appropriate freeboard allowance, whichever is the more precautionary.

II. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% AEP (1 in 30 year) and 1% AEP (1 in 100) rainfall events (both including allowances for climate change). It should be ensured that runoff from the area of the former Plant Site (draining to the reinstated Nast) is no greater than the current greenfield conditions due to the compaction of the substrata. Attenuation features should be provided to limit the runoff rate and volumes prior to leaving the site boundary.

III. The final base of the infiltration lagoons shall be set to a minimum of 1m above the highest seasonal groundwater level recorded by monitoring on the site.

IV. Detailed designs, modelling calculations and drawings of the storage features and drainage conveyance network in the:

- 3.33% AEP (1 in 30 year) critical rainfall event plus climate change to show no flooding outside the drainage features on any part of the site.
- 1% AEP (1 in 100 year) critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any flooding outside the drainage features. No runoff during this event will leave the site uncontrolled.

V. Details of how all surface water management features to be designed in accordance with The SuDS Manual or relevant good practice guidance for watercourse restoration, including any appropriate treatment stages for water quality prior to discharge.

VI. A maintenance and management plan detailing the activities required and details of who will adopt and maintain the surface water drainage features, outfall features and any part of culvert which may be within the riparian ownership of the applicant for the lifetime of the development.

- 4.23 This proposed planning condition fails to take into consideration some areas of the Country Park become very wet in winter months and fails to propose any intermediate drainage requirements. The proposed use of clay buttress around the active quarrying areas to manage the bromate contamination is also a concern regarding flooding without suitable drainage the paths and the open areas stand a considerable risk of becoming unusable in winter months and following heavy rain. This is also coupled with the issues related tree and shrub removal which will occur in these wetter months also damaging the paths.

Operational Phases

- 4.24 CHPC are concerned about potential for flooding in the areas within the individual phases A-G as they are restored prior to the final site wide restoration. We quote from Brett's LVIA and GMWWP.
- 4.25 CHPC note the need to manage ground water due to the bromate contamination in the area that the applicant proposes the use of clay seals and buttresses around and in each phase.
- 4.26 Groundwater and Water Management and Monitoring Plan (GWMMP) FINAL DRAFT....

4.5.2 LMH Backfill Backfilling of the LMH void will be undertaken using site won overburden and IB material only. The LMH void will be filled concurrently with the mineral extraction process in small areas as defined above and will selfconsolidate when placed beneath the water. LMH mineral will be left in place if there is insufficient site won overburden and IB to backfill all the phases of the LMH.

Site won backfill will be placed in the LMH void until it is a minimum of 1m above the groundwater level or at the base of the IB, at which point it will form the subgrade for construction of the basal geological barrier for the inert landfill.

As the filling proceeds and given the hydraulic properties of the chalk/LMH aquifer any mounding of the groundwater surface created by the infilling process will be slight and short-lived.

4.5.3 Geological Barrier Placement The subgrade will be prepared, and the geological barrier constructed using standard engineering techniques and will be subject to Construction Quality Assurance (i.e., specification, CQA Plan, independent supervision, and validation report). The basal geological barrier will in essence reinstate the IB layer

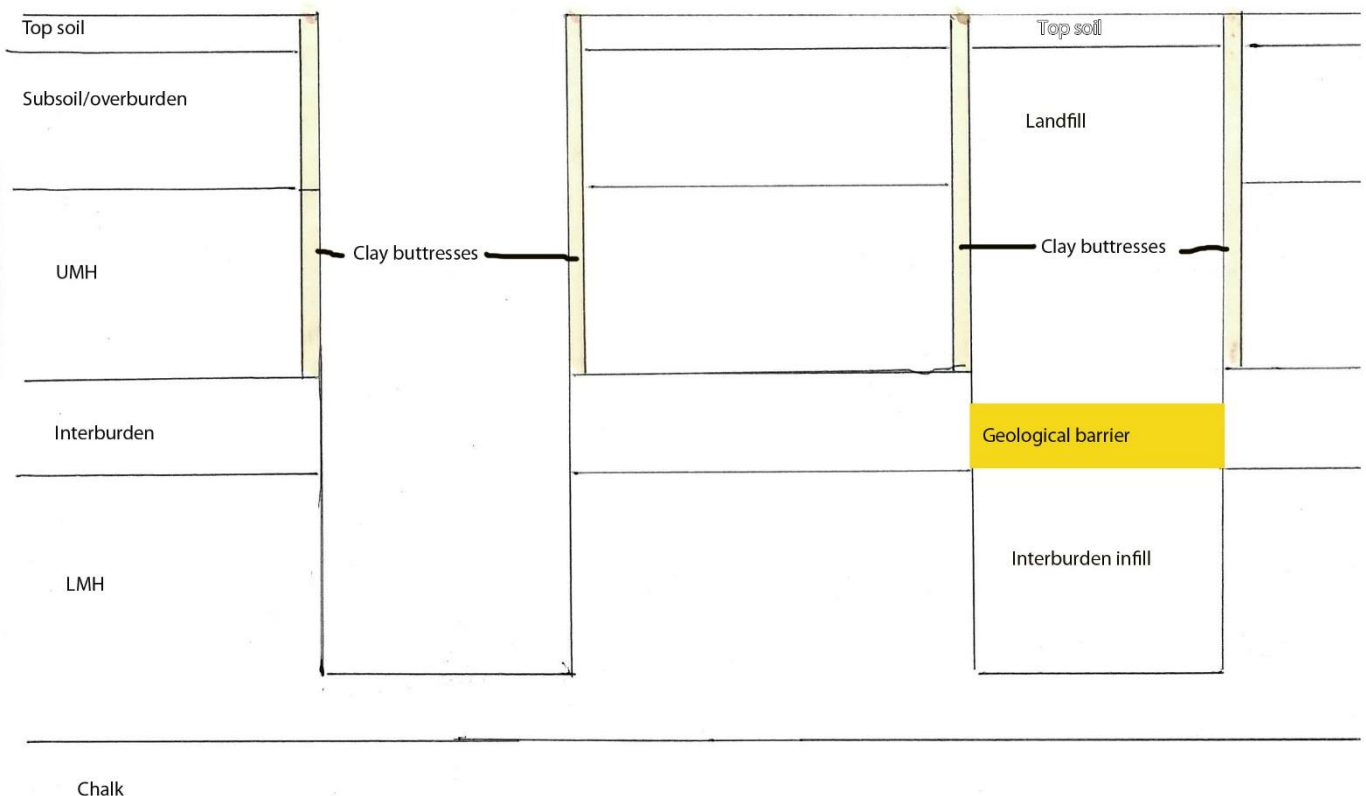
separating the UMH from the LMH, which together with the sidewall geological barrier will form a continuous engineered seal across each phase and the entire site.

4.5.4 UMH Backfilling Once each area is lined, inert waste can then be placed into the void above the basal geological barrier and adjacent to the sidewall geological barrier/UMH perimeter buttresses. The site will be restored with subsoil and topsoil to a similar level as the unworked site in accordance with the approved restoration plan.

4.27 Appendix 03 LVIA Report

3.4.1 Clay Ground Water Seal Treatment

At ground level the main component of the extraction area visible is the clay seal around the edge of each phase. Such seals would generally be visible for a period of around nine years between extraction and infilling. The tops of the seals would be covered with soil and seeded to merge them into the final restoration. However, it is proposed to extend this by the establishment of vegetation on solid clay sides. This is not usually proposed but is possible as indicated in research and trials. The proposed crops would consist of a ryegrass-clover mixture, winter wheat, spring barley, spring oilseed rape and spring beans. This approach would be used in specific areas where the clay seals were particularly intrusive in views. The objective would be to establish a sacrificial crop to reduce the visual contrast of the top-most sections of the clay seals and support wild bird populations.



CHPC illustrative cross sections based on the appellants data.

4.28 Each phase the UMH has clay buttresses around all sides and once LMH has been worked the LMH is filled in inter-burden which the applicant states is boulder clay (Water Environment 6, table 6-4) which has a very low porosity, so effectively sealing each phase. Then backfilling into the UMH which is effectively a waterproof soil filled tank. Given the low porosity of soils found on site the small layer of topsoil over clay buttresses (3.4.1) will provide inadequate to allow horizontal drainage from within the sealed areas or tanks.

4.29 Water Environmental 6 -

6.96 The imported material would typically comprise excavation wastes from construction and engineering projects (soils, overburden, clays etc.) within the region.

This statement also indicates that the backfilled soil porosity will low or poor.

4.30 During backfilling of each phase, the soil is likely to become saturated from rainfall. Some surface evaporation will result in some drying in summer months, however this will be insufficient to entire dry the soil out so gradually the soil will become fully saturated leading to winter surface flooding and waterlogging.

4.31 The impacts resulting from the construction buttresses and sealing of the base to manage the risk from bromate contamination are clear.

4.32 If the IB seals and buttress work as claimed the restored areas within each phase will become flooded and waterlogged thus restricting regeneration and reinstatement, thus dramatically restricting usage and access of significant areas of the Country Park. If the IB seal and buttresses do not work as claimed there is a very significant risk to the water supply exists.

4.33 We have compiled this data to demonstrate the issue.

Average rainfall 700mm per year (Rothamsted 8.5km away)

Water holding capacity of soil (as rainfall holding capacity per 1m of soil (afp))

Sand	65mm per 1m of soil
Clay	100mm per 1m of soil
Loamy sand	115mm per 1m of soil
Silty clay	130mm per 1m of soil
Fine sandy loam	165mm per 1m of soil
Silty loam	195mm per 1m of soil

Loss from evaporation is unknown due to soil type of backfill, level of compaction and or foliage cover etc.

4.34 The applicant accepts the poor, high clay content soil conditions and therefor also growing conditions will be poor by stated use of pioneer plant species. The onsite drainage ditches are not proposed to be dug until phase D reinstatement (as shown on plans) or final phase is completed (GWMMP FINAL) depending upon which document is correct.

4.35 The annual rainfall in the area is above the water holding capacity of the soil as each phase is surrounded by an impermeable layer of clay, they will become saturated in the winter months this is likely to last into the spring.



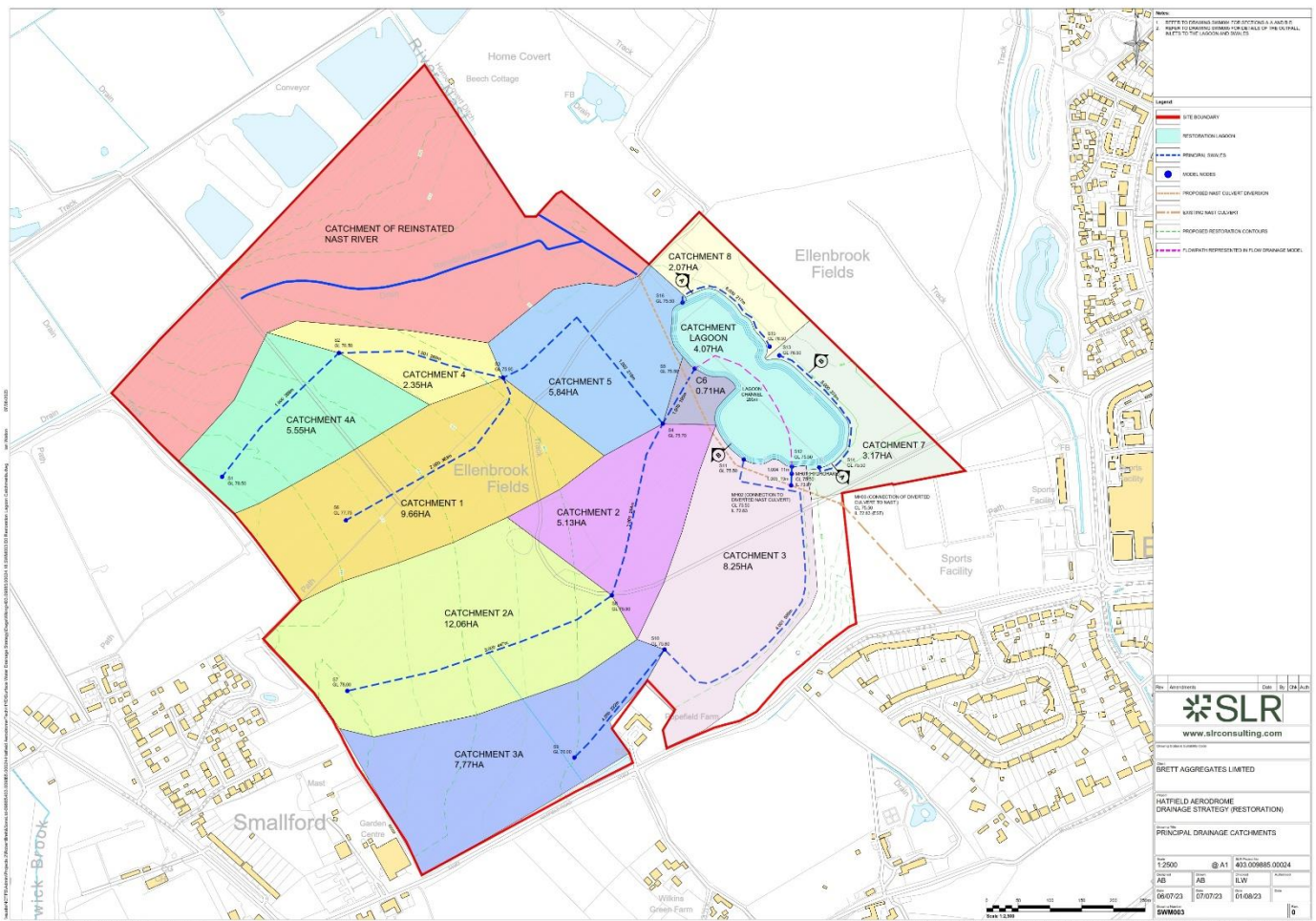
Central open area looking northwest towards Smallford taken 2nd March 2024

4.36 *ES chp06 Water 6.148 During operation, the UMH perimeter bunds would create a barrier to groundwater flow within the UMH that could cause groundwater levels to rise and locally alter flow direction. During certain seasons, groundwater within the UMH is close to the ground surface and the barrier effect could result in local groundwater flooding. The magnitude of the impact of increased water levels in the UMH is 'moderate' giving a significance of effect of 'moderate' so mitigation would be required.*

4.37 The applicant acknowledges the issue of groundwater around the perimeter of the phases but fails to link this with ground water flooding within the restored phases. CHPC believe

this will result in the restoration running late, and trees and shrubs failing to establish and make satisfactory growth. The result will in large area of poor grassland and sparse tree and shrub growth.

- 4.38 An experienced landscape surveyor should have noted that some areas of the park currently suffer from winter waterlogging. This results in clearly evident with the premature death, loss of limbs and stunted growth of trees and shrubs. Therefore, an experienced landscape surveyor should have recommended undertaking additional investigations.



- 4.39 The Brett identifies the need for surface drainage, but this only undertaken in the final restoration stage as illustrated in this plan.
- 4.40 It is difficult to understand how Bretts LVIA comes to the conclusion the that in landscape effect is the same in all phases. If the landscape effect of phase A is moderate, then phases C-E would be significantly greater as it divides the Country Park into small segments. Eastern end Hatfield Village, lagoons and related infrastructure, phases A and B restored or semi restored, operational phases C-E, unworked phases F and G, the access road and processing area. One must also note that these phases last longer due the combined impact of multi phases compare the staring single phase A thus changing the overall balance to considerably greater harm.

Impact on Landscape

- 4.41 Given the poor drainage and poor or slow rate of landscape establishment the impacts will last longer and therefore it will be greater period of time before the park and the footpaths become attractive to users.

CHPC must challenge in Brett's LVIA magnitude of change assessed.

Stage	Magnitude of Change
Advance works	Slight
Site Establishment	Moderate/Slight
Phases A-G	Moderate
Final restoration	Moderate/Slight
Added Value	Substantial/Moderate

- 4.42 If by quarrying the applicant has destroyed an existing landscape, albeit with minor flaws, mounds of soil in central area, however these only cover a small percentage of the site and from most directions are already screened by shrubs. Then to be reinstated, it is totally unrealistic to claim any added value as the as the new landscape will be 10-40 years behind the current landscape in maturity will be so far into the future many will never see the benefits.

Noise

- 4.43 CHPC notes that Bretts data only relates to impact on nearby homes and does not supply any data on the impact on users of the Country Park. We are also unable to find any detailed assessment of the combined impacts of the Cemex site and the application site on the Country Park.
- 4.44 The new noise assessment on the impact at Popefield Farm indicating noise levels above the desirable limits is a significant concern. CHPC also notes the concerns raised by Welwyn Hatfield BC in relation to the noise assessments the concerns raised by WHBC on their reliability.
- 4.45 The Bretts noise map of the entire site also raises concern over impact on users of the Country Park with levels between 10-20db above the ambient levels.



Appellants Noise map overlaid with footpaths at phase 'D' (in black)

*Robert Brett and Sons Ltd Hatfield Quarry, Popefield Farm - Noise Impact Assessment
Figure 7-1 PPG Daytime LAeq,T Specific Sound Level – dB(A)*

HCC reg25 letter states - *The routes must be attractive to users of the park and delivered to a high standard.*

- 4.46 The user study has already confirmed a high level of use of the Country Park during the day, at the times when the quarry will be working. This study by the applicant confirms the high levels of noise user will experience while in the park.
- 4.47 The HCC reg25 letter is very clear that the park must be attractive to users. The proposal with this level of noise will be a significant deterrent, particularly with all the other factors already identified.

10.14 Paragraph 022 of the guidance sets limits for operations which may give rise to particularly noisy short-term activities. The guidance states: "Mineral planning authorities should aim to establish a noise limit, through a planning condition, at the noise-sensitive property that does not exceed the background noise level (LA90,1h) by more than 10dB(A) during normal working hours (0700 to 1900). Where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable. In any event, the total noise from the operations should not exceed 55dB(A) LAeq,1h (free field). For any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing unreasonable burdens on the mineral operator. In any event the noise limit should not exceed 42dB(A) LAeq,1h (free field) at a noise sensitive property."

Activities such as soil-stripping, the construction and removal of baffle mounds, soil storage mounds and spoil heaps, construction of new permanent landforms and aspects of site road construction and maintenance.

Increased temporary daytime noise limits of up to 70dB(A) LAeq 1h (free field) for periods of up to eight weeks in a year at specified noise-sensitive properties should be considered to facilitate essential site preparation and restoration work and construction of baffle mounds where it is clear that this will bring longer-term environmental benefits to the site or its environs.

- 4.48 Brett's planning application states that the Volvo A30G Articulated Dumper as the type of machine that they will be using for hauling sand and gravels from the quarry site to the processing area. The Volvo A30G has a quoted external noise level of 111 dB (Volvo A30G data sheet). This will result in a significant noise level along the haul roads and at the crossing points.

See Bretts noise assessment table 10-1, 10-2 and 10-3

Vehicle Movements

4.49 Vehicle movements in the Country Park will have a significant impact on users so to understand these impact Brett's vehicle movement data has been analysed. In the application documentation they supply the following lorry trip data they also state the duration of each phase as construction 2 years, each quarrying phase A-G as 4.5 years and final restoration 2 years.

	Volume	Units	Average Load	HGV Trips per day
Exported material				
	250.000	tonnes	17t	54
Imported material				
	155,000	tonnes	20t	28
Totals				
HGV trips				82
HVG movements				154

Ref. Brett ES Transport 2022 table 7.6 based on 5.5 days per week, and 50 weeks per year

From that data CHPC have produced this calculation -

Output

17tonnes x 54 loads = 918 tonnes per day

918 tonnes x 5.5 working days =5049 tonnes

5049 tonnes x 50 weeks = 252450 tonnes

252450 tonnes X 32 years = **8,078.400 tonnes**

(This figure is confirmed by Brett's estimated output data)

Imported material 20 tonnes x 28 loads = 560 tonnes per day
 560 tonnes x 5.5 working days = 3080 tonnes
 3080 tonnes x 50 weeks = 154,000 tonnes
 154.000 tonnes x 32 years = **4.928.000 tonnes**

Brett have not indicated any vehicle movement during the final restoration phase, so we add in the maximum vehicle numbers stated as 82 loads per day.

Final restoration (2 years)	20 tonnes x 82 loads = 1640 tonnes per day 1640 tonnes x 5.5 working days = 9020 tonnes 9020 tonnes x 50 weeks = 451,000 tonnes 451,000 tonnes x 2 years = 902,000 tonnes
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Imported material total tonnage	5,830,000 tonnes
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Difference including imported material during restoration. **2,248,440 tonnes**

Difference without additional material during restoration	3,150,400 tonnes
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CHPC information (web) – approximate weight per m3 of materials.

Material	Weight per m3	Notes
Clay (wet)	2.0t	
Crushed concrete	1.60t	
Crushed concrete 15% compaction	1.73t	
Gravel	1.68t	
Gravel MOT type 1	1.92t	
Sand	1.682t	
Sand dry	1.60t	
Subsoil	1.0-2.4t	
Topsoil	1.3-1.7t	

- 4.50 The restoration period includes the levelling of the bunds and the removal of the processing area and general reinstatement of the site, no statement is included about bring in additional material, but we have included the 902,000 tonnes during this period.
- 4.51 At an annual output of 250,000 tonnes this will result in 8,000,000 tonnes output over the life of the quarry, but with import of 155,000 tonnes per year will result in only 4.800,000 tonnes of landfill. It's unlikely that any imported material could be delivered in the first year of quarrying due to the lack of storage space. It's possible that landfill will be continued to be delivered during the 2 years reinstatement period, however this will result in a considerable short fall in the landfill material. A marginal difference is expected due the lagoons being converted into lakes so not requiring to be fully backfilled.
- 4.52 Decision notice - Appeal Ref: APP/M1900/W/21/3278097 para 26
'The EA also noted that the site lies over both groundwater protection zones II and III (SPZ2 and SPZ3). The EA would object to landfill in SPZ2 unless it was non-polluting matter such as inert, naturally excavated material, and would require mitigation of the risk of pollution in SPZ3.'
- 4.53 The EAs requirement for landfill material would indicate that the material will be most locally found subsoils, due the geology of the area and economics of transport the imported should be of broadly similar density to the exported sands and gravels. Therefore, the exported and imported volumes/tonnage should be broadly similar.
- 4.54 Assume density 1.6 te/m3 then volume would be 1,404,275 m3
 This means nothing until; you relate it to something. An Olympic swimming pool is 50m x 25m x at lease 2metres (ref google) = 2500 m3
 Therefore, we will have a hole/depression in the land of equivalent to just under 562 Olympic swimming pools!
- 4.55 It is very clear that additional material will be required for backfilling the quarried area this has significant impacts on either the number of lorries entering the site and using the haul roads, or the time scale required to complete the quarry including full restoration or a combination of both. Either way the impacts on users will be significant and detrimental to the attractiveness of the Country Park to users.

	Total Vehicles	HGVs
Operational vehicles	82	82
Staff vehicles	10	0
Total trips	92	82

Total movements	184	164
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Transport of quarried material within the site

	3-month campaign period (13weeks)	4-month campaign period (17weeks)
Annual output 250,000t		
Transporting vehicle Volvo A30G capacity 29t		
Total number of loads 8620		
Loads per week	663	507
Loads per day over 5 ½ day week	120	92
Total vehicle movements per day along haul road	240	184
Landfill lorry loads (max. stated number per day)	28	28
Landfill lorry movements	56	56
Total vehicle movements on haul roads	296	240
Hourly average (11hour working day)	27	22

- 4.56 The dust and the noise at 111db from vehicles using the haul roads and within the active quarrying and backfilling areas will make the Country Park less attractive to users. A considerable number the proposed footpath routes run beside the haul roads and the active quarried or backfilling areas so the impact will be over a prolonged period not just while crossing the haul road.

Dust

- 4.57 Dust for park users can be divided into two groups nuisance and harmful dusts. Nuisance dust will impact on park user enjoyment of the park and therefore its attractiveness contrary to HCC reg25 letter. No detailed assessment has been undertaken of levels and risks in the Country Park beyond stating the sands and gravels are worked wet so should not produce large amounts of dust. All the roads lack a hard durable surface which could be cleaned, so will break up with vehicle movements. Any spillages will dry and add to the levels of dust.
- 4.58 The harmful dusts are forms of silica.
- The silica dust generated by quarrying sands and gravels is harmful to people's health even at low levels. The core problem is that harmful particles are very small and are invisible to the normal person until they reach very high levels. This will make monitoring any dust suppression methods very difficult, on haul roads with vehicles travelling along them often spilling loads and hot weather will require continuous monitoring due rate water evaporates in hot summers.
- 4.59 Even with the proposed dust suppression methods the straying of water, dust will be problem during the summer months as surfaces dries quickly. The problem is compounded due to the requirement to only quarry in drier months due to the bromate contamination management plan.
- 4.60 In the public access strategy document footpaths are shown running beside every phase within about 20m so the impact from dust will cause long term issues to users of the Country Park making it less attractive and possible health problems.
- 4.61 Lorries importing landfill will be driving over open soil and around the site with dirty wheels until the pass through the wheel washer this will be an additional source of dust in summer months. Many of these routes run beside footpaths using haul roads cross path and the main access road run beside the footpaths from Smallford.
- 4.62 The problems related to dust will remain throughout the life of the quarry from the first construction stage through active quarrying and into the final restoration stage a period in excess of 35 years see table 9.1 below, this will particularly a problem in the summer months when the Country Park should be the most attractive to users.

See also CHPC/RA dust statement

Table 9.1 from Brett's Air Quality Assessment - selected parts only

Activity	Potential for Dust Generation	Description
<i>Soil Stripping, Overburden Removal and Restoration</i>	<i>Moderate to High</i>	<p><i>Stripped soil would be used to construct a screening bund around the edge of the quarry. The potential for dust emissions from soil and overburden removal and bund construction is significant¹¹ but temporary and would vary depending on the level of activity, the specific operation, the location and the prevailing meteorological conditions.</i></p> <p><i>Soils and overburden would be removed using tracked excavators. The soils and overburden would be loaded onto dump trucks and either placed directly as restoration in previous extraction areas or within the screening bunds.</i></p> <p><i>Restoration of the site would be progressive and comprise a mixture of informal recreational and ecological after uses, with some waterbodies. Where possible soils and overburden from the working phase would be directly placed. The reinstatement of soils and overburden would involve placement, spreading and shaping activities. During dry and windy meteorological conditions these intermittent yet intensive operations have an increased potential for dust generation if working on areas of drier top soil. Such activities would be intermittent in nature so over the duration of the activities there is the potential for short-term moderate to high levels of dust emissions in the absence of mitigation measures</i></p>
<i>Excavation of Sand and Gravel</i>	<i>Moderate</i>	<p><i>Excavation within the Quarry would be undertaken on a campaign basis with an extraction rate of sand and gravel at approximately 250,000 tpa over a 30 year period. The method of excavation would take place using a hydraulic excavator which would load the as-dug mineral onto an articulated dump truck for transport to the plant site.</i></p> <p><i>The excavation of sand and gravel is not a prescribed process. Dry material would present a higher potential risk of generation; however 'material with an inherent moisture content greater than 3%, e.g. sand and gravel, would not be expected to give rise to dust emission of dust. Some extraction would be undertaken below the water table and would therefore have high moisture content. The volume of material extracted per annum is relatively high; however sand and gravel has a low dust generating potential. Therefore, there is considered to be a moderate potential for dust emissions during excavation.</i></p>
<i>Transport – Internal Movements</i>	<i>Moderate to High</i>	<p><i>Raw material would be transported within the quarry by excavators and dump trucks. The movement would be on unpaved haul roads made of compacted material from the upper mineral horizon.</i></p> <p><i>The emissions from vehicles on unpaved haul roads are dependent on the weight, speed and number of wheels in contact with the road surface. Particulate emissions have been found to be higher at greater vehicular speeds and greater vehicle weight. Particulate emissions from road surfaces are primarily due to</i></p>

		<i>re-suspension of loose material present on the road surface and the additional deposition of material from the under carriage of passing vehicles. Emissions may be increased as a result of erosion of the haul road surface. In addition to the generation of dust from the passage of vehicles, any loose dust across the road surface can also become entrained in wind blow, with the level of dust generation affected by wind speed, the condition of the surface and the size of dust particles. Therefore, internal unpaved haul roads have a moderate to high potential for dust generation.</i>
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Route 1 Assessment

Route name - Albatross Way Hatfield to Smallford

Map – current route (Google Earth)



Current route description			
<p>The route runs from the entrance to the Country Park at Albatross Way, Hatfield, through the gate onto the former taxiway. This section of the route has shrubs on the left with the Hertfordshire University sports field beyond, the sports field almost adjoins the taxiway mid-way along. On the righthand side are paths heading to the northern end of the Country Park then an enclosed area in which cattle graze. Beyond the grazed area are shrubs mostly in close proximity to the taxiway again with paths leading to the north.</p> <p>Where the taxiway bears to the right the park opens out into open grassland, with the deep landscape tree planting zone running beside and screening the St Albans-Hatfield Road (A1057). The route to Smallford leaves the taxiway at this point to walk across wide grass paths towards Smallford through the wide grassland area. As the route approaches Smallford the route divides either going to Notcutts Garden Centre, Jove Gardens or Lawrence Close. These final sections of the route pass through shrubby areas which offer variable levels of screening to houses of Smallford.</p>			
Route length	Albatross Way	Notcutts Garden Centre Jove Gardens Lawrence Close	1520m 1340m 1460m
Height difference along the route	Albatross Way (75m) M above sea level (Google Earth)	Notcutts Garden Centre (76m) Jove Gardens (77m) Lawrence Close (77m)	1m 2m 2m
Number of road/haul way crossings	Notcutts Garden Centre Jove Gardens Lawrence Close	Nil within Country Park Nil Nil	Road crossing within Notcutts Garden Centre
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	Notcutts Garden Centre Jove Gardens Lawrence Close	50% approximately 50% approximately 50% approximately	
Current usage	Commuting, health and leisure		
LCWIP status	SADC LCWIP WHBC LCWIP	Secondary walking route Secondary cycling route	
Legal status	Not included on HCC PROW map Permitted right of way within the Country Park		

Route 1 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	Long straight route with good sight lines throughout.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	no on-site traffic, the traffic on A1057 is not noticeable
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	No lighting other than near sports field when in use.
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	No roadway crossings on this route
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	
Total Score				19	

Route 1 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 25 years maturity landscape.
Future	40 years	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 65 years maturity landscape as proposed under the current management plan.

Route 1 Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable specification	Assessment
Path Width	Minimum 1200mm width		Entrance path at Albatross Way 85m 4-5m Taxiway 810m 4.8m Path to Smallford Jove Gardens 430m 3m first section then 8m Path to Smallford Notcutts 545m 3m main route Path from Open area to Notcutts 63m 1200mm Path from open area to Jove Gardens 1400mm
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Entrance path at Albatross Way 85m gravel Taxiway – 810m concrete Path to Smallford 545m mown grass Path from Open area to Notcutts 63m unsurfaced Path from open area to Jove Gardens 40m - unsurfaced
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		During working hours, the gate at Albatross Way is normally open, out of hours access is via a kissing gate maximum width 800mm bay 1000x900mm so unsuitable for most mobility aids. No restrictions to access at Jove Garden or Lawrence Close Access at Notcutts is via kissing Gate. The gate is damaged with maximum width of 600mm
Barriers	Stiles or fences blocking the path		None on this route
Passing places	Every 100m	Minimum 1500x2000mm	Due to the width of the major paths this is not a problem, the narrow sections are all below 100m in length.

Criteria	Requirement	Suitable specification	Assessment
Resting places	Every 200m	Minimum 1200x1500mm	Only one sitting area within the park which is near the entrance from Albatross Way. Non sitting resting points are not an issue on this route due to the path widths.
Gradient	1:20-1:12		No significant gradients on this core route.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	No ramps on this route.
Slope across path	Maximum 1:45 (2.2%)		Very slight on taxiway, but well within acceptable tolerances.
Step levels	10mm maximum		None on this route
Surface breaks	Maximum 12mm in line of travel		None on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		All paths currently exceed this requirement the narrow path beside Notcutts will require monitoring.

Route 1 Assessment in the event of quarrying

Map – proposed route (Brett Public Access Phase A)



Proposed route			
<p>The route runs from the entrance to the Country Park at Albatross Way, Hatfield, through the gate onto the former taxiway. This section of the route has shrubs on the left with the Hertfordshire University sports field beyond. On the righthand side are paths heading to the northern end of the Country Park then an enclosed area where the cattle graze. Approximately halfway along the taxiway the path turns left to run beside the sports field fence sports field passing between or over the bund, then turns left between the bund and the quarry area. The route then turns right following the route between the bund and the quarry areas, route deviates around Popefield Farm to the service road. At the service road the route turns right until the crossing points either for Notcutts Garden Centre or a little further for Jove Gardens. The walker has to double back on the route to reach Notcutts.</p>			
Route length	Albatross Way	Notcutts Garden Centre Jove Gardens Lawrence Close	1845m approx. 1875m approx. 1925m approx.
Height difference along the route	Albatross Way 75M	Notcutts Garden Centre 76M Jove Gardens 77M Lawrence Close 77M	1M } if there is cut through the 2M } bund by the sports field 2M } rather than over.
Number of road/haul way crossings	Notcutts Garden Centre Jove Gardens Lawrence Close	1 crossing main roadway with vehicle movements 184 per day see page xxx	1 crossing within Notcutts Garden Centre.
Percentage of the route enclosed by shrubs or trees <10m from route	Albatross Way	Notcutts Garden Centre Jove Gardens Lawrence Close	<20% } <20% } see assessors note (a) <20% }

Route 1 in the event of quarrying assessment Part 1

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	1	Poor natural visibility along this route until the trees and shrubs are cleared for the later phases
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	1	Site traffic and plant during active quarrying up to 60db. We understand this in the summer only during working hours, otherwise would score 0.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	No lighting other than near sports field when in use.
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	?	Unknown, however likely to be grass or hoggin paths
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	If gap is provided in bund by the lagoons otherwise score 0

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	0	Due to the proposed route
12 Directness Location of Crossing in relation to Desire lines	Crossings follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	0	Due to the location of the crossing point on the service due, requiring a significant diversion.
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	0	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	Unlikely at the crossing of service road
Total Score				7	Unknown

Route 1 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	Varied landscape of open grassland with areas of shrubs and trees of approximately 25 years establishment.
Construction – 2 years	2	Significantly adverse	Brett provides no information as to access to the park during the stage, the construction of bunds, lagoon and the service round will have significant impact on this route. These works required will encircle the main area of the Country Park.
Phase A - 4.5 years	6.5	Significantly adverse	The route runs between the sports field fence and bunds then runs beside the active quarry, then short area of park before reaching the service road and its related infrastructure.
Phase B - 4.5 years	11	Adverse	The route runs between the sports field fence and bunds then beside the active quarry in the early stages of this phase, then an area of park before reaching the service road and its related infrastructure. The nearest part of phase A should be significantly reinstated.
Phase C - 4.5 years	15.5	Minor adverse	The route runs between the sports field fence and bunds. The active quarrying will be visible but the far side of the park. The final part of the route crosses the service road and its related infrastructure.
Phase D - 4.5 years	20	Significantly adverse	The route runs between the sports field fence and bunds then though the reinstated area. Then beside the active quarry, then short area of park before reaching the service road and its related infrastructure.

Phase/duration	Time Scale years	Assessment	Notes
Phase E - 4.5 years	24.5	Adverse	The route runs between the sports field fence and bunds then through the reinstated area. Then beside the area (D) being reinstated the active quarry area is the far side of the open area of the park. Then short area of park before reaching the service road and its related infrastructure.
Phase F - 4.5 years	29	Significantly adverse	The route runs between the sports field fence and bunds then through the reinstated area. Then between the bund and the active quarry area to the service road and its related infrastructure.
Phase G - 4.5 years	33.5	Significantly adverse	The route runs between the sports field fence and bunds then through the reinstated area. The between the bund and the active reinstated then to active quarry area before reaching the service road and its related infrastructure.
Reinstatement – 2 years	35.5	Significantly adverse	Brett provides no information as to access during the stage, the construction of bunds, lagoon and the service road will have significant impact on this route. These works will encircle the main area of the Country Park.
5 years post reinstatement	40.5	Slightly - adverse	The proposed landscape enhancement should offer some visual improvement. The early phases should have become established, however the later phases, the areas around lagoon, bunds, and service road will lack maturity and still show levels of harm.
10 years post reinstatement	45.5	Good	The landscape together with new planting and features should now be established and offer a good semi-rural Country Park, however due to the local tree species slow rate of establishment the park will still below its current landscape value.

Route 1 in the event of quarrying Assessment Part 3

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Entrance path at Albatross Way 85m 4-5m Taxiway 820m 4.8m Path to Smallford Jove Gardens 430m unknown Path to Smallford Notcutts 545m unknown Path from Open area to Notcutts 63m 1200mm Path from open area to Jove Gardens 1400mm
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Entrance path at Albatross Way 85m gravel Taxiway – 820m concrete Path to Smallford unknown Path from Open area to Notcutts 63m unsurfaced Path from open area to Jove Gardens 40m unsurfaced
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		During working hours, the gate at Albatross Way is normally open, out of hours access is via a kissing gate. maximum width 800mm, bay 1000x900mm so unsuitable for most mobility aids. No restrictions to access at Jove Garden or Lawrence Close Access at Notcutts is via a kissing gate The kissing gate is damaged maximum width 600mm
Barriers	Stiles or fences blocking the path		unknown
Passing places	Every 100m	Minimum 1500x 2000mm	unknown
Resting places	Every 200m	Minimum 1200x 1500mm	unknown
Gradient	1:20-1:12		If a gap is left in the bund side the sports field the route should be broadly level.

Criteria	Requirement	Suitable	Assessment
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	If a gap is left in the bund side the sports field the route should contain no ramps
Slope across path	Maximum 1:45 (2.2%)		Very slight on taxiway, but well within acceptable tolerances. Proposed now route unknown
Step levels	10mm maximum		If a gap is left in the bund side the sports field the route should contain no steps.
Surface breaks	Maximum 12mm in line of travel		None
Clear walking tunnel	Minimum 2100mm height 1200mm wide		The narrow path beside Notcutts will require monitoring. New parts of the route unknown

Two sub routes exist.

- a) Entering the park via gate (1000mm wide) which is not locked near the entrance to University Sports Field on Albatross Way then walking along grass path to the bridge, crossing the bridge following the stream to the main taxiway. This sub route would not be currently suitable those with mobility problems due the poor state of the area near the gate and slope just after the bridge.
- b) To the north another alternative route is from Barlow Close via a gate which is not locked and about 1000m wide. Once within the Linear Park you turn left following 3m wide gravel path to the main taxiway. The route offers very high-quality surface all the way to the taxiway.

Route 1 images		
Current status image		
Location - Taxiway	By University Sports Field	Footpath by Phase A looking north
		
Indicative image during quarrying		
	Route diverted beside the sports field fence	Walking beside phase A
		

Route 1 images		
Current status image		
Location- Phase A looking south	Between Popefield Farm and Notcutts looking north	By Notcutts GC -service road
		
Indicative image during quarrying		
Bund beside of footpath	Hedge row beside St Albans Road	
		

Indicative images – As work has not commenced on site the nearest possible relevant images have been used to provide a visual indication of likely impact.

Noise

- 5.1 The noise map (page 27) indicates high levels of noise during phases E and E near the haul and services roads and while the route passes near the processing site. As the map only relates to phases E and F one must form the conclusion that during all phases noise will be a significant issue near each active phase and during all phases near the haul and service roads and the processing site.

Dust impact

- 5.2 This route runs beside many of the phases so will be impacted from dust while active quarrying is undertaken. All but one of the crossing points are within the dirty wheel zone i.e. before the vehicles go through the wheel wash so it's likely that high level of dust will be generated by vehicles on the main access road. Note that CHPC have been able to find on any drawing the location of the wheel wash area but its normally found near the exit to the site.

5.3 Assessor's notes

(A) The construction of the lagoons and the Bunds will cause a very significant loss of shrubs and trees in relationship to this route and is most significant along the St Albans Hatfield Road (A1057). Brett have not provided any indication of the width of harm this will cause beyond the width of the bund, however its likely to be significant to allow for vehicles bringing or removing the soil for the bunds. During phases A-C it's possible that some shrubs will remain on what will later become phases D-G. The area of Country Park can become very wet in winter months. The required use of clay buttresses around each phase to manage the bromate contamination risks, are also likely to increase the waterlogging of the reinstated zones. It is therefore impossible to give any detailed assessment of establishment and growth rate of any new landscape planting and therefore any beneficial visual or screening impacts. However, the concern is that is likely to slow until the trees and shrubs get established.

Route 1 - Conclusion

- 5.4 In the Walking Route Assessment tool, the proposed route would only score 7 or 8 against the current routes 19.
- 5.5 In the event of quarrying the route from Albatross Way to Smallford will significantly increase in length by minimum of 20% to maximum of 39% there making the route less attractive to users, particularly those traveling through the park.

- 5.6 The current route is accessible to wide range of users including those with mobility problems, however following wet weather and during the winter the grass path could become more challenging. The kissing gate at Albatross Way and Notcutts will restrict some users but in both cases alternative routes are available.
- 5.7 The current route paths are wide and offer good view across the open unspoilt landscape of the Country Park, the route narrows to 1400mm on the short paths to Notcutts, Jove Gardens and Lawrence Close these are all less than 100m in length.
- 5.8 The quality of the route and its paths will suffer for most of 35-40 years the quarry is active, the loss 640m of the high-quality surface of the taxiway, the unknown quality of the new proposed paths. If gravel paths along the lines of the current layout are used, this would be a strong urbanizing influence in what is a semi wild rural landscape. If grass paths are used, they will need to be significantly wider than the existing paths to cope with the extra number of users resulting from the closure of other routes. The paths will be along a substandard route post construction of lagoon and the bunds and following removal of bunds until the grass establishes. Natural surveillance will be reduced during the early phases when the path runs between the bund and shrub and tree planting along beside A1057, it will not be until phases F-G that it will significantly improve.
- 5.9 Currently there are no road crossings within this route in the event of quarrying users will need to cross the service road.
- 5.10 In the event of quarrying this route will suffer from significant adverse visual impacts, The route is currently screened from sports field and tall fence by shrub and tree planting so is only intermittently visible. The paths will suffer from considerable negative impacts during the construction of and removal of the bunds, lagoons, and service road and its facilities. During of the years of active quarrying at least some of the route will be along the edge of an active quarry. Until the later phases, the path will run between a grass bund and damaged woodland where the construction road has been cut through. The woodland will take time for forest floor to recover however once recovered it will be destroyed in the later phases.
- 5.11 In every assessment this route falls way short of an acceptable standard. The route will be longer, with lower quality paths, less attractive, offering poor natural surveillance and require crossing the service road, therefore fails to offer suitable alternative to the current route.

Route 2 Assessment

Route name Hatfield Business Park/Cunningham Avenue to Lawrence Close Smallford

Map – current route (Google Earth)



Current route description

The route leaves Cunningham Avenue through Barlow Playground and enters the Ellenbrook Linear Park via a gate which is approximately 1.2m wide, the route turns right onto a gravel path towards the bridge crossing the stream before finally reaching the Hatfield Aerodrome Memorial. The route turns left in front of the memorial onto wide grass path heading south for about 180m then turns right towards a kissing gate. The route goes through the kissing gate and follows the path beside the fence until a second kissing gate is reached. Once past the second kissing gate the route heads west towards Smallford with woodland is on the right-hand side, a fence with open or semi open fields is on the left passing by home culvert. Once the fencing has finished the Country Park becomes more open in character after 250m the main path starts to bear left. The route leaves the main path and continue to the wide grass path towards Smallford which can be seen in the distance. As you approach Smallford the path bears left after about 100m a narrow path takes you to a narrow path which leads to Lawrence Close.

Route length	Cunningham Avenue to Lawrence Close Smallford	1995m	
Height difference along the route	Barlow playground- entrance to park. Corner of Home wood. Point at which route leaves track to taxiway. Entrance to Lawrence Close	78m 78m 76m 78m	Approximately 2m along the entire route.
Number of road/haul way crossings	Nil		
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	The route is open until Home Wood then the runs beside the woodland or mature hedgerows.	40% of route	
Current usage	Commuting, health, and leisure		
LCWIP status	SADC LCWIP WHBC LCWIP	Not included Not included	
Legal status	Permitted right of way within the Country Park as per S106 agreement.		

Route 2 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	No evidence of vandalism the paths are open with good sightline throughout.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	Quite rural environment no traffic noise.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			2	none
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	Grass or hard surfaced
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Level throughout
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			1	2 kissing gates

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	none
Total Score				19	95%

Route 2 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 25 years maturity landscape.
Future	40 years	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 65 years maturity landscape as proposed under the current management plan.

Route 2 Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Grass paths typically 4-5m wide Gravel 4m Crushed concrete or tarmac 2-3m wide
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Either mown grass or crushed concrete, other the section through the cattle field which is grazed grass again of satisfactory standard.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Two kissing Gates are at either end of the grazing field section of the path. These gates are relatively small and the surface of soil, mud in winter so may present problems to users of large mobility aids.
Barriers	Stiles or fences blocking the path		None
Passing places	Every 100m	Minimum 1500x 2000mm	Not an issue due to the width of the paths on this route.
Resting places	Every 200m	Minimum 1200x 1500mm	Not as issue due to the width of the paths on this route.
Gradient	1:20-1:12		Not an issue on this route
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	None on this route.
Slope across path	Maximum 1:45 (2.2%)		All paths level.

Criteria	Requirement	Suitable	Assessment
Step levels	10mm maximum		None on this route.
Surface breaks	Maximum 12mm in line of travel		Note on issue on this route.
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Currently not an issue on this route however the short length of path into Lawrnce Close will require monitoring.

Route 2 Assessment in the event of quarrying

Map – proposed route.



Proposed route

The route leaves Cunningham Avenue through Barlow Playground and enters the Ellenbrook Linear Park via a gate which is approximately 1.2m wide, the route turns right on a gravel path towards the bridge crossing the stream finally reaching the Hatfield Aerodrome Memorial. The route turns left in front of the memorial on wide grass path heading south for about 180m turn right towards a kissing gate. Goes through the kissing gate and follow the path beside the fence until a second kissing gate is reached. Once past the second kissing gate woodland is on the right-hand side, a fence with open or semi open fields is on the left passing home culvert.

The route differs during different quarrying phases.

Phase A – The route broadly follows the existing route crossing the haul road the level enclosure is unclear as the documents do not show the level of tree and shrub destruction the site establishment will cause.

Phase B-F Once the fencing has finished the path turns right heading north towards the processing site, then before the processing site turns left then crosses the haul road and continues west until the service road is reached. The level enclosure is unclear as the documents do not show the level of tree and shrub destruction the site establishment will cause.

Phase G The route broadly follows the existing route crossing the haul road; however, this will be through an open landscape as the quarrying will have destroyed all the existing trees and shrubs.

Once the service road is reached the route runs beside the road until the crossing point, once the road is crossed the path heads into Lawrence Close.

Route length	Cunningham Avenue to Lawrence Close Smallford	Current 1995m Phase A 1995m Phases B-D c2580m Phases E, F c2740m Phase G 1995m	
Height difference along the route	Barlow playground- entrance to park. Corner of Home wood. Area in front of the processing site. Entrance to Lawrence Close	78m 78m 76m 78m	Approximately 2m along the entire route.
Number of road/haul way crossings	1 service road 1 haul road	Service road 184 vehicle movements per day. Haul road 54 landfill vehicle movements and 240 quarrying vehicle movements per day see page xxx	

Percentage of the route enclosed by shrubs or trees <10m from route	In the worst case 270m. The area in front of the processing site has been impossible to assess.	14% worst case.	
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Route 2 in the event of quarrying Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	The route should have good to reasonable surveillance, but it's unclear how good it will be on the route near the processing site will depend upon the loss of trees and shrubs.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	Noise from the processing site and the haul roads during quarrying and landfilling operations.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			0	Dust during the summer months.
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.		

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		crossovers resulting in uneven surface.			
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Should be level.
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				Unknown, no construction details of the haul road and the service road crossings provided.
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	0	Other than during phases A and G does not follow the desired lines.
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.		Unknown, no construction details of the haul road and the service road crossings provided.
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions		Unknown, no construction details of the haul road and the service road crossings provided.
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect		Unknown, no construction details of the haul road and the service road crossings provided.
Total Score					

Route 2 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	The route is open until Home Wood then the runs beside the woodland or mature hedgerows with views across the Country Park.
Construction – 2 years	2	Adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the construction of the bunds, lagoons and haul roads, the path should still be screened from processing site area. However, if large number of trees and shrubs were removed near the processing area it would be downgraded too significantly adverse .
Phase A - 4.5 years	6.5	Adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the bunds, lagoons, and haul roads on which the landscape planting has only of little benefit due to its immaturity. However, if large number of trees and shrubs were removed near the processing site it would be downgraded too significantly adverse .
Phase B - 4.5 years	11	Significantly adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the haul roads and walking beside an open quarry area (B) and the processing site.
Phase C - 4.5 years	15.5	Significantly adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the haul roads and walking beside an open quarry area © and the processing site.

Phase/duration	Time Scale years	Assessment	Notes
Phase D - 4.5 years	20	Significantly adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the haul roads and walking beside reinstatement area (C) with the active quarry area (D) beyond.
Phase E - 4.5 years	24.5	Significantly adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the haul roads and walking beside active quarry area with the active reinstatement area (D) beyond.
Phase F - 4.5 years	29	Significantly adverse	The route remains unchanged until midway beside Home Wood, then significantly harmed by the haul roads and walking beside reinstatement area with the active quarry area (F) beyond.
Phase G - 4.5 years	33.5	Significantly adverse	The route remains unchanged until midway beside Home Wood, the path now returns to it former more direct route beside the active reinstatement area (F) and active quarry area (G).
Reinstatement – 2 years	35.5	Significantly adverse	The route remains unchanged until midway beside Home Wood, the removal of the bunds, haul roads and the processing site causes considerable harm together with landscaping of the lagoons.
5 years post reinstatement	40.5	Minor Adverse	The established of the grass and the landscape planting (trees and shrubs) will be immature so the site will significantly below the current landscape status.
10 years post reinstatement	45.5	Good	The main area of the Country Park should be established but the former processing area and access road are likely still to be significantly immature particularly due the native tree species common in the area.

Route 2 in the event of quarrying Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Gravel 4m near Hatfield Crushed concrete or tarmac 2-3m wide. Grass 3-5m New paths within quarry area unknown
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Gravel near Hatfield } Mown grass } Existing paths outside of Grazed grass } the proposed quarry area. Paths within quarry area unknown
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Two kissing Gates are at either end of the grazing field section of the path. These gates are relatively small and the surface of soil, mud in winter so may present problems to users of large mobility aids. Haul roads unknown no details provided. Service road unknown no details provided.
Barriers	Stiles or fences blocking the path		Haul and service road unknown.
Passing places	Every 100m	Minimum 1500x 2000mm	Existing paths satisfactory, new paths unknown.
Resting places	Every 200m	Minimum 1200x 1500mm	Existing paths satisfactory, new paths unknown.
Gradient	1:20-1:12		Should be level no significant level changes across the site.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Should be no ramps required, however no details of the crossing are provided.

Criteria	Requirement	Suitable	Assessment
Slope across path	Maximum 1:45 (2.2%)		Should be level no significant level changes across the site.
Step levels	10mm maximum		Should be none, no significant level changes across the site.
Surface breaks	Maximum 12mm in line of travel		Should be none, however there is a considerable risk of ruts on the crossings of the haul road.
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Currently not an issue on this route however the short length of path into Lawnce Close will require monitoring. The route in front of the processing site may require monitoring if large numbers of trees and shrubs remain.

Route 2 images		
Location – Hatfield Aerodrome memorial	Path near Home wood	Haul road crossing
Current status image		
		
Indicative image during quarrying		
 No change	 No change	 Haul road crossing

Worst case images – As work has not commenced on site, so the nearest possible relevant images have been used to provide a visual indication of the likely impact.

Route 2 images		
Location - Central area looking north	Central area looking south	Service Road
Current status image		
		
Indicative image during quarrying		
 Bund with processing area beyond	 Open quarry	

Noise

- 5.12 The noise map (page 27) indicates high levels of noise during phases E and E near the haul and services roads and while the route passes near the processing site. As the map only relates to phases E and F one must form the conclusion that during all phases noise will be a significant issue near each active phase and during all phases near the haul and service roads and the processing site.

Dust

- 5.13 The proposed alternative route runs beside many of phase location so dust will be a considerable issue during active quarrying. This route also run fairly close to the processing area so dust from that area might be an issue depending upon wind direction, it's certainly with 250m of the processing area. All the crossing points are within the dirty wheel zone, i.e. before the wheel washing area.

Route 2 - Conclusions

- 5.14 The current route scores 19 out of 20 using the Welsh active travel assessment but only 4 in the event of quarrying however due to the poor level of information supplied by the appellant it's not possible to score all elements of the assessment.
- 5.15 In the event of quarrying the route would increase in length by 29% during phases B-D and by 37% during phases E-F before returning to its current length in phase G.
- 5.16 The first part of the route from Hatfield to Home wood will not change, however once the user is in proximity to the quarry this impacts from the quarry become significant.
- 5.17 The visual impact is estimated as significantly adverse during the construction phase, phases B-G and during the reinstatement phase and not returning to the current standard until many years after the quarrying and reinstatement has been completed.
- 5.18 Noise will be a significant adverse factor during the working week as this route passed many phases crosses the haul and service roads and runs in close proximity to the processing area.
- 5.19 This route does not offer an attractive alternative as commuter, health, or leisure route during the entire life of the quarry.

Route 3 Assessment

Route name Circular route from Albatross Way via taxiway and Home Wood

Map – current route (Google Earth)



Current route description			
<p>The route starts at the kissing gate entrance from Albatross Way, during business hours the main gate is normally open. Once through the gate the route heads north through the Linear Park towards the Hatfield Aerodrome memorial. On approaching the memorial, the route follows a grass path still heading north until a tarmac roadway is reached. The route turns left along the tarmac roadway with open fields on both sides passing through two kissing gates until Home Wood. The path runs beside Home Wood with wood on the right and open or semi open fields on the left-hand side. The path turns right then left before dropping slightly down to Home Culvert. Once past Home Culvert the route opens out on both side with coarse grass inter planted with shrubs. After about 250m the path starts to curve to the left still in an open landscape before passing by the end of the former runway and joining a former taxiway. The taxiway continues to curve for a short distance before becoming straight heading back towards entrance and exit.</p>			
Route length	3529m		
Height difference along the route	Albatross Way Aerodrome memorial Home wood Taxiway	76m 78m 80m 76m	4m variation along the entire route
Number of road/haul way crossings	Nil		
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	75%		
Current usage	Health and leisure only		
LCWIP status	SADC LCWIP WHBC LCWIP		
Legal status	Permitted right of way within the Country Park as per S106 agreement.		
Special notes	The route has been promoted by Hertfordshire Countryside Management Service (an HCC organisation) as a health and leisure walking route.		

Route 3 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	No lighting
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	Good walking surface generally in good condition some grass growing on some of the tarmac but still allows two paths.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	No significant slopes
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			0	3 Kissing gates at Albatross Way

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	N/A	Health and leisure route
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	N/A	Health and leisure route
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	
Total Score				13	81.25% (scored items only)

Route 3 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Mostly open fields/countryside through a managed landscape with cattle grazing in the grassland.
Future	40 years	Good	Under the current landscape management proposals which include active management little should change.

Route 3 Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		All sections of this route are above 1.2m wide. Gravel path in Linear Park 3m wide Grass path 5m plus wide Tarmac road 3m wide grass in places in central area Crushed concrete Home Culvert to Taxiway 2.5m wide. Taxiway 4.5m wide
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Linear Park - gravel Grass path - mown grass (265m or 7.5%) All other paths tarmac, crushed concrete or concrete.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Kissing gates The kissing Gate at Albatross Way meets the required width standards. The kissing gates at either end of the grazing field are quite small and may restrict users a larger mobility aid.
Barriers	Stiles or fences blocking the path		None on this route
Passing places	Every 100m	Minimum 1500x 2000mm	All the paths are wide enough to allow passing
Resting places	Every 200m	Minimum 1200x 1500mm	All the paths are wide enough to allow for resting places.
Gradient	1:20-1:12		No gradients above this threshold.

Criteria	Requirement	Suitable	Assessment
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	No ramps on this route
Slope across path	Maximum 1:45 (2.2%)		All the paths are level across their width other than the taxiway which has slight slope across it for drainage, however this is quite gentle slope well below this standard.
Step levels	10mm maximum		No steps on this route
Surface breaks	Maximum 12mm in line of travel		No surface breaks on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		No risks identified on this route.

Route 3 Assessment in the event of quarrying

Map – proposed route.



Map – proposed route phases D-G



Proposed route			
<p>The route starts at the kissing gate entrance from Albatross Way, during business hours the main gate is normally open. Once through the gate the route heads north through the Linear Park towards the Hatfield Aerodrome memorial. On approaching the memorial, the route follows a grass path still heading north until a tarmac roadway is reached. The route turns left along the tarmac roadway with open fields on both sides passing through two kissing gates until Home Wood. The path runs beside Home Wood with wood on the right and open or semi open fields on the left-hand side. The path turns right then – the route differs during the stages of quarry.</p> <p>Establishment – Phase C and reinstatement phase the route runs behind bund towards the former taxiway.</p> <p>Phases D-G the route turns right before dropping slightly down to Home Culvert. Once past Home Culvert the route runs between the lagoons and the active or restored quarry areas across restored land to the corner of the University Sports field the beside the fence for about 125m when path turn left to rejoin the former taxiway.</p> <p>The route rejoins the taxiway and continues heading back towards entrance and exit.</p>			
Route length	During construction and phase, A Phases B-C Phases D-G Reinstatement		
Height difference along the route	Albatross Way Aerodrome memorial Home wood Taxiway	76m 78m 80m 76m	4m variation along the entire route
Number of road/haul way crossings	During construction and phase A-c Phases D-G Reinstatement	1 haul road 1 haul road Nil Unknown	
Percentage of the route enclosed by shrubs or trees <10m from route	50%		

Route 3 in the event of quarrying Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	No current evidence of any vandalism, the straightness of the paths should not change significantly.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	1	0 during construction, phases A and B and during reinstatement. 2 during phases C-G therefore on balance 1
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	No lighting
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	?	The existing paths where they remain will remain unchanged however not design/construction standard has been provided for the paths so unable to grade.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Should be level.
10 Comfort	Example of other comfort issues include.			2	None anticipated

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
other	Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	N/A	Health and leisure route
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	N/A	Health and leisure route
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	No crossing anticipated
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	None anticipated
Total Score				12	87.5 %

Route 3 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	Mostly open fields/countryside through a managed landscape with cattle grazing in the grassland.
Construction – 2 years	2	Significantly adverse	The route will run beside first stage construction area so will be impacted by the construction of the bunds and the lagoons.
Phase A - 4.5 years	6.5	Significantly adverse	The route runs beside the bund this will take some time to establish with grass, the views across the landscape will be significantly restricted.
Phase B - 4.5 years	11	Adverse	The route is beside the bund so the views across the landscape will be significantly restricted.
Phase C - 4.5 years	15.5	Adverse	The route is beside the bund so the views across the landscape will be significantly restricted.
Phase D - 4.5 years	20	Adverse	The route will be only separated by a narrow width of reinstated land with view of the active quarry area beyond, any new landscape planting will be immature.
Phase E - 4.5 years	24.5	Adverse	The route will be only separated by a narrow width of reinstated land with view of the active quarry area beyond, any new landscape planting will be immature.
Phase F - 4.5 years	29	Minor adverse	The active quarrying will be at the far end of the separated by an area of reinstated land, however any landscape tree and shrub planting will be immature.

Phase/duration	Time Scale years	Assessment	Notes
Phase G - 4.5 years	33.5	Minor adverse	The active quarrying will be at the far end of the separated by an area of reinstated land, however any landscape tree and shrub planting will be immature.
Reinstatement – 2 years	35.5	Significantly adverse	The reinstatement will cause considerable harm, the route will run the Hatfield side of the bund same as phase A-C the removal of bund and landscaping of the former lagoon area will cause considerable loss of grass and negatively impact on views into the landscape.
5 years post reinstatement	40.5	Minor adverse	The scars from the reinstatement work will still be visible, the grassland areas should be established however the tree and shrub planting will be immature and so not enhance the landscape.
10 years post reinstatement	45.5	Good	The landscape should have established to satisfactory level, however due to the tree species found in the area the trees will be below those found in the current Country Park landscape.

Route 3 in the event of quarrying Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		All sections of this route are above 1.2m wide. Gravel path in Linear Park 3m wide Grass path 5m plus wide Tarmac road 3m wide grass in places in central area. New path beside the bund unknown. Taxiway 4.5m wide
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Linear Park - gravel Grass path - mown grass All other paths tarmac, crushed concrete or concrete. New part of route unknown.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Kissing gates The kissing Gate at Albatross Way meets the required width standards. The kissing gates at either end of the grazing field are quite small and may restrict users of a larger mobility aid.
Barriers	Stiles or fences blocking the path		None currently on this route and it's not anticipated any will be required.
Passing places	Every 100m	Minimum 1500x 2000mm	Current route not required due to the width of the paths. New route unknown
Resting places	Every 200m	Minimum 1200x 1500mm	Current route not required due to the width of the paths. New route unknown

Criteria	Requirement	Suitable	Assessment
Gradient	1:20-1:12		None anticipated
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Unknown will depend. if a gap is left through the bunds or walker must climb over the bunds.
Slope across path	Maximum 1:45 (2.2%)		All the paths are level across their width other than the taxiway which has slight slope across it for drainage, however this is quite gentle slope well below this standard. New path beside the bund unknown.
Step levels	10mm maximum		Unknown will depend. if a gap is left through the bunds or walker must climb over the bunds.
Surface breaks	Maximum 12mm in line of travel		None anticipated
Clear walking tunnel	Minimum 2100mm height 1200mm wide		None anticipated but will depend upon the gap between the path and the existing shrubs along the route beside the bund so monitoring may be required.

Route 3 images		
Location – Path between Business Park and Home Wood	Near Home Wood	Corner of Home Wood looking Southwest
Current status image		
		
Indicative image during quarrying		
		

Worst case images – As work has not commenced on site the nearest possible relevant images have been used to provide a visual indication of the likely impact.

Route 3 images		
Location route Home Wood to Taxiway	Path near University Sprots field	Taxiway
Current status image		
		
Indicative image during quarrying		
		

Noise impact

- 5.20 The noise map indicates high levels of noise during phases E and E near the haul and services roads and while the route passes near the processing site. As the map only relates to phases E and F one must form the conclusion that during all phases noise will be a significant issue near each active phase and during all phases near the haul and service roads and the processing site.

Dust impact.

- 5.21 This route runs beside many of early quarried phases so dust will be a problem while active quarrying is taking place. This route also crossing the main haul road so again dust will be a problem while quarrying is taking and during the summer months.

Conclusion – Route 3

- 5.22 The current route scores 13 out of 20 using the Welsh active travel assessment but only drops to 12 in the event of quarrying.
- 5.23 This is primarily a health and leisure route used by residents from Hatfield and to the east of the Country Park. The impact on users is assessed adverse or significantly adverse throughout the life of the quarry expect during the working of phases F and G when the impact will be reduced as the active quarrying will be further away. This route will be adversely impacted during the construction and restoration stages due the bunds and the lagoons. The harm caused by the construction of bunds and the lagoons will mean the impact will last many years into the life of the quarry, then during reinstatement the level of harm is again assessed as considerable this again will last many years after the quarry has closed while the landscape recovers.

Route 4 Assessment

Route name Circular route from Smallford to taxiway before returning along northern edge of open area.

Map – current route (Google Earth)



Current route description

The route runs from Lawrence Close entrance into the Country Park; however, a similar route is also possible Notcutts GC and Jove Gardens. On leaving Lawrence Close the route passes along a narrow path through a short are of shrubland before entering the main open area of the

Country Park. On entering the main open area, the route heads towards Hatfield along a wide mown grass path until it reaches the taxiway. At the taxiway the path turns left along short length of taxiway before the path surface becomes crush concrete and gravel. After about 245m the route turns left again to join a mown grass path, this path runs beside a mature hedgerow. After about 485m the path bears left toward the starting point of this route.			
Route length	Lawrence Close Jove Gardens Notcutts Garden Centre	1385m	
Height difference along the route	Entrance by Lawrence Close Midway on out bound path Taxiway Midway on the home bound path	77m 77m 76m 77m	There is a small height variation along this route of about 1m.
Number of road/haul way crossings	Nil		
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.		36%	
Current usage	Leisure and health only		
LCWIP status	SADC LCWIP WHBC LCWIP		
Legal status			

Route 4 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	No evidence of vandalism, high levels of natural surveillance along the route.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	Traffic noise and pollution not noticeable.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	Route not lite.
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	Good walking surface throughout the length of the route
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Almost level throughout the route.
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	n/a	Health and Leisure route
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	n/a	Health and Leisure route
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	No road crossings
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	No road crossings
Total Score				15	93.75%

Route 4 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 25 years maturity landscape.
Future	40 years	Good	Varied semi-rural landscape with mixture of trees and shrubs opening to more open landscape typical of 65 years maturity landscape as proposed under the current management plan.

Assessment Part 3

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Grass paths are all 5m plus wide. The taxiway is 4.5m wide. Crushed concrete from the taxiway until the return path 2.5m wide. Sub route from Notcutts GC about 2m wide
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Mown grass for the greater path of the route. Concrete for short length of the former taxiway. Crushed concrete bound with gravel from the former taxiway until the return path. Sub-route from Notcutts GC soil.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		None on this route, However, if the sub route from Notcutts GC is used a Kissing gate exists, which is currently damaged but may restrict some users with mobility aids.
Barriers	Stiles or fences blocking the path		None
Passing places	Every 100m	Minimum 1500x 2000mm	Not an issue on the main route, if the sub route from Notcutts GC the narrow section is only 68m long.
Resting places	Every 200m	Minimum 1200x 1500mm	Not an issue on the main route, if the sub route from Notcutts GC the narrow section is only 68m long.
Gradient	1:20-1:12		This route is effectively level.

Criteria	Requirement	Suitable	Assessment
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	None on this route
Slope across path	Maximum 1:45 (2.2%)		All paths are level across the width of the path.
Step levels	10mm maximum		No steps on this route.
Surface breaks	Maximum 12mm in line of travel		None on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Currently not an issue on this route however the short length of path into Lawrnce Close and to Notcutts GC will require monitoring.

Route 4 Assessment in the event of quarrying

Map – proposed route.





Phase F map the route during phase F and G are similar.

Proposed route

The route runs from Lawrence Close entrance into the Country Park; however, a similar route is also possible Notcutts GC and Jove Gardens. On leaving Lawrence Close the route passes along a narrow path through a short are of shrubland before entering the main open area of the Country Park. On entering the main open area, the route heads towards Hatfield along a wide mown grass path until it reaches the taxiway. At the taxiway the path turns left along short length of taxiway before the path surface becomes crush concrete and gravel. After about 245m the route turns left again to join a mown grass path, this path runs beside a mature hedgerow. After about 485m the path bears left toward the starting point of this route.

Phases A and B - On entering the main open area the path crosses the service road and the bund, the route heads towards Hatfield along a wide mown grass path until it reaches the taxiway. At the taxiway the path turns left along short length of taxiway before the path surface becomes crush concrete and gravel. After about 245m the route turns left again to join a mown grass path, this path runs beside a mature hedgerow. After about 485m the path bears left toward the starting point of this route. Then again crosses the service road to return to Lawrence Close

Phase C - On entering the main open area the path crosses the service road and the bund, the route heads towards Hatfield along a wide mown grass path until it reaches the taxiway. At the taxiway the path turns left along short length of taxiway before the path surface becomes crush concrete and gravel. After about 175m the route turns left around the edge of active quarry area before joining a mown grass path, this path runs beside a mature hedgerow. After about 485m the path bears left toward the starting point of this route. Then again crosses the service road to return to Lawrence Close.

Phase D - On entering the main open area the path crosses the service road and the bund, the route heads towards Hatfield along a wide mown grass path until it reaches the active quarrying area the route turns left beside a quarrying area down almost to the processing area then turn left and follows a path back towards Smallford walking behind the bund before crossing the service road to Lawrence Close.

Phases E and F – this route is totally different from the existing route Cross the service, turn right walking behind the bund towards A1057 just short of the road turn left in front of the outer bund along a path between the bund and woodland until the path reaches the restored area. Follow the path round to left along the far side the active quarry area until almost the processing area. Then turn left and follows a path back towards Smallford walking behind the bund before crossing the service road to Lawrence Close.

Phase G - this route is again a totally different from the existing route Cross the service, turn right walking towards A1057 between the service road and the active quarry site. Just short of the road turn left in front of the outer bund until the path reaches the restored area. Follow the path round to left along the far side the active quarry area until almost the processing area. Then turn left and follows a path back towards Smallford walking behind the bund before crossing the service road to Lawrence Close.

Route length			
Height difference along the route	Entrance by Lawrence Close Hight on the bund top Midway on out bound path Taxiway	77m 80m 76m	There will be a 4m height difference along this route in the event of quarrying, much of it over

	Midway on the home bound path	77m	short length to climb over the bund during phases B-F.
Number of road/haul way crossings	Phases A-C Phases D-G	Service road twice. Service road twice and haul road once.	184 vehicles per day Service road 184 vehicles per day Haul road landfill 54 per day Quarrying 240 per day see page xxx
Percentage of the route enclosed by shrubs or trees <10m from route	Phase A-B Phase C Phase D Phase E Phase F Phase G	38% c30% c45% c15% c5% nil	

Route 4 in the event of quarrying Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	1	No evidence of vandalism, the lack of surveillance during phase F is a concern.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	Traffic noise from A1057, service and haul roads
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	Not lite

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.		Unknow, no construction details of the paths provided by the appellant.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	0	Crossing over the bund
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				Unknow, no construction details of the paths provided by the appellant.
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	0	The close proximity to active quarrying would deter many users.
12 Directness Location of Crossing in relation to Desire lines	Crossings follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	0	The crossing locations would deter many users due to their proximity to the processing site during phases E and F.

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions		The service road should be satisfactory, however the safety of crossing of the haul is unknown.
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect		Unknow, no construction details of the paths provided by the appellant.
Total Score				2	

Route 4 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	
Construction – 2 years	2	adverse	The construction of the service road and the screening would cause a level of harm on the route. The bulk of the construction works should be behind trees and shrubs.
Phase A - 4.5 years	6.5	Minor adverse	Phase 'A' should be screened by trees and shrubs, the processing plant should be behind the hedge so not visible. The service road and acoustic screening will give an urbanising influence.
Phase B - 4.5 years	11	Minor adverse	Phase 'B' should be screened by trees and shrubs, the processing plant should be behind the hedge so not visible. The service road and acoustic screening will give an urbanising influence.
Phase C - 4.5 years	15.5	Significantly adverse	The route passes beside active phase 'C' with the instatement of phase 'B' visible due to the removal the existing hedge row in area 'C'
Phase D - 4.5 years	20	Significantly adverse	The route passes beside active phase 'D' and the instatement of phase 'C'.
Phase E - 4.5 years	24.5	Significantly adverse	The route passes beside active phase 'E; and beside the reinstatement of phase 'D', and to broadly to maintain the route current length beside the processing area.
Phase F - 4.5 years	29	Significantly adverse	The route passes beside active phase 'F' and beside the reinstatement of phase 'E' and beside the processing area.

Phase/duration	Time Scale years	Assessment	Notes
Phase G - 4.5 years	33.5	Significantly adverse	The route passes beside active phase 'G and beside the reinstatement of phase 'F'.
Reinstatement – 2 years	35.5	Significantly adverse	The route run through or near the removal of the service road the removal of the bunds and acoustic screening and the construction of the car parking area.
5 years post reinstatement	40.5	Minor adverse	The newly planted trees and shrubs will be immature however the grassland areas should be established. There will be strong visible evidence of previous industrial - quarrying activity.
10 years post reinstatement	45.5	Good	Despite some improved landscape features, the loss of a large number of established trees means that 10 years post reinstatement the landscape will be broadly returned to its current status.

Route 4 in the event of quarrying Part 3 Assessment

Countryside for All Good Practice

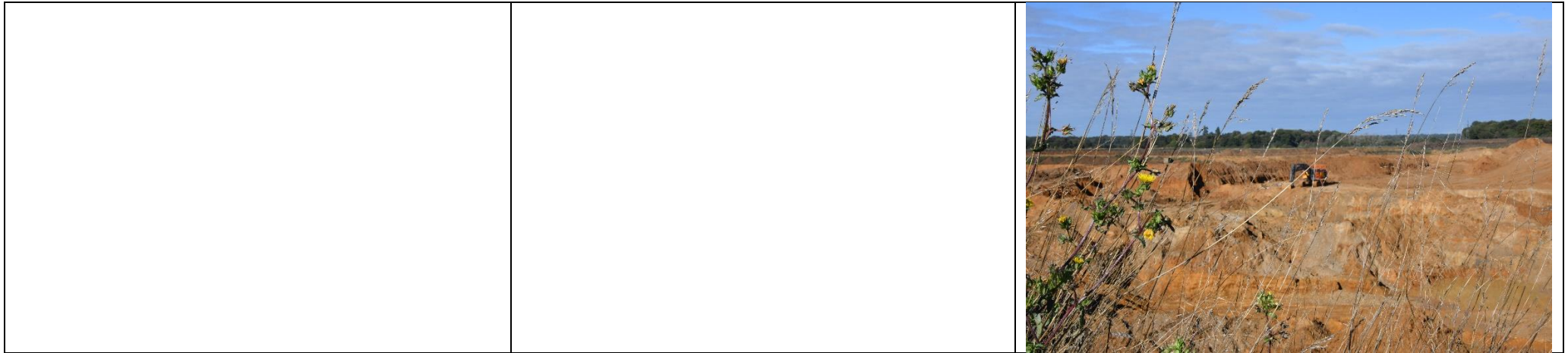
Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Unknown, no specifications provided
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Unknown, no specifications provided
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Unknown no details provided for the service and haul road crossings.
Barriers	Stiles or fences blocking the path		Should be none.
Passing places	Every 100m	Minimum 1500x 2000mm	Unknown as the specifications of paths are not supplied.
Resting places	Every 200m	Minimum 1200x 1500mm	Unknown as the specifications of paths are not supplied.
Gradient	1:20-1:12		Unknown as the specifications of paths are not supplied.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	The Public access strategy document shows a path over the bund near phase 'G' rather than a route through it, this would be a significant restriction for these with mobility problems on a route which currently offer no restrictions.

Criteria	Requirement	Suitable	Assessment
Slope across path	Maximum 1:45 (2.2%)		Unknown as the specifications of paths are not supplied.
Step levels	10mm maximum		See above
Surface breaks	Maximum 12mm in line of travel		Should be none.
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Currently not an issue on this route however the short length of path into Lawrnce Close and to Notcutts GC will require monitoring.

Route 4 images		
Location – Entrance area from Lawrence Close	Main open area	Approaching the taxiway
Current status image		
		
Indicative image during quarrying		
 <p>Proposed bund and acoustic screen</p>		

Worst case images – As work has not commenced on site the nearest possible relevant images have been used to provide a visual indication of the likely impact.

Route 4 images		
Location far end of route	Return route near hedgerow looking north	Return route looking south
Current status image		
		
Indicative image during quarrying		



Noise

- 5.24 The noise map (see page 27) indicates high levels of noise during phases E and E near the haul and services roads and while the route passes near the processing site. As the map only relates to phases E and F one must form the conclusion that during all phases noise will be a significant issue near each active phase and during all phases near the haul and service roads and the processing site.

Dust impact.

- 5.25 This route runs beside many of the phases so will be impacted from dust while active quarrying is undertaken. All but one of the crossing points are within the dirty wheel zone i.e. before the vehicles go through the wheel wash so it's likely that high level of dust will be generated by vehicles on the main access road.

Conclusion – Route 4

- 5.26 The current route scores 15 out of 20 using the Welsh active travel assessment but only 2 in the event of quarrying however due to the poor level of information supplied by the appellant it's not possible to score all elements of the assessment.
- 5.27 This is health and leisure route used by residents from the St Albans end of the site, as Notcutts Garden Centre permit the use of their car park it's also used by people from a wider area. The route currently offers good access from Lawrence Close and Jove Gardens for people with a wide range of mobility issues as its current level and without any gates. The sub route from Notcutts GC is a little challenging due to the existence of a kissing gate.

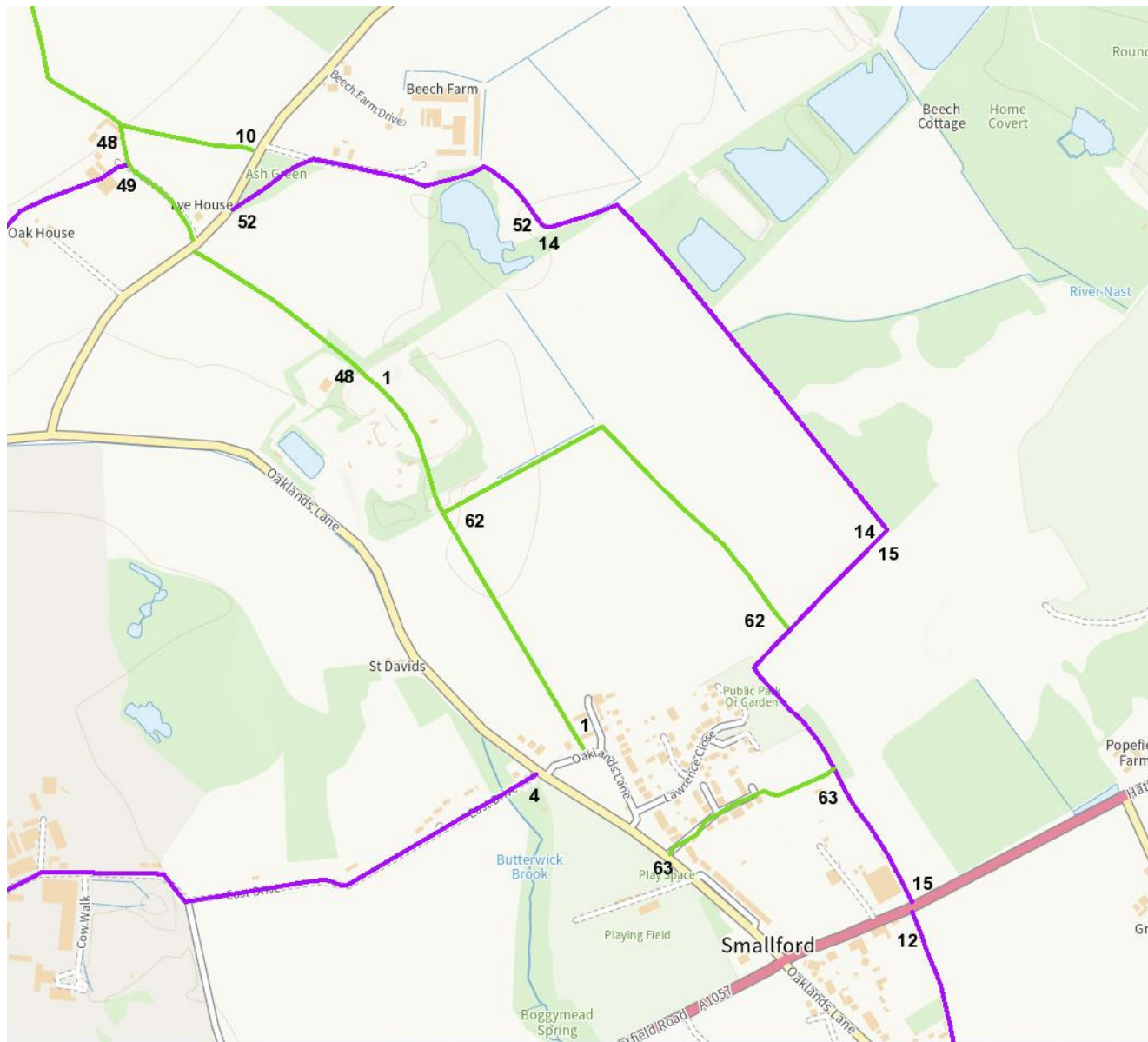
- 5.28 During the construction phase users will be adversely impacted by the construction of the service road, bunds etc. As the bunds grass over and the landscape starts to recover during phase A and B the impact is considered to be lower as minor adverse, however during these phases the traffic along the service road and the noise from the processing area will be a deterrent to some users.
- 5.29 From phase C to post reinstatement the impact is considered to be significantly adverse due to the route running in close proximity to active quarrying areas. During reinstatement impact is assessed as still significantly adverse due to the removal of bunds and quarrying infrastructure while phase G is still being reinstated.
- 5.30 The crossing of the bund near phase G will be a significant issue for those users of the Country Park with mobility issues, on a route which currently offer good access for all users. Dust and noise will be a significant deterrent during most of the life of the quarry.

Route Assessment 5

Route name - public footpath Smallford to Coopers Green Lane

Map – current route (Google Earth)





Route map from the Hertfordshire Public Rights of Way

Current route description			
<p>The route starts on the A1057 St Albans Road Smallford beside Notcutts Garden Centre heading north along the Country Park boundary to the northeast end of Smallford residential area. The formal route runs along the boundary however this is overgrown in places and most people appear to walk along the more open route further into the Country Park. From the corner of Smallford the route heads east towards Hatfield, again two sub routes are used either behind the hedgerow a more secluded route or on the more open route in front of the hedgerow.</p> <p>After about 250m the route turns north leaving the more open area of the Country Park. Along this sector of the route users pass through an area of mixed shrubs, trees, and grassland for about 460m. At this point users leave the application site the route then continues along path screened on either side with mature hedgerows. After about 200m users cross the conveyor system for the Cemex quarry, this the only crossing point between Oaklands Lane and Coopers Green Lane a distance of about 2.3km.</p> <p>The route continues along a good quality wide path running intermittently between hedgerow and open fields passing by the farm before turning through wood to reach Coopers Green Lane.</p>			
Route length	2km	The sub routes make no significant difference to the route length.	
Height difference along the route	Notcutts GC 78m	Coopers Green Lane 83m	5m along the length of the route
Number of road/haul way crossings	Nil	The route the farm to the wood is along tarmac farm road.	
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	Formal route Informal open route	Approximately 95% Approximately 85%	
Current usage	Health and Leisure only	It's possible that people commute to Beech Farm via this route, but we have no evidence to support this.	
LCWIP status	SADC does not include in LCWIP. WHBC not included in LCWIP		
Legal status	Public right of way		

Route 5 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	0	The route is isolated with limited natural surveillance but there is no evidence of any vandalism.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			2	Attractive rural route
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	A short section near Notcutts GC is muddy in winter, the section from the open area to the edge of the application site is muddy in winter.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	Crossing Cemex conveyor
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	
Total Score				16	80%

Route 5 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Good rural walk, through varied countryside landscapes.
Future	40 years	Good	Existing shrub areas could become more mature without active management resulting in dense area of shrubs which could be detrimental to the landscape and the enjoyment of the area.

Route 5 Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Path from Open area to Notcutts 63m 1200mm Remainder of the route 1.5m or wider
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Path from Open area to Notcutts 63m unsurfaced Route from Smallford to the point where the route heads north through the proposed processing area is either mown grass or unsurfaced. The path from the central area to the edge of the application site is unsurfaced but is muddy following heavy rain. The remainder of the route is gravel or tarmac of reasonable standard.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Access at Notcutts is via kissing Gate. The gate is damaged max width 600mm
Barriers	Stiles or fences blocking the path		None on this route
Passing places	Every 100m	Minimum 1500x 2000mm	Not a problem on this route narrow section is less than 100m long, all other section has suitable and frequent passing places.

Criteria	Requirement	Suitable	Assessment
Resting places	Every 200m	Minimum 1200x 1500mm	Not a problem on this route narrow section is less than 200m long, all other section has suitable and frequent passing places.
Gradient	1:20-1:12		Crossing of the Cemex conveyor has steep slope when approaching from Smallford.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Crossing of the Cemex conveyor has steep slope when approaching from Smallford.
Slope across path	Maximum 1:45 (2.2%)		None found on this route
Step levels	10mm maximum		None on this route
Surface breaks	Maximum 12mm in line of travel		None on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		All paths currently exceed this requirement the narrow path beside Notcutts will require monitoring.

Route 5 Assessment in the event of quarrying

Map – proposed route.



Proposed route			
<p>The route starts on the A1057 St Albans Road Smallford beside Notcutts Garden Centre heading north along the Country Park boundary to the northeast end of Smallford residential area. The formal route runs along the boundary however this is overgrown in places and most people appear to walk along the more open route further into the Country Park. From the corner of Smallford the route heads north beside the processing site, noise along the section from the Cemex site can be heard when the wind is in the appropriate direction. On reaching the site boundary the path turns right towards Hatfield but still beside the processing site until the route rejoins the original route.</p> <p>At this point users leave the application site the route then continues along path screened on either side with mature hedgerows. After about 200m users cross the conveyor system for the Cemex quarry, this the only crossing point between Oaklands Lane and Coopers Green Lane a distance of about 2.3km.</p> <p>The route continues along a good quality wide path running intermittently between hedgerow and open fields passing by the farm before turning through wood to reach Coopers Green Lane.</p>			
Route length	2km.		
Height difference along the route			
Number of road/haul way crossings	Nil		
Percentage of the route enclosed by shrubs or trees <10m from route	Approximately 95% Approximately 85%		

Route 5 in the event of quarrying Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	0	The route is isolated with limited natural surveillance but there is no evidence of any vandalism.
3 Attractiveness	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	Noise and dust from the processing plant site and access road.

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Traffic noise & pollution					
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			0	The bunds and the acoustic screen will adversely impact on this route.
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	Unknown, however should be able to be constructed to a satisfactory standard compared with existing.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	Crossing Cemex conveyor
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	
Total Score				11	

Route 5 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	The current site has been established for approximately 25 years and offers a varied range of landscapes along this route offering a varied range of view and experiences.
Construction – 2 years	2	Significantly adverse	The entire site will be harmed by the construction of the bunds, haul roads, service road and processing site

Phase/duration	Time Scale years	Assessment	Notes
Phase A - 4.5 years	6.5	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust. Any landscape planting will be immature even the seeded areas may lack any visual improvement on the bunds around the processing site in the early years.
Phase B - 4.5 years	11	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust
Phase C - 4.5 years	15.5	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust
Phase D - 4.5 years	20	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust
Phase E - 4.5 years	24.5	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust
Phase F - 4.5 years	29	Adverse	The route runs beside the service road with frequent vehicles also resulting noise and dust. The visual impact from phase F quarrying will become more significant.
Phase G - 4.5 years	33.5	Significantly adverse	The route will be in close proximity to the service road, active quarry area and the processing site
Reinstatement – 2 years	35.5	Significantly adverse	The entire site will be harmed by the removal of bunds, haul roads and the processing site
5 years post reinstatement	40.5	Minor adverse	Due the establish of the grass and the landscape planting (trees and shrubs) the site will significantly below the current state.

Phase/duration	Time Scale years	Assessment	Notes
10 years post reinstatement	45.5	Good	The main area of the Country Park should be established but the former processing area is likely still to be significantly immature.

Route 5 in the event of quarrying Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Path from Open area to Notcutts 63m 1200mm The diverted route unknown Remainder of the route 1.5m or wider
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Path from Open area to Notcutts 63m unsurfaced. Diverted route unknown. The remainder of the route is gravel or tarmac of reasonable standard.
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		Access at Notcutts is via kissing Gate. The gate is damaged max width 600mm. Proposed changes unknown

Criteria	Requirement	Suitable	Assessment
Barriers	Stiles or fences blocking the path		Proposed route unknown
Passing places	Every 100m	Minimum 1500x 2000mm	Not a problem on this route narrow section is less than 100m long, all other section has suitable and frequent passing places. The diverted route unknown
Resting places	Every 200m	Minimum 1200x 1500mm	Not a problem on this route narrow section is less than 200m long, all other section has suitable and frequent passing places. Diverted route unknown
Gradient	1:20-1:12		Crossing of the Cemex conveyor has steep slope when approaching from Smallford. The diverted route should not introduce any additional gradients.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Crossing of the Cemex conveyor has steep slope when approaching from Smallford. The diverted route should not introduce any additional gradients.
Slope across path	Maximum 1:45 (2.2%)		None found on this route. Unknown on diverted route.
Step levels	10mm maximum		None on this route The diverted route should not introduce any steps.
Surface breaks	Maximum 12mm in line of travel		None on this route

Criteria	Requirement	Suitable	Assessment
			The diverted route should not introduce any surface breaks.
Clear walking tunnel	Minimum 2100mm height 1200mm wide		All paths currently exceed this requirement the narrow path beside Notcutts will require monitoring. The diverted route is unlikely to introduce any walking tunnels on this route.

Route 5 images		
Location -	Path near Notcutts Garden Centre	View from Smallford if open route is used
Current status image		
		
Indicative image during quarrying		



Worst case images – As work has not commenced on site the nearest possible relevant images have been used to provide a visual indication of the likely impact.

Route 5 images		
Location image - path from Smallford before turning northwest.	Route from Smallford before turning northwest is open route is used.	Path from open area toward the boundary of site (proposed processing site) looking east
Current status		

		
Indicative image during quarrying		
	 <p data-bbox="1041 1150 1218 1187">Open quarry</p>	 <p data-bbox="1480 1150 1644 1187">Grass bund</p>

Noise impact

- 5.31 The diverted route for most of its length runs beside the main access road where noise levels are forecast to be 20db above the ambient levels. At the northern end its in close proximity to the processing area where noise levels are forecast to above 10db ambient levels. This

route leads to the only crossing point of the conveyor between Oaklands Lane and Hatfield Business Park which offer access to countryside beyond.

Dust impact.

- 5.32 This route only runs beside the later phases so will be impacted from dust while active quarrying is undertaken. This route runs within a short distance of the main processing area, so dust is likely to be a significant issue while users are in close proximity to this area. All but one of the crossing points are within the dirty wheel zone i.e. before the vehicles go through the wheel wash so it's likely that high level of dust will be generated by vehicles on the main access road.

Conclusion – Route 5

- 5.33 The current route scores 16 out of 20 using the Welsh active travel assessment but drops to only 11 in the event of quarrying.
- 5.34 This route currently provides one of the few routes to the cross of Cemex conveyor to Coopers Green Lane and countryside beyond. This route will be significantly visually harmed by the site construction phase the building access road and the processing site together with the screening bunds. The level of visual impact will decline as the landscaping mitigation starts to become effective until phase which just across the service road to this path when the visual will become significant again and remain so until after final restoration has established many years after the site has closed.
- 5.35 The route will never be attractive to users due the levels of noise and likely dust from vehicles using the service road and the processing area without the life of the quarry.

Route 6 Assessment

Route name Coopers Green Lane to Albatross Way Hatfield

Map – current route (Google Earth)



Current route description

<p>The route leaves Coopers Green Lane near some cottages and runs through a woodland area along wide path to the road to Beech Farm. After about 200m the route joins the road to Beech Farm and uses the road for about 145m then goes through kissing gate onto rough farm track. The track bends right then left until the crossing of the Cemex conveyor is reached the zig-zigs across the conveyor and haul road. The route runs between two mature hedgerows until it reaches the application site. On the application site the route continues straight ahead between grassland interspersed with shrubs, the passing between the mature hedges which edge the central open area. On reaching the central open area the route turns left until the crushed concrete path is reached, then turns right along the path heading slightly back on the earlier part of the route until the taxiway is reached. The route continues on the taxiway until Albatross Way.</p>			
Route length	2873m		
Height difference along the route	Coopers Green Lane Near Beech Farm Path enters application site Path at central open area Turning near Home Wood Albatross Way	83m 82m 76m 77m 76m 76m	7m height difference along the entire route.
Number of road/haul way crossings	Nil	Crosses Cemex conveyor via a bridge.	The route shares the service road on part of the route to Beech Farm.
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	85%		
Current usage	Health and leisure only	It's possible that people commute along this route, but we have no evidence to support this, and it would be beyond the desirable distance.	
LCWIP status	SADC WHBC	Bridleway No included	
Legal status	The route from Coopers Green Lane until it reaches the central open area is a public footpath. The route from where it leaves the public footpath at central open area is a permitted right of way under the S106 agreement.		

Route 6 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	1	No evidence of vandalism, parts of the route are isolated without any natural surveillance.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	Low traffic levels on shared road to Beech Farm.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	Not lite
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	Poor surface on the crossing of the Cemex conveyer and deep ruts from entering the site to the central open area.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	Short length near Home Wood Crossing Cemex conveyer
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			1	1 kissing gate near Beech Farm

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	1	Could be more direct if the user walked along a mown path from entering the open area to the start of the taxiway.
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	None identified
Total Score				14	

Route 6 Part 2 Assessment

Visual Impact Assessment without any quarrying

Phase	Time scale	Assessment	Notes
Current	0	Good	Mixed semi-rural landscape with areas of open field and space with some semi-enclosed areas.
Future	40 years	Good	Mixed semi-rural landscape with areas of open field and space with some semi-enclosed areas. The area between the entry to site and open space will require careful management to maintain its current open character however this is within the landscape management plan.

Route 6 Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Coopers Green Lane - Beech Farm roadway 3m Beech Farm roadway 3m plus Rough track Beech Farm to conveyor 3m Path conveyor-start of site 1.5m trimming may be required. Path from start of site- central area 3m plus Grass path 5m Crushed concrete 2m plus Taxiway 4m
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	Coopers Green Lane - Beech Farm roadway woodland path firm soil Beech Farm roadway tarmac Rough track Beech Farm to conveyor gravel etc Path conveyor-start of site firm gravel/soil Path from start of site- central area soil muddy in winter Grass path – mown grass Crushed concrete Taxiway - concrete
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		During working hours, the gate at Albatross Way is normally open, out of hours access is via a kissing gate maximum width 800mm bay 1000x900mm so unsuitable for most mobility aids. The kissing gate near Beech farm is of wooden construction with grass path it's fairly narrow so may be unsuitable for users with mobility issues.

Criteria	Requirement	Suitable	Assessment
Barriers	Stiles or fences blocking the path		None on this route
Passing places	Every 100m	Minimum 1500x 2000mm	Not an issue on most of this route, could be a problem on the section from the conveyor to start of the site trimming may be required.
Resting places	Every 200m	Minimum 1200x 1500mm	Not an issue on most of this route, could be a problem on the section from the conveyor to start of the site trimming may be required.
Gradient	1:20-1:12		Effectively a level route.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Short section at the crossing of the conveyor crossing.
Slope across path	Maximum 1:45 (2.2%)		Very slight on taxiway, but well within acceptable tolerances.
Step levels	10mm maximum		None on this route
Surface breaks	Maximum 12mm in line of travel		None on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Not an issue on this route, but the section from the conveyor crossing to the start of the site might require maintenance in the longer term.

Route 6 Assessment in the event of quarrying

Map – proposed route.



Proposed route			
<p>The route leaves Coopers Green Lane near some cottages and runs through a woodland area along wide path to the road to Beech Farm. After about 200m the route joins the road to Beech Farm and uses the road for about 145m then goes through kissing gate onto rough farm track. The track bends right then left until the crossing of the Cemex conveyor is reached the zig-zigs across the conveyor and haul road. The route runs between two mature hedgerows until it reaches the application site. On the application site the route turns left between the outer hedgerow and the bunds of the processing site. After about 450m the path will turn right along the edge of Home Wood, then follow the edge of Home Wood until just past the proposed bunds. Just past the bunds the route turns right between the bund and open field to the taxiway. On reaching the taxiway the route turns left to Albatross Way.</p>			
Route length	2838m		
Height difference along the route	Coopers Green Lane Near Beech Farm Path enters application site Path at central open area Turning near Home Wood Albatross Way	83m 82m 76m 77m 76m 76m	7m height difference along the entire route.
Number of road/haul way crossings	Number of road/haul way crossings	Nil	Crosses Cemex conveyor via a bridge.
Percentage of the route enclosed by shrubs or trees <10m from route	81%		

Route 6 in the event of quarrying Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	1	No evidence of vandalism, parts of the route will be isolated without any natural surveillance. The area of greatest concern is to the rear of the processing site.

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	Area near processing site and actively working areas.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			1	Not lite
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.		Unknown no construction details of the new paths provided.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			1	Kissing gate at Beech farm there should be no others introduced.
11 Directness	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Footway provision					
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	There should be no significant change.
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	There should be no significant change.
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	No new kerbs should be introduced
Total Score				13	

Route 6 in the event of quarrying Part 2 Assessment

This Visual impact assessment only relates as users of the County Park would experience the landscape.

Phase/duration	Time Scale years	Assessment	Notes
Current	0	Good	The current site has been established for approximately 25 years and offers a varied range of landscapes along this route offering a varied range of view and experiences.

Phase/duration	Time Scale years	Assessment	Notes
Construction – 2 years	2	Significantly adverse	The construction of the processing area and the related bunds will cause considerable harm together with the construction of the lagoon and their related bunds.
Phase A - 4.5 years	6.5	Adverse	The earlier works will only be partly recovered for construction, which will have an impact on this route.
Phase B - 4.5 years	11	Significantly adverse	The route runs beside an active quarrying area (B).
Phase C - 4.5 years	15.5	Significantly adverse	The route run in close proximity of an active quarrying area (C) and beside phase (B) which is currently being reinstated.
Phase D - 4.5 years	20	Significantly adverse	The route runs in close proximity to phase C which is being reinstated, depending upon the speed growth rate of the reinstatement this could be downgrade to adverse during the later stage of this phase. However, the active reinstatement and quarrying would in the medium distance.
Phase E - 4.5 years	24.5	Adverse	A large mould of soil appears on former phase C this would cause considerable visual harm until grass is established, once the grass is established it could be downgraded to minor. The active quarrying and reinstatement are in the medium distance.
Phase F - 4.5 years	29	Minor	The active quarrying and reinstatement are in the medium distance.
Phase G - 4.5 years	33.5	Minor	The active quarrying and reinstatement are in the medium distance.

Phase/duration	Time Scale years	Assessment	Notes
Reinstatement – 2 years	35.5	Significantly adverse	The removal of the processing site, the bunds across much of the site and the landscaping of the area around the former lagoons will cause considerable visual harm.
5 years post reinstatement	40.5	Adverse	The landscape of the former processing site, bunds across much of the site and the landscaping of the area around the former lagoons will not have fully recovered and will show signs of significant immaturity.
10 years post reinstatement	45.5	Minor	The landscape of the former processing site, bunds across much of the site and the landscaping of the area around the former lagoons will still be immature and show signs of previous industrial activity.

Route 6 in the event of quarrying Part 3 Assessment

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		Coopers Green Lane - Beech Farm roadway 3m Beech Farm roadway 3m plus Rough track Beech Farm to conveyor 3m Path conveyor-start of site 1.5m trimming may be required. Path from start of site-Home wood - unknown Path from Home wood to taxiway - unknown Taxiway 4m
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber	Coopers Green Lane - Beech Farm roadway woodland path firm soil Beech Farm roadway tarmac Rough track Beech Farm to conveyor gravel etc Path conveyor-start of site firm gravel/soil

Criteria	Requirement	Suitable	Assessment
		Brick paving Mown grass	Route from start of site to taxiway unknown, it should be noted that the current path on this route is flooded in winter. See image below. Taxiway - concrete
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		During working hours, the gate at Albatross Way is normally open, out of hours access is via a kissing gate maximum width 800mm bay 1000x900mm so unsuitable for most mobility aids. The kissing gate near Beech farm is of wooden construction with grass path it's fairly narrow so may be unsuitable for users with mobility issues.
Barriers	Stiles or fences blocking the path		Should be no need for any on this route.
Passing places	Every 100m	Minimum 1500x 2000mm	Not currently an issue on current part of this route, could be a problem on the section from the conveyor to start of the site trimming may be required. New route unknown
Resting places	Every 200m	Minimum 1200x 1500mm	Not currently an issue on most of this route, could be a problem on the section from the conveyor to start of the site trimming may be required.
Gradient	1:20-1:12		Effectively a level route.
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Short section at the crossing of the conveyor crossing.

Criteria	Requirement	Suitable	Assessment
Slope across path	Maximum 1:45 (2.2%)		Very slight on taxiway, but well within acceptable tolerances. New paths - unknown
Step levels	10mm maximum		Should be none on this route
Surface breaks	Maximum 12mm in line of travel		Should be none on this route
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Not currently an issue on this route, but the section from the conveyor crossing to the start of the site might require maintenance in the longer term.



- 5.36 The proposed new route from the entrance of the site from Beech to the corner of Home Wood is very wet during periods of heavy rain. From midwinter onwards it only passable in wellington boots. The deepest area of water recorded on the path was 270mm deep.
- 5.37 Due the lack of any path construction details a concern must be that this route will be impassable during the winter so not offering a viable alternative route.

Photo taken 1/1/2023

Route 6 images		
Location – Site entrance from Cooper Green Lane end	Area near Home Wood northern end	Area near Home Wood and the main path to Hatfield Business Park/Cunningham Avenue.
Current status image		
Indicative image during quarrying		

Worst case images – As work has not commenced on site the nearest possible relevant images have been used to provide a visual indication of the likely impact.

Route 6 images		
Location path between Home Wood and the taxiway	Taxiway looking northwest	Current path in the area of the proposed processing site
Current status image		
		
Indicative image during quarrying		
		

Noise

- 5.38 Much of the length of this route is along the most tranquil parts of the Country Park, however in the event of quarrying this route will run for significant length beside the processing area and haul road.
- 5.39 The noise map (see page 27) indicates high levels of noise during phases E and F near the haul and service roads and while the route passes near the processing site. As the map only relates to phases E and F one must form the conclusion that during all phases noise will be a significant issue near each active phase and during all phases near the haul and service roads and the processing site.

Dust impact.

- 5.40 Due to the proximity of this route the processing area there is a significant risk of dust on this route even with the proposed dust control measures. All the vehicles moving will be within the dirty wheel zone so again there is a significant risk of dust from these vehicles.

Conclusion – Route 6

- 5.41 The current route scores 14 out of 20 using the Welsh active travel assessment but only drops to 12 in the event of quarrying.
- 5.42 This is a longer distance path through the Country Park from Coopers Green Lane to Hatfield it has the potential to be longer commuter route but there is no evidence to support this, therefore its primary use is a leisure and health walking or cycling route. Therefore, this conclusion focusses on the route leisure characteristics of this route. During a site visit with Arlington's landscape architect, we discussed the status of Home Wood we were of a similar view that Home Wood was near its capacity any substantial increase in use would be harmful to the flora and fauna for this wood so the wood would not offer an alternative route.
- 5.43 Over the proposed working life of the quarry during five phases the impact be significantly adverse to the visual character of the of this route. During both the construction and final reinstatement and during phases B-D. The impact from dust and noise is likely to be considerable throughout the life of the quarry as this route runs beside the main processing area.
- 5.44 Due to the level of work required during reinstatement of the former processing area including the removal of the bunds the harm to the landscape will remain and take many years to recover.
- 5.45 This route does not offer an attractive alternative as commuter, health, or leisure route during the entire life of the quarry.

Route 7 Assessment

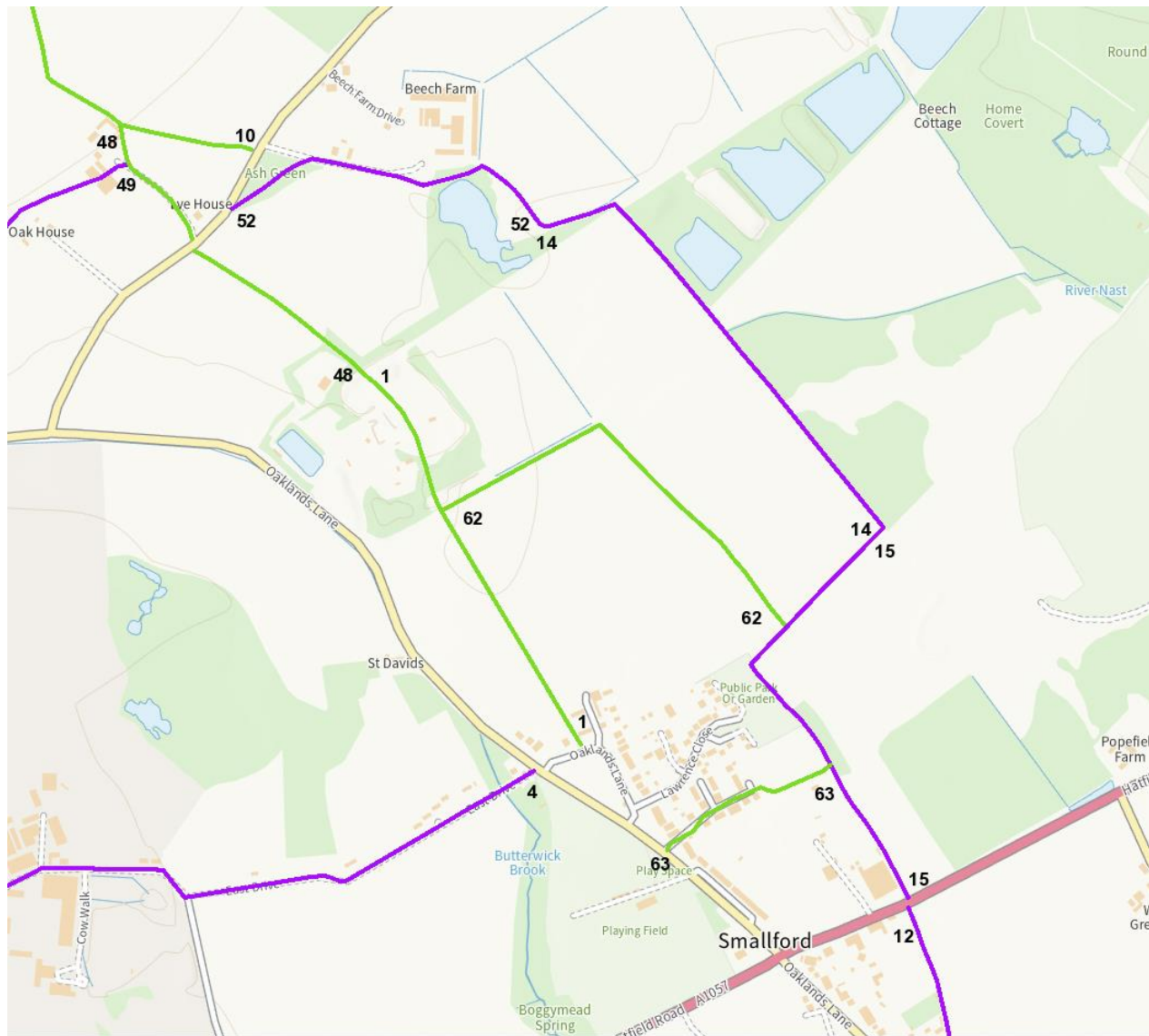
Route name - Public bridleway No. 49

Map – legal route (Google Earth)





Public Bridleway No. 49 current diverted route



Public Bridleway No 49 Definitive PROW map

Current route description			
<p>Legal route Run from loop in Oaklands Lane Smallford neat to Pastures View northwest between hedges the hedges finish shortly before the Cemex site is reached. The state the route across the now Cemex site is unknown. On leaving the Cemex site the path run across an open field to Coopers Green Lane.</p> <p>Current route Run from loop in Oaklands Lane Smallford neat to Pastures View northwest between hedges the hedges finish shortly before the Cemex site is reached. On reaching the boundary of the Cemex site the path turns left and runs almost to Oakland Lane before it turns right crossing the Cemex site entrance until it reaches the farm field the far side of the Cemex site, all this part of the route is surrounded by mature shrubs and trees. Once the path reaches the farm field mature hedge row is on the user left and open field on the right. The path follows the line of Oaklands Lane until the junction with Coopers Green Lane where it turns right beside Coopers Green Lane until the route crosses Coopers Green Lane to continue towards Sandridge. The path from the Cemex site to the end at Coopers Green Lane is of high standard being constructed with a surface of fine crushed rock.</p>			
Route length	Definitive route Current route	Approximately 1013m Approximately 1410m	
Height difference along the route	Smallford Coopers Green Lane	78m 81m	
Number of road/haul way crossings	Definitive route Current route	Nil 1	
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	Definitive route Current route	Impossible to fully assess but limited. 92% of which 675m is only enclosed on one side.	The route from Cemex to Coopers Green Lane.
Current usage	unknown		
LCWIP status	SADC Primary walking route SADC Primary cycling route	} current diverted route }	
Legal status	Public Bridleway		

Noise impact

5.46 The impact from the Cemex processing area is noticeable along this route while the equipment is working.

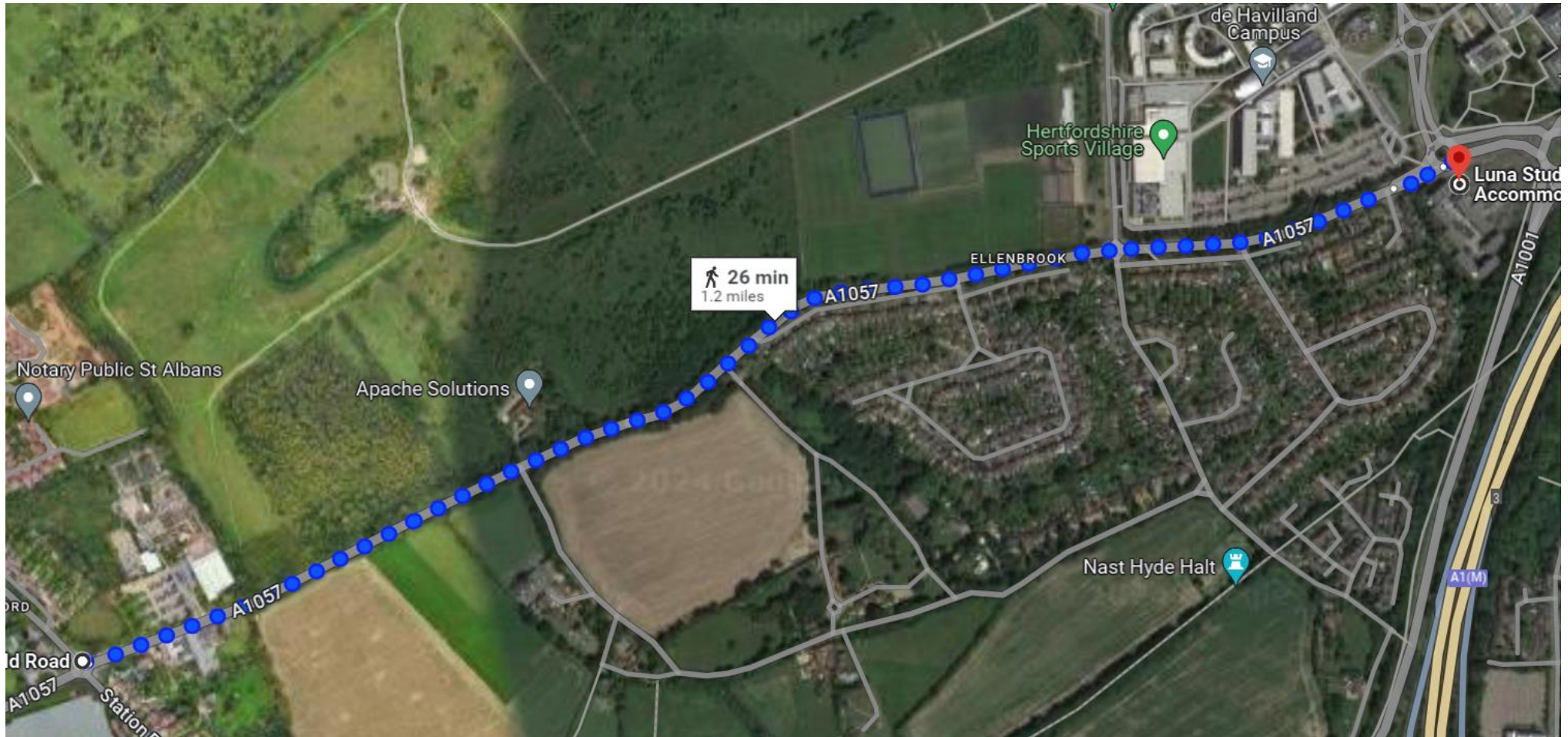
Assessor's notes

5.47 The application should not impact on this bridleway, however the long-term division since the 1960s of this route demonstrates the long-term impacts from quarrying on the active travel routes in the area. The current diverted being almost 40% longer than the desired route.

Route 8 Assessment

Route name St Albans Road pavement from Ellenbrook to Smallford

Map – current route (Google Earth)



Current route description			
<p>The route starts at the roundabout on A1057 by Hatfield Business Park and runs beside A1057 to Smallford. The main route runs beside the A1057 except for short length between Selwyn Drive and Ellenbrook Lane when the route run behind the hedge using the service road pavement, this section is accessed through a pedestrian barrier.</p> <p>A sub-route is possible using the entire length service road in Ellenbrook, this is much safer route, but the pavement is in a poor state of repair with trip hazards and has a noticeable cross slope which some users may find challenging.</p>			
Route length	1.9km		
Height difference along the route	Ellenbrook Smallford	78m 76m	2m
Number of road crossings	6 road crossing	Other significant non-highway crossings Shell petrol Smallford Three Horseshoes PH Smallford	

Route 8 Part 1 Assessment

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	1	Shrubs rowing into pathway. Tactile paving in places and when present covered in weeds and rotting leaves (slip hazard). Pedestrian barrier near Ashbury Crescent heavily fouled with rotting leaves and soil slip hazard.
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	Good natural surveillance along the entire route no evidence of vandalism.
3 Attractiveness	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	High volumes of fast moving traffic in close proximity of the pavement.

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Traffic noise & pollution					
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			2	
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	Variable Section within Smallford substandard. The sub-route away from the main road in Ellenbrook sub-standard. The sections between Smallford and Hatfield satisfactory
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Almost the entire is below 1.5m wide with narrowest being just 750mm wide in the area near Ashbury Close.
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	2	n/a
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking	2	One vehicle recorded parked on pavement.

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		footway parking, some deviation from desire lines.	caused significant deviation from desired line.		
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Broadly level
10 Comfort other	<p>Example of other comfort issues include.</p> <p>Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway.</p> <p>Barriers or gates restricting access.</p> <p>Bus shelters restricting clearance.</p> <p>Poorly drained footway resulting in noticeable ponding issues or slippery surfaces</p>			0	<p>Smallford highways sign on pavement.</p> <p>Significant cross gradient on the pavement in Ellenbrook sub-route area.</p> <p>Evidence of flooding in the Popefield Farm area.</p>
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	1	In the Ellenbrook area the pavement is diverted away from the desired lines.
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	2	Unlikely to be a significant issue.
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	2	None of this route
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	n/a

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
16 Directness Other	Examples of could include. Routes to and from bus stops not accommodated. Steps restricting access to all users. Confusing layout			1	Route confusing in the Ellenbrook area, the safe route run away from the route and the crossing roads could be improved.
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volume.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	0	High traffic volumes together with the narrowness of the pavement means that users are in close proximity to vehicles there is no verge along the prime route.
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speed.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	0	40mph speed limit along the entire route with vehicle in close proximity to users as there is no verge. HGVs do or should slow down to pass pedestrians on the pavement due to the close proximity.
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	Very variable, many crossing lack any dropped kerbs or tactile paving
Total Score				24	60% fail

Only the Welsh Active Travel pavement assessment has been completed for this route. A pass level of 70% for the route to be considered satisfactory.

Assessor's notes

- 5.48 Two cyclists were observed cycling on the pavement while undertaking this assessment beyond the share space sector. The layout of a short length of share space, pedestrian and cycling the west side of Ellenbrook Lane is considered confusing but probably not dangerous.
- 5.49 On the day the assessment was undertaken the weather was dry with no puddles present, there sign that water from puddles in the road splashing onto the pavement and many of the drains require urgent attention to ensure they function correctly. Due to the high traffic volumes this route may be unsuitable for walkers in wet weather.
- 5.50 Road and access road crossings
- Ashbury Crescent tactile paving.
 - Ellenbrook Lane tactile paving, also on the crossing of A1057 (not on this route)
 - Turning area (inner service route only) dropped kerbs.
 - Poplar Avenue no tactile paving or dropped kerbs.
 - Service road crossing no tactile paving or dropped kerb, not required in inner service road route is used.
 - Wilkins Green Lane no tactile paving or dropped kerb.
 - Horseshoe Public House slope down one, no tactile paving or dropped kerb on the other side.
 - Shell Garage – no tactile paving or dropped kerb
 - Station Road Smallford – no tactile paving or dropped kerb, however there is tactile paving on the crossing to Oaklands Lane (not part of this route).

Route 8 Conclusions

- 5.51 This route could offer an alternative route for some pedestrians in some conditions. The risk of splashing from vehicles, the close proximity to traffic together with the noise and fumes from vehicles will put many off from using this route. This route is most certainly unsuitable for people with pushchair or mobility aid due the narrow sections on parts of the route.
- 5.52 People with a mobility problem would need to use the route beside the A1057 for the entire length, the safer and less noisy section using the service road pavement would be unsuitable due to the cross slope on the pavement to together with the poor state of repair.

Route 9

Route name From Albatross Way Hatfield to Coopers Green Lane near Astwick Manor

Map – current route (Google Earth)



Current route description			
<p>The route starts at the kissing gate entrance from Albatross Way turns right heading north and runs through the Linar park onto a wide gravel surfaced path. The path twists between lagoon and the stream on the left and houses of Salisbury village on the right, the houses are well screened by the mixed landscape planting of trees and shrubs. A sub route from Barlow playing area/Barlow close joins the path shortly before the route makes a sharp right turn to cross stream on bridge. The Hatfield aerodrome memorial is straight ahead, the path turns right in front of the memorial.</p> <p>The path from this point onwards is grass with some mowing undertaken and in places is quite undulating. The route is now through rough grassland with intermittent shrubs and trees until an old tarmac roadway is reached, the road is no longer used for traffic. The path now has hay field to the left and the industrial building of Hatfield Business Park to the right, the industrial buildings are generally well screened by trees and shrubs. A short section of the path passes between an area of naturally regenerated shrubs mostly hawthorn. Shortly before reaching Coopers Green Lane the path bear to the left through an area of rough grass and shrubs before reaching the kissing gate exit to Coopers Green Lane. A sub-route is possible by turning right instead in left which take the user through woodland to the entrance from Coopers Green Lane to the business park again the exit is via a kissing gate.</p>			
Route length	1685m	The sub-route to the entrance from Cooper Green Lane to the business park is slightly longer.	
Height difference along the route	Albatross Way Coopers Green Lane	75m 78m	3m difference along the route
Number of road/haul way crossings	nil		
Percentage of route enclosed or semi enclosed or beside (<10M from path) by shrubs or trees.	Most of this route has tress and shrubs within 10m on one side only. Along short sections there are trees and shrubs on both sides. The greater part of this route the walker is between a hay field and trees and shrubs.		
LCWIP status	n/a		
Legal status	Permitted right of way within the Ellenbrook Country Park		

Assessment Part 1

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	There is no evidence of vandalism along this route. The northern section of the route is open with good surveillance. The section from Albatross Way to Barlow through the liner park the surveillance is reduced but considered acceptable.
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	For a rural path the noise near Cooper Green Lane noticeable.
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards			2	None
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	The path within the liner park is of high standard, the path in the grassed areas have a number holes and dips which could cause problems for those with mobility issues or with pushchairs or wheelchairs.
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Level no issues identified
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway.			2	None

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	A direct route
12 Directness Location of Crossing in relation to Desire lines	Crossing/s follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	No crossings
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	No issues
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	None
Total Score				19	95% Pass

Route 9 Assessment Part 2

Visual Impact Assessment

Phase	Time scale	Assessment	Notes
Current	0	Good	
Future	40 years	Good	With the current management practices, no significant change is anticipated.

Route 9 Assessment Part 3

Countryside for All Good Practice

Criteria	Requirement	Suitable	Assessment
Path Width	Minimum 1200mm width		<p>The gravel path in the linier park is approximately 2.6m wide.</p> <p>The grass paths are less clearly defined as hay crop had recently been harvested at the time of the assessment but is likely to be wider than 2m.</p>
Path Surface	Compact and firm Stable Nonslip Obstacle free	Concrete Bitumen Stone Timber Brick paving Mown grass	<p>The path within the linier park is of a good standard gravel which is smooth and level.</p> <p>The path beyond the linier park is grass sometimes mown but at the time of the assessment it not been recently cut and had significant levels of hay dropped on it. In place the path is undulating making walking for those with mobility issues challenging.</p> <p>Rubble in the path at and neat the kissing gates at Coopers Green Lane.</p>
Width restrictions	E.g. Gates etc. <815mm wide for <300mm length or 915-1000mm wide <1600mm length or <915mm wide <1600mm length		<p>The entrance at Albatross Way differ as to the time of day and week. During working hours, the main roadway gate is open. Outside of working hour access is via a metal kissing gate which may be impassable for some larger mobility scoters. Small pushchairs etc should be able to pass through the gate.</p> <p>The access from Barlow is via a gate which is unlocked and approximately 1.2m wide.</p> <p>Access/exit at Cooper Green Lane is via wooden kissing gates, these are quite small its unlikely that any</p>

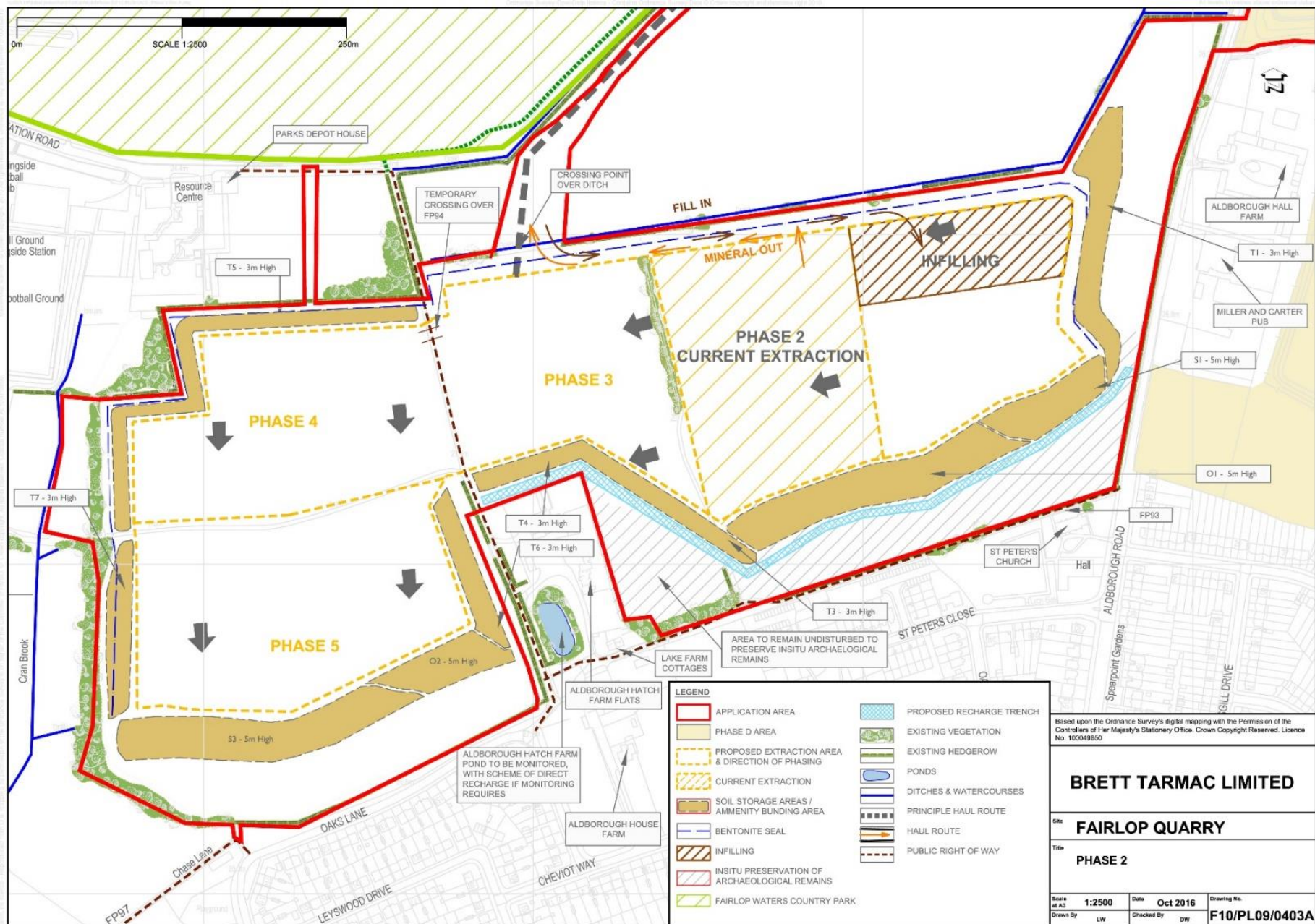
Criteria	Requirement	Suitable	Assessment
			<p>mobility scoter could pass through either of them a small pushchair might with care.</p> <p>The kissing gate nearer to Astwick manor is approached on the twisting slope from the highway and has trees which also restrict the width.</p>
Barriers	Stiles or fences blocking the path		None
Passing places	Every 100m	Minimum 1500x 2000mm	Not an issue due to width of path
Resting places	Every 200m	Minimum 1200x 1500mm	Not an issue due to width of path
Gradient	1:20-1:12		Level
Height rise on ramps	Maximum 9.84m at 1:12	Minimum landing size 1200x1500mm	Level
Slope across path	Maximum 1:45 (2.2%)		Level
Step levels	10mm maximum		Not steps on this route
Surface breaks	Maximum 12mm in line of travel		Not an issue on the path no gaps observed on the change of surface.
Clear walking tunnel	Minimum 2100mm height 1200mm wide		Not an issue on the main route, however the sub-route at Coopers Green Lane to Business Park entrance will require trimming shortly.

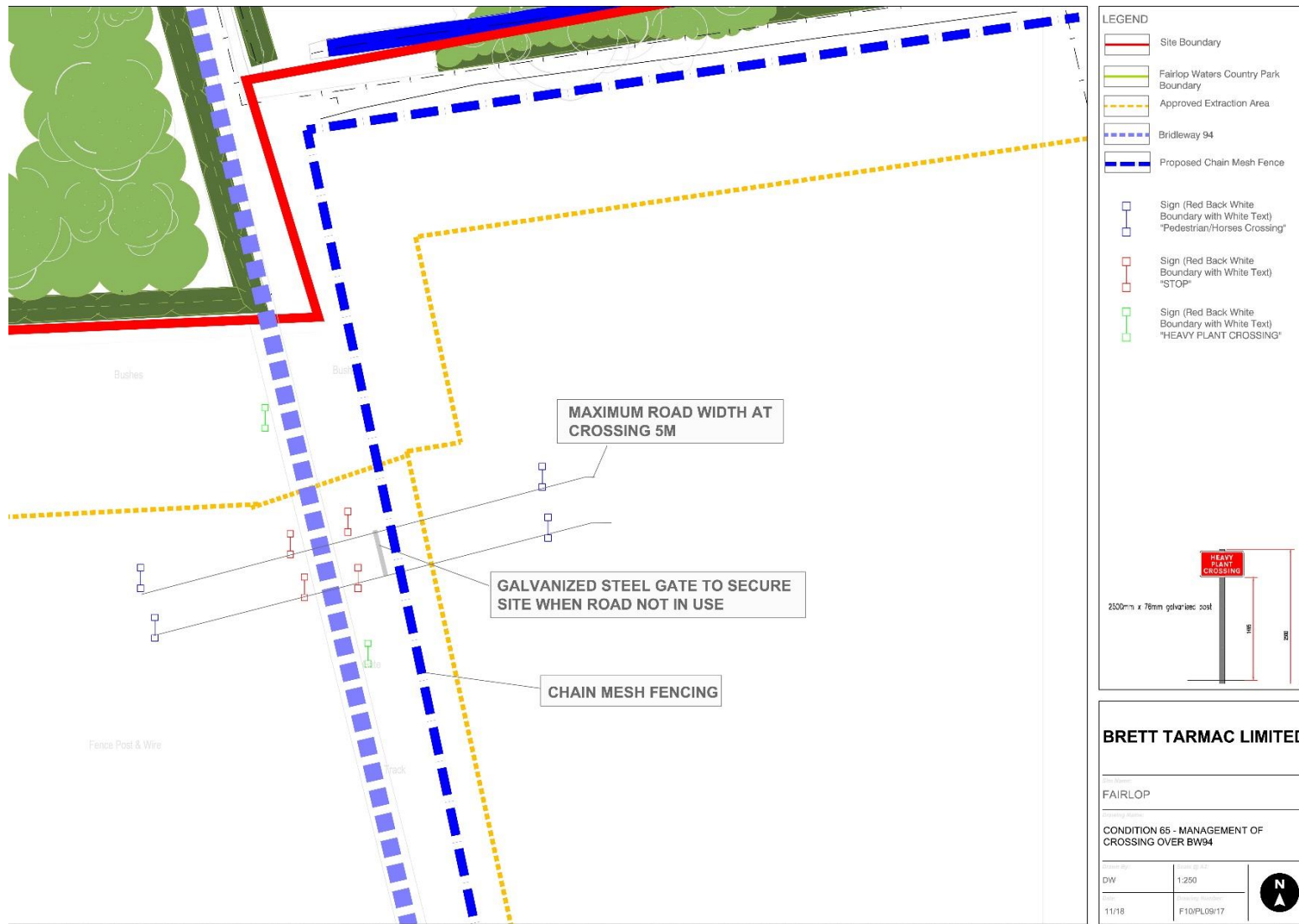
Route 9 Assessment in the event of quarrying

- 5.53 This path is well beyond the proposed site so it's considered that the quarry would have no significant impact on this route. The quarry boundary is at its nearest point in 300m from the path and the area between the path and the proposed quarry has a number of trees and shrubs which offer a fair level visual screening.
- 5.54 In the event of quarrying and the resulting closure of other paths within the Country Park the grass paths could suffer from higher usage this would be of particular concern in the winter when grass paths could deuterate significantly.

Path Crossings at Fairlop Quarry Hainault Road Romford







Bridleway crossing layout all the signs were in place on 25th August 2024 however I would have significant concerns over the safety of this layout including cyclist and for those with disabilities, the layout at Painters Road was slightly safer see photos below.



Painter Road access crossing showing part restriction of the
bridleway this clearly several years old. This layout would safer than
the proposed design at the other crossing.



Painter Road access crossing the County Park side of the Crossing
with gate and stile, the stile is clearly substandard see image below.



Stile at Painter Road access crossing, which is considered to poor standard and unsuitable for people with mobility difficulties.

All photos at this location were taken on 25th August 2024.

Appendix 1

Walking Route Assessment tool prepared by Welsh Active Travel Design Guidance, this has been used by CHPC for pavement assessments within the parish and is also recognised by HCC for use in planning applications, HCC are the Highway Authority for the area. This has been previously used for urban edge and rural or semi-rural pavement and footpaths assessments.

Walking Route Assessment Tool

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair		
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.		
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.		
4 Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins. Excessive use of guardrails or bollards				
Attractiveness					

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.		
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.		
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.		
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused		

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		deviation from desire lines.	significant deviation from desired line.		
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)		
10 Comfort other	Example of other comfort issues include. Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway. Barriers or gates restricting access. Bus shelters restricting clearance. Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.		
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.		
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)		
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s on pedestrian island		

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		
16 Directness Other	Examples of could include. Routes to and from bus stops not accommodated. Steps restricting access to all users. Confusing layout				
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volume.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance		
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speed.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance		
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions		
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect		
Coherence					
Total Score					

A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

Appendix 2

Countryside for All Good Practice Guide

Selected reference tables indicating the suitable standards required.

Path Surface	Firm Stable non slip	Not Firm	Not Stable	Slippery
Examples	Compacted Stone Tarmac Concrete	Dry Mown Grass Stones and Loose Material	Bark Chippings Pea Gravel Loose Sand	Wet Grass Man - made grass bases
Wheelchair Users	Should have no difficulty	Effort required to progress is greater, may churn up surface & impede movement	Wheels may dig in and make progress very difficult or impossible	Wheels cannot gain traction - progress limited or impossible
Mobility Impaired		Increased effort required, extra foot lift may be tiring	Difficulty increases according to depth - increased effort causes fatigue	Long stick and walking stick users fear fall and progress very difficult
Reduced Reach and Dexterity		Should have no difficulty		
Impaired Balance		Becomes difficult as emphasis is on maintaining safe gait - limits progress	Very difficult risk and fear of falling likely	Extremely difficult without support.
Reduced Stamina and Strength		Generally acceptable, extra effort will reduce potential travel distance	Greater effort required, causes fatigue, scope of travel reduced	Fear of falling will reduce opportunities
Vision Impaired		Should have no difficulty, if using guide dog or if confident long cane user. New cane user may lose confidence. Also problems may be caused if stones and gaps are large enough to trap the cane end. The surface may not provide audio clues for users of traditional long canes.	Difficult if using mobility aid, may upset guide dog, long cane with roller ball may become difficult to move, traditional cane may get stuck. The surface will not provide audio clues for users of traditional long canes.	Should have no difficulty, if using guide dog or if confident long cane user. New cane user may lose confidence. The surface will not provide audio clues for users of traditional long canes.

Frequency of Resting Places				
	100m	200m	300m	400m
Examples	Urban / Formal Standard	Urban fringe / Managed Standard	Rural / Working Landscapes Standard	
Wheelchair Users	Acceptable	Acceptable	Beyond optimum, but acceptable to majority, may deter some who cannot see next resting place	Many confident users will find distance acceptable, but may deter some on route where resting point cannot be seen.
Mobility Impaired			Acceptable	Generally acceptable, but some may find distance too far for comfort, beyond 400m may become barrier to some.
Reduced Dexterity and Reach			Acceptable	
Impaired Balance			May cause some difficulty and concern, but acceptable to many	Tiredness due to extra concentration and effort may cause barrier increasing at distances beyond 400m
Reduced Strength and Stamina			Beyond optimum distance, may cause some difficulty and concern but acceptable to many.	Will cause difficulty and tiredness to many and act as barrier, becoming absolute as distance between resting places increases
Vision Impaired			Acceptable	

Path Surface	Firm Stable non slip	Not Firm	Not Stable	Slippery
Examples	Compacted Stone Tarmac Concrete	Dry Mown Grass Stones and Loose Material	Bark Chippings Pea Gravel Loose Sand	Wet Grass Man - made grass bases
Wheelchair Users	Should have no difficulty	Effort required to progress is greater, may churn up surface & impede movement	Wheels may dig in and make progress very difficult or impossible	Wheels cannot gain traction - progress limited or impossible
Mobility Impaired		Increased effort required, extra foot lift may be tiring	Difficulty increases according to depth - increased effort causes fatigue	Long stick and walking stick users fear fall and progress very difficult
Reduced Reach and Dexterity		Should have no difficulty		
Impaired Balance		Becomes difficult as emphasis is on maintaining safe gait - limits progress	Very difficult risk and fear of falling likely	Extremely difficult without support.
Reduced Stamina and Strength		Generally acceptable, extra effort will reduce potential travel distance	Greater effort required, causes fatigue, scope of travel reduced	Fear of falling will reduce opportunities
Vision Impaired		Should have no difficulty, if using guide dog or if confident long cane user. New cane user may lose confidence. Also problems may be caused if stones and gaps are large enough to trap the cane end. The surface may not provide audio clues for users of traditional long canes.	Difficult if using mobility aid, may upset guide dog, long cane with roller ball may become difficult to move, traditional cane may get stuck. The surface will not provide audio clues for users of traditional long canes.	Should have no difficulty, if using guide dog or if confident long cane user. New cane user may lose confidence. The surface will not provide audio clues for users of traditional long canes.

Path Width	1200mm	1000mm	900mm	815mm	700mm	600mm
Examples	Urban/formal & Managed/Urban Fringe Standard	Rural Working Landscape Standard			Domestic door about 750mm	
Wheelchair User	Should have access with companion at side	Should have access	Should have access but not able to pass push chair or another wheelchair without some manoeuvring off the path	May find width restricts arms and hands, difficult to manoeuvre around another wheelchair or pushchair	Narrow wheelchair users may have access scooters may find absolute barrier	Absolute barrier for some wheelchair users
Mobility Impaired		May find it necessary to walk slightly before or after escort	With companion it will be even more difficult, may need to walk in single file support cannot be provided - people using long sticks may need to use edge of path	Cannot pass in pairs, physical support possible but undignified.	Can only pass single file, very difficult over distance	May need to walk/turn sideways - difficult for most impossible for some
Reduced Reach and Dexterity	Acceptable					
Impaired Balance	Should have access with companion at side		Difficulty passing other users	Cannot pass in pairs, physical support may be undignified	May find it difficult to remain on path	
Reduced Strength/Stamina	Acceptable					
Visually Impaired	Acceptable as long as path surface is different in texture and colour (chroma, hue and tone) to surrounding area.		Difficult passing other users if being guided.	Difficult passing other users if being guided.	Sighted guidance becomes more tiring and difficult.	

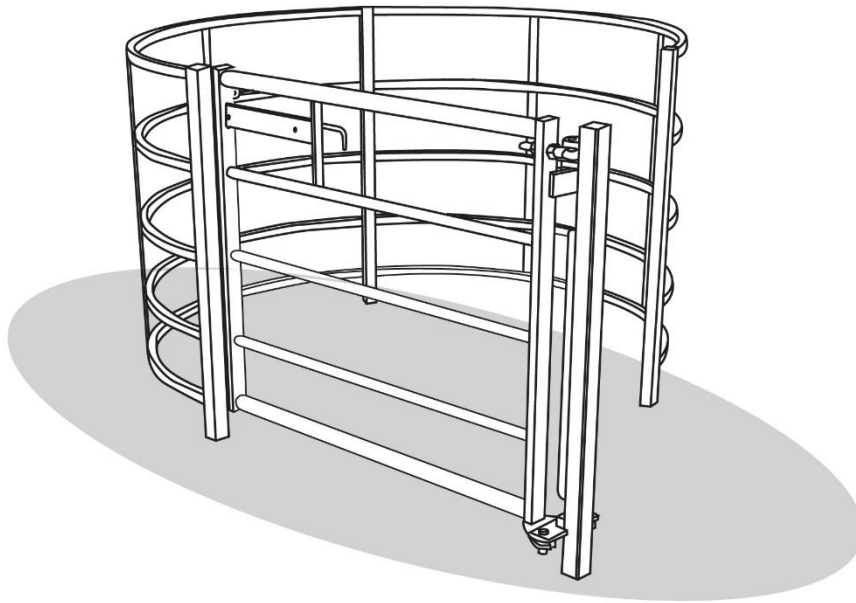
Frequency of Passing Places				
	50m	100m	150m	200m +
Examples	Urban and formal Standard	Urban Fringe and Managed Standard	Rural and Working Standard	
Wheelchair User	Should be no problem if easy to see and know where next passing place is.		Should not cause a problem, but some concern may be evident if other people are approaching	Longer distance could create difficulty if other people can not move off the path or other chair users are encountered
Mobility Impaired				Increased distance may deter less confident and agile users
Reduced Reach and Dexterity	Acceptable			
Impaired Balance	Should be no problem if easy to see and know where next passing place is		Should not cause a problem, but some concern may be evident if other people are approaching	
Reduced Strength and Stamina				
Visual Impairment	Should be acceptable especially where passing places are easy to locate by the use of path surfaces with different texture and colour (chroma, hue and tone).			

Frequency of Resting Places				
	100m	200m	300m	400m
Examples	Urban / Formal Standard	Urban fringe / Managed Standard	Rural / Working Landscapes Standard	
Wheelchair Users	Acceptable	Acceptable	Beyond optimum, but acceptable to majority, may deter some who cannot see next resting place	Many confident users will find distance acceptable, but may deter some on route where resting point cannot be seen.
Mobility Impaired			Acceptable	Generally acceptable, but some may find distance too far for comfort, beyond 400m may become barrier to some.
Reduced Dexterity and Reach			Acceptable	
Impaired Balance			May cause some difficulty and concern, but acceptable to many	Tiredness due to extra concentration and effort may cause barrier increasing at distances beyond 400m
Reduced Strength and Stamina			Beyond optimum distance, may cause some difficulty and concern but acceptable to many.	Will cause difficulty and tiredness to many and act as barrier, becoming absolute as distance between resting places increases
Vision Impaired			Acceptable	

Linear Gradient	1:20 - 1:12 (5 - 8.3%)	1:12 - 1:0 (8.3% - 10%)	1:10 - 1:8 (10% - 12.5%)	1:8 + (12.5%)
Examples	Urban & Urban Fringe/ standard	Rural/Working landscapes standard		
Wheelchair Users	Acceptable	Acceptable to majority of wheelchair users	Acceptable to some wheelchair users, but may prove difficult to others. Powered wheelchairs and scooters acceptable	Possible by adventurous wheelchair users, but barrier to many. Generally Acceptable to powered wheelchairs. Increasing barrier as linear gradient goes beyond 1:8
Mobility Impaired		Acceptable	Acceptable to some mobility impaired people, but not all and may be a barrier to some.	Acceptable to some mobility impaired, but mainly confident and active users - the position is more difficult on a meandering track when extent of rise cannot be seen.
Reduced Dexterity and Reach			Acceptable	
Impaired Balance			Acceptable to some and difficult for others; effort and concentration required may mean steepness is a barrier	Increased steepness will prove difficult to larger numbers of people and will be a barrier to many.
Reduced Strength and Stamina			This gradient and steeper a problem for some people	With increasing steepness more people will be restricted
Visual Impairment			Acceptable	

Appendix 3

Monmouthshire Design Guide Kissing Gates



METAL FULL MOBILITY KISSING GATE

In Monmouthshire these gates are latched and not locked

Scale 1:20

N.B. Do Not Scale From Drawing

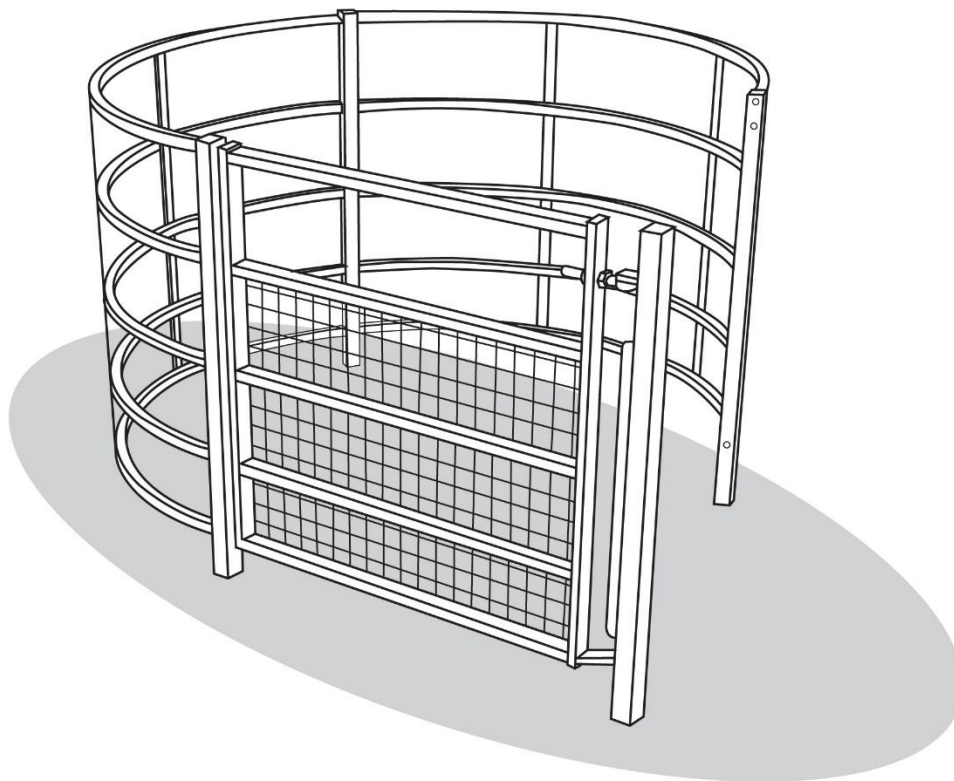


Metal Radar Gate

METAL FULL MOBILITY KISSING GATE

NOTES

- **BS5709.** The drawings comply with BS5709 as a minimum standard. However, you should adhere to BS5709 rules outlined at the beginning of this Guide regarding, in particular, ground surface, manoeuvring space, location of structure in relation to roads, barbed wire and protrusions.
- Refer to the **Public Rights of Way Biodiversity Technical Summary Manual**.
- Refer to the **Offa's Dyke Path and the Wales Coastal Path additional Quality Standards**.
- Refer to manufacturer's installation instructions and instructions on page 51/52



METAL KISSING GATE

Not Full Mobility.

These gates should only be installed where there is insufficient room for a Full Mobility Gate or where vandalism is present and a timber kissing gate is inappropriate.

Scale 1:20

N.B. Do Not Scale From Drawing



Metal Kissing Gate

METAL KISSING GATE

NOTES

- **BS5709.** The drawings comply with BS5709 as a minimum standard. However, you should adhere to BS5709 rules outlined at the beginning of this Guide regarding, in particular, ground surface, manoeuvring space, location of structure in relation to roads, barbed wire and protrusions.
- **Refer to the Public Rights of Way Biodiversity Technical Summary Manual.**
- **Refer to the Offa's Dyke Path and the Wales Coastal Path additional Quality Standards.**
- **Refer to manufacturer's installation instructions and instructions on page 51/52**