

Dear Alison Dyson, Planning Inspectorate

Brett Aggregates Ltd. Appeal Ref APP/M1900/W/24/3346607

I am writing as a resident living less than 1/4 mile away from the proposed entrance to this proposed quarry and I OBJECT to the this application from Brett Aggregates for gravel extraction at Hatfield Aerodrome.

Loss of the Country Park which was promised by Section 106 agreement in year 2000

It is significant that this appeal refers to Hatfield Aerodrome and not Ellenbrook Park. This is the first “democratic deficit” I witness in this case, since there have been so many delays and Herts County Council attempts to get round this 24 year old 106 agreement to establish Ellenbrook Park Trust with associated moneys from Arlington.

Loss of leisure facilities during, and for years after the proposed work.

- Local residents frequently use this area for running, walking, dog walks, cycling, picnics.
- Park Run (see parkrun.org.uk) ran regular (walk/jog/run) Sunday sessions for large groups from the University end of Ellenbrook Park. These were moved to the north part of St. Albans when the Brett/quarry argument became intense, **depriving large numbers of Hatfield people (and others) of these free social and health encouraging sessions.**
- Its value during covid could be seen by the large numbers of people all over the Park and can still be seen by all the footpaths created.
- The meadow on the St. Albans side has been deemed a safe place for Guide Dog foster parents to “free run” their dogs during the second phase of their training. Similarly it is used as a safe place to train young people in orienteering skills. The concrete taxi-way is an ideal place for toddlers to cycle without stabilisers for the first time.
- This amenity for Smallford Residents will be effectively removed for a couple of generations, since Oaklands Lane, Jove Gardens, Pastures View and Lawrence Close all have footpaths directly onto the west side of the Park.
- OS paths across the site will be severely affected, a north/south one being adjacent to, possibly wrecked by, the proposed entrance. This is contrary to the comments of the previous inspector ie that access should be convenient and visually pleasant. Yet Brett has not provided a car park, has ignored and is blocking off the heavily used E/W routes through the site during all their phases. Access will provide walks round the boundaries of the site, constrained by a high bund, in a dangerous and noisy atmosphere laden with silica dust, known to create severe health problems (ref Prof Chris Whitty).

Traffic congestion along the A1057

An entrance/exit for Brett on A1057 would add, per day, 180 (approx) lorry movements to the existing CEMEX 250 lorry movements along A1057 towards A1(M). Vehicles **regularly** leave the A414 towards Smallford roundabout (or vice versa in a southerly direction), then travel via Oaklands Lane/Coopers Green Lane to WGC or Oaklands Lane/ Sandpit Lane to northern St. Albans to avoid the 2 University sites at busy times.

I live near enough to observe daily the congestion at and around Smallford Roundabout and nearby A1057 on a “good day”. On an average day, at rush hour, the traffic in that area can be crawling (at best) for about 3/4mile in all direction. When there are traffic hold ups on the A1(M) and/or the A414 (often caused by holdups on the M1 or M25), satnavs bring traffic off these roads onto the A1057.

This road is the main public transport and accident and emergency link, between Hatfield (and to the east) and St. Albans (and to the west) including Lister, WGC QE2, St. Albans, Hemel and Watford Hospitals. Making a new entrance to a major industrial site at this sensitive spot and along this busy road defies common sense.

HCC Highways may have done their traffic surveys, but need to realise the cumulative effects, and potential dangerous consequences, of all these aspects.

Groundwater Pollution

The site is partly in Groundwater Source Protection zones of local water sources, so the risk of the bromate pollution to spread is known to be high. There is no know research about such a major extent of bromate pollution that “experts” can call upon to reassure us as to the safety of Brett’s proposals. The second “democratic deficit” re this application applies to the Environment Agency’s monitoring. They have consistently refused to appear at County Hall for public questioning, by appointed experts. Gravel should be sourced where there are no such risks to the water supply either in quality, or if pumping sites have to be closed, in quantity.

Environmental pollution for people in Smallford and community

The impact of CEMEX and Brett sites working together will have an adverse effect on the local environment, contrary to Policy 11 (Cumulative Impact) of the Hertfordshire Minerals Local Plan Review 2002-16, which was adopted in March 2017. Although CEMEX have tried their best, I have experienced noise, fine dust in the air and dangerous mud in Oaklands Lane and A1057 for the 50 years I have lived here. My experience leads to expecting all these conditions to be much worse if this gravel extraction occurs, and for another 40 years.

Degradation of green belt and climate targets

We are continually being warned against environmental degradation for the future of the climate, with even the NHS “green prescribing” for our health. The redrafted plans show little improvement on the previous ones to help with this. A tree needs to mature about 30 yards to absorb a reasonable amount of carbon (see Woodland Trust). This area has been rewilding for this time. The quarry will (a) destroy this (b) add little positive for the next 30+ years (c) “maybe” replant and after another 30 years (ie by 2085 approx) **the carbon capture will be put back to where it was in 2000 (a conservative estimate, ignoring compounding).**

Gravel maybe required but this is the wrong quarry in the wrong place.

Yours sincerely, Rita Burhouse.

