

13th March 2026

**Proposed New Quarry
Land on Former Hatfield Aerodrome (Ellenbrook Fields)**

We understand the inquiry into the application made by Brett Aggregates to quarry Ellenbrook Fields has been re-opened by the Secretary of State in light of:

- a) failure of the Public Access Strategy to achieve the convenient cross-park access during the life of the quarry that is envisaged by the 2000 Agreement and MLP Policy 18(x); and
- b) failure to integrate the restored phases into the unaffected part of EP in a timely manner, in part due to the positioning of the lagoons, which means that when the worked-out areas to the west are restored, it will not be possible to integrate them into the unaffected part of the park to the east through extensions to it, until the quarry is in its final stages of restoration.

We are pleased to see that the Secretary of State has acknowledged the high value of Ellenbrook Fields for public leisure and amenity. Walkers, runners & cyclists often use Ellenbrook Fields for leisure activities. It is also used to commute to cross the proposed site to and from Hatfield and its railway station. This route is a much safer alternative to the Hatfield Road which is dangerous for cyclists and will be even more so with the increased traffic from the proposed development.

We live in  which borders the western edge of the proposed quarry site. These will be among the closest houses to the proposed quarry. We use Ellenbrook Fields several times a week for the purposes of dog and leisure walking. We remain very concerned about the impact this quarry would have on our ability to continue to use Ellenbrook Fields for these purposes all year round and in the same (or even materially the same) safe, enjoyable and unrestricted way.

In page 5 of its Public Access Strategy document Brett suggests that access is currently restricted to an existing path network. This is misleading. Those paths do exist. However users of the park are not restricted to using the paths. Access is, for the most part, unrestricted. This is essential in order to be able to vary routes, for example to avoid muddy or boggy areas that always arise in areas of high footfall when conditions are wet.

The proposed internal haulage road is very close to the boundary of the site with Jove Gardens. At present, having exited our development onto Ellenbrook Fields, we can cross the location of the proposed access road at any point we choose. Access is not limited to the paths

(as Brett suggested). This road is intended to carry high volumes of HGV movements throughout each working day. It will be dangerous to cross and generally dangerous for dogs and children unless access is restricted. This is acknowledged by Brett who suggest they will install 3 crossing points. By definition this must be significantly more restrictive than the current arrangement. Furthermore, access to those crossing points will become very muddy during winter months due to the volume of foot traffic and they will very likely become unusable. You only have to look at the existing areas of higher foot traffic to see that this will be the case. Whilst these can currently be circumnavigated due to the unrestricted access this will no longer be possible with a limited number of crossing points.

How does Brett propose to protect the length of the access road to ensure the safety of dogs, children and public users whilst preserving access? And how will it ensure that protection remains in good repair and effective?

Aside from the matter of the access road, Brett is proposing a finite number of paths across the site. These cannot be said to provide attractive, unfettered routes. In particular the proposed locations of the lagoons will block the existing routes which are unfettered. I understand these lagoons cannot be located elsewhere. Therefore I cannot see how this problem can be overcome given the access and integration matters raised by the Secretary of State.

The proposed pathways are restrictive, far less convenient and will quickly and inevitably become an unusable mess in wet conditions for the same reasons as noted above. Users will either have to take lengthy diversions around the active quarry areas or will not be able to cross at all. Consequently the proposed routes will not be unfettered and, very likely, will not be "routes" at all for large parts of the year. I also cannot see how this can be overcome.

Paths that border earth banks, quarry workings, internal roads with regular HGV traffic and heavily used main roads will be unattractive and, potentially, unsafe for dogs and small children. I also cannot see how this can be overcome.

The access to the diverse landscape and wildlife that is currently enjoyed will be destroyed as the quarrying progresses. Again I cannot see how this can be overcome.

The application talks of the land being fully restored after quarrying activity ceases. It would be at least 40 years, likely longer, before proper access to the park is restored. This is far too long for the use of Ellenbrook Fields to be severely restricted.

Yours faithfully



Nicholas Trigg



Sarah Trigg

Cc: Daisy Cooper, Chris Brazier