

Johnsons Aggregate Planning Application Saxon Pit.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Regulation 25

– Further information and evidence respecting environmental statements

The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

Proposal: Application for full planning permission for the Importation, storage, processing including use of trommel, picking and recycling of 250,000 tonnes per annum of incinerator bottom ash (IBA) and 50,000 tonnes per annum of construction and demolition (C&D) waste, for exportation for use as incinerator bottom ash secondary aggregates (IBAA)

Location: Former Saxon Brickworks, Peterborough Road, Whittlesey, CAMBRIDGE, PE7 1PD

Application No: CCC/21/024/FUL

Good afternoon everyone,

Further to the e-mail sent out last week, I and several concerned residents have spent lots, and lots of hours pouring over the various documentation.

A brief history, a statutory consultation process has taken place, some 170 responses, some of which were in favour of the project.

Many issues and concerns have been flagged up; however, some are not valid under the rules of planning.

This week many would have received the 'Full Planning Application' with the update on the Environmental Impact Statement (Section 25).

All previous logged valid concerns/objects remain in place until the Planning Committee at Cambs CC.

Facts & Figures.

The Johnsons Aggregates application, is very professionally put together and has very robust planning arguments in favour of the application.

I have spoken with the agent/planner a Mr. Bond, who answered all my questions.

There are valid arguments to support the recycling of Bottom End Ash.

There are many in favour of the proposed application

I have spoken on many occasions to people involved at a much higher level of planning policy than our group..

There are limited scope to any objection, mainly being the issues that will affect the A605, unfortunately Cambridgeshire Highways are not objecting to the proposal.

Our original assumptions were that there was going to be 500,000 of IBA and 50,000 tonnes of Construction and Demolition material.

This has now been amended to 250,000 tonnes of IBA and 50,000 tonnes of C&D

https://planning.cambridgeshire.gov.uk/online-applications/files/E2519AFF3F09A6EE8458B7DF099D5147/pdf/CCC_21_024_FUL-TRANSPORT_ASSESSMENT-39788.pdf

- i. The development is anticipated to have a 0.15% impact on two way vehicle movements on Whittlesey Road (Stanground) - (B1092) over the course of a daily period.*
- ii. In terms of HGV movements, the development is anticipated to have a 1.1% impact on existing two-way HGV traffic flows.*
- iii. The development is anticipated to have a 0.2% impact on two-way vehicle movements on Stanground Bypass (A605) over the course of a daily period. In terms of HGV movements, the development is anticipated to have a 1.8% impact on existing two-way HGV traffic flows.*
- iv. The development is anticipated to have a 0.16% impact on two-way vehicle movements on Fletton Parkway (A1139) over the course of a daily period. In terms of HGV movements, the development is anticipated to have a 1.5% impact on existing two-way HGV traffic flows.*

Naturally, this alters all our figures concerning, CO² and all other pollutants.

23rd April the applicant submitted a revised Transport Assessment, part of which illustrates below.

Scenarios	Facility	Daily Two Way Flows			Vehicles		
		Cars	HGV's	Total	Cars	HGV's	Total
Previous Situation	Brickworks	350	44	394	175	22	197
Existing Situation	PRF Facility (Lower Capacity)	60	36	96	30	18	48
	Landfill	15	144	159	8	72	80
	Total	75	180	255	38	90	128
Proposed Development	PRF Facility (Lower Capacity)	60	36	96	30	18	48
	Landfill	15	144	159	8	72	80
	Proposed IBA Plant	60	92	152	30	46	76
	Total	135	272	407	68	136	204
Impact Analysis (Proposed - Existing)	Proposed - Existing	+60	+92	+152	+30	+46	+76
	% Impact	80%	51%	60%	79%	51%	59%
Impact Analysis (Proposed - Previous)	Proposed - Previous	-215	+228	+13	-107	+114	+7
	% Impact	-62%	+518%	+3%	-62%	+518%	+4%

Cambridgeshire Highways on the 05th May 2021
TRANSPORT ASSESSMENT TEAM ADDENDUM COMMENTS
(Conclusion below.)

Conclusion

When comparing the proposed use against the permitted and previous uses on site, the development will not have a severe impact on the highway network. Therefore, the Highway Authority does not wish to object to the application, subject to the following –

1. Prior to first use of the site, the applicant shall provide 10 covered and secure cycle parking spaces. Details to be submitted to and approved in writing by the local planning authority.

2. Prior to first use of the site the applicant shall be responsible for the provision and implantation of the travel plan.

Details to be submitted to and approved in writing by the local planning authority.

As you may appreciate, there is a vast number of documents and statistical information, I and a few others have gone over most of this.

My conclusion, albeit disappointing to many is the 'submission' to CCC is that we challenge on the following :-

'The Cumulative Impact Effect and Assessment' both direct and indirect on the A605.

Has the applicant demonstrated the site will comply with Carbon Zero by 2030/50

The Whittlesey Town Council Planning Committee meet this Wednesday at 19:30
There are (2) public representatives who will speak at the Public Forum.
There is no need for anyone else to come – as there is a limit due to COVID distancing rules.

I am unable at this point to say how I think a vote may go, and I would not prejudice myself by saying how I would vote – pre-determination.

Remember Whittlesey Town Council are 'consultee's to any Planning Application.
The final decision will be at the Planning Committee of Cambs CC

I am sure you will appreciate that any comments you send to me will be looked at, however, I may take some time to respond.

Roy Gerstner.

Notes: - *The former Saxon Brickworks employed approximately 175 staff, with 22 HGV Vehicles entering and exiting the site through the course of the day.*
3.2.5 The Saxon Brickworks ceased operation in 2011.

Notes: - All information, statistics are from the official CCC website documents and the applicants' statements – all acknowledgement given.

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