

Thank you for helping us to stop the proposed Waste Treatment Site development at Jacks Hill.

Briefly, Herts County Council Planning Committee approved the development at a two hour meeting on 24th May 2011. Under the application, which has to be referred to the Secretary of State as it is in the Green Belt, it is proposed to process and sort 100,000 tons of waste per annum at the site. This will create a significant increase in noise and disturbance to local residents at the adjacent Jacks Hill Mobile Home Park for the over 55sand result in further heavy traffic congestion on the B197.

Movement of waste to and from the site will involve 114 lorry journeys per day (57 in and 57 out), equivalent in a nine and a half hour day to one every 10 minutes in and one every ten minutes out. It is proposed that journeys to and from the site will be from Junction 9 A1(M) but as planning officials were forced to admit this is only partially enforceable at best.

We haven't produced a standard letter, as these tend not to be as influential as individual letters. Similarly we will not be asking objectors to sign a petition as this is treated as one objection regardless of the number of signatures. **We need you to write to**

The Secretary of State,
National Planning Casework Unit No 5,
St Philips Place,
Colmore Row,
Birmingham B32 PW.

Ref # 1/1339-10
Approval of a Waste Management Facility
Jacks Hill, Great North Road, Nr Hitchin

Below are some of the key issues and some suggestions about what you might include (but you will have your own ideas too).

You could also write to the local press.

Thank you again for your help.

Key Features of the plans.

To create Waste and Treatment Site at Jacks Hill to process 100,000 tons per annum of a variety of commercial and industrial wastes (including dry segregated recyclables, electrical products, timber, plastic and glass) and the processing of construction and demolition wastes (including aggregate, metals, plastics, packaging and paper).

Hours of operation : The site would be operated between 0700 and 1800 Monday to Friday and the hours for the delivery and transfer of waste and recovered product to and from the site and the core recovery of processes would take place between 0800 and 1730. The transport of waste and recovered material to and from the site would occur on Saturdays between 0800 and 1300 hours and there would be no processing on Saturdays with works relating solely to maintenance and cleaning between the hours of 0800 and 1400. There would be no opening hours on Sundays or bank holidays.

114 lorry movements per day (57 in and 57 out). This equates, in a 9.5 hour day, to one every 10 minutes **in** and one every 10 minutes **out** and assumes no bunching of arrivals or departures by the lorries, which is a big assumption in itself.

Why you might object.

The B197 is already a busy and congested road. The road at Jacks Hill has had a number of serious accidents in recent years, including at least one fatality.

The addition of 194 additional heavy lorry journeys on the B197 will significantly add to this road congestion. Agreement by the applicant (and that at the other WTS) that all lorries using the yard will use Junction 9 of the A1(M) in practice is not enforceable as was admitted at the planning meeting and will likely result in heavy traffic flows through Graveley Village.

Significant increase in risk to road safety. The B197 is a single carriage road and if lorries are queuing to access the site this will halt traffic. Secondly, if lorries waiting to access the site use the nearby lay-bys this will involve a u-turn on the road in order to access the site.

Accessing Junction 9 when going north involves joining a busy road with fast moving traffic at the southern end of the Baldock Bye pass. Long queues at this junction are already a regular feature, both in the morning and evening rush hours.

Previous attempts to introduce traffic calming measures through the village of Graveley have been rejected by Herts Highways as the B197 is the main alternate route to the A1(M). It is therefore surprising that Herts Highways should be agreeable to such a significant increase in heavy road traffic on the B197.

Increase in heavy vehicle journeys through Graveley and resultant increase in noise and dust pollution, particularly for those properties, which open directly onto the High Street.

Completion of the expansion of the Lister Hospital will result in a further increase in traffic flows, something, which has been recognised by Herts

Highways who are proposing to amend the road junction layout south of Graveley to improve the road when turning left to go to Stevenage.

The B197 is an important route for the emergency services, particularly when the A1(M) is congested as it is particularly during morning and evening rush hours.

Significant increase in journey times for commuters travelling to Stevenage/Letchworth along the B197.

Given the problems experienced by residents close to existing WTS it is clear that going forward WTS should be sited away from residential areas where ever possible. There are 6 other WTS within 5 miles of the Jacks Hill site.

This development will result in a very significant increase in noise and dust pollution to nearby residents of a mobile home park for the over 55s, the nearest dwellings of which are only 40 metres away from the site. Current commercial activity and vehicle flow to and from the site is modest. Proposals by the applicant to mitigate any increase in noise and dust pollution will be limited by the fact that the building in which the operations will be carried out will be open on one and a half sides. Reversing vehicle beepers, both from lorries and vehicles used within the site will result in constant irritation.

Standards of insulation in the mobile homes of nearby residents fall far short of current day building standards and any increase in noise levels will severely affect them.

Planning Officers point out that there is an existing WTS usage certificate for part of this site, although no waste recovery has been undertaken at the site for some 10 years.

The proposed development is in Green Belt, which is a No Development Area.