

TRANSPORT STATEMENT

**Envar Composting, The Heath,
Woodhurst, Huntingdon, PE28 3BS**

PROPOSED DRY AD FACILITY,
HEALTHCARE WASTE ENERGY
RECOVERY FACILITY, PELLET
FERTILISER PRODUCTION FACILITY &
WASTE TRANSFER STATION.



JUNE 2021

ENVAR COMPOSTING LTD

LENNON TRANSPORT PLANNING LTD





TRANSPORT STATEMENT

| | |
|---|----|
| 1. INTRODUCTION | 2 |
| 2. SCOPE / BACKGROUND / POLICY..... | 3 |
| 3. EXISTING LOCAL CONDITIONS..... | 13 |
| 4. PROPOSED DEVELOPMENT..... | 18 |
| 5. TRAFFIC IMPACT / TRIP GENERATION | 21 |
| 6. HIGHWAY SAFETY..... | 29 |
| 7. SUMMARY | 31 |

Figures

- Figure 1: The Application Site
- Figure 2: Permitted Waste Tonnages
- Figure 3: PIA Search Area
- Figure 4: PIC data
- Figure 5: Proposed Waste Tonnages
- Figure 6: Existing V's Proposed Waste Tonnages
- Figure 7: Existing weighbridge records - traffic movements
- Figure 8: Previously accepted Staff vehicle movements
- Figure 9: HWERF vehicle movements
- Figure 10: HWERF vehicle movements (further comparison)
- Figure 11: Proposed Waste Transfer vehicle movements
- Figure 12: Total Vehicle Movements - Before V's After

Appendices

- Appendix A: H/5005/17/CW – Planning Decision Notice
- Appendix B: Details of existing Vehicular Accesses
- Appendix C: CON29 Highways Search
- Appendix D: Proposed Site Layout

1. INTRODUCTION

1.1 This Transport Statement has been prepared by Lennon Transport Planning Ltd on behalf of Envar Composting Ltd to support a forthcoming Planning Application which will be submitted to Cambridgeshire County Council. **i)** Dry Anaerobic Digestion (AD) facility, **ii)** Healthcare Waste Energy Recovery Facility (ERF) **iii)** Pellet Fertiliser Production Facility, **iv)** Vehicle Re-Fuelling Station **v)** Waste Transfer Station and **vi)** a Woodchip Biomass Fuel Storage Building and associated development at the Applicant's existing waste management facility The Heath, Woodhurst, Huntingdon, PE28 3BS.

1.2 The Applicant's existing site already contains planning permission for the storage of biomass woodchip fuel and a waste transfer station operation. Those elements of the proposal are therefore being relocated to accommodate the construction of the proposed Dry AD Plant and Healthcare Waste Energy Recovery Facility (HWERF). The Application site location is in the following terms:-

1.3 The description of development is proposed to be as follows:

“Construction of a Dry Anaerobic Digestion (AD) facility, Healthcare Waste Energy Recovery Facility (ERF), Pellet Fertiliser Production Facility, Vehicle Re-fuelling station, Waste Transfer Station, Woodchip Biomass Fuel Storage Building, Surface Water Storage Lagoon and ancillary related development”



Figure 1: The Application Site

1.4 It is the intention of this document to demonstrate to Cambridgeshire County Council as both the Minerals and Waste Planning Authority (MWP) and Local Highway Authority (LHA) that the planning proposal will not lead to any detrimental highway safety or capacity issues on the local road network.

2. SCOPE / BACKGROUND / POLICY

Scope

-
- 2.1 The brief to Lennon Transport Planning Ltd was to prepare a Transport Statement to consider the related highway safety and traffic impact associated with the development proposal.
- 2.2 As the proposal will not lead to any material, significant or severe traffic impact, a Transport Statement (TS) has been prepared v's a more detailed Transport Assessment (TA). This is considered an acceptable approach as vehicular movements and overall waste throughputs are not predicted to increase over and above those currently consented by virtue of Planning Application No:- H/5005/17/CW which was permitted in 2017. A robust Origin Transport TA accompanied a previous 2017 planning application submission and established that the proposal then to increase waste throughput from 100,000tpa up to 200,000 tpa had only a very minor traffic impact on local roads and at the site access and egress. It was on that basis that the LHA recommended conditional approval of that development proposal.
- 2.3 As this is an established brownfield site, this document does not demonstrate the acceptability of the site in transport sustainability & accessibility terms for different modes. By virtue of previous planning permissions, accepted tonnage throughputs, staffing levels and associated traffic, we consider it is pre-determined common ground that there will be no grounds for objection in this respect. This information was set out before the deciding Authorities in the robust Origin Transport Traffic Impact Assessment (TIA 2017). There is, therefore, no assessment contained within this document of accessibility to the site by means of walking, cycling or by public transport.

- 2.4 The scope of this Transport Statement (TS) broadly reflects the principles of DfT's 'Guidance on Transport Assessments' (GTA) (March 2007), however, this guidance was withdrawn from circulation in October 2014.
- 2.5 GTA essentially set out a pragmatic approach to assessing the transport impacts of a development and suggested thresholds which were noted as a useful point of reference from which to commence discussions. Its withdrawal left 'Transport Evidence Bases in Plan Making' as one of the only transport 'guidance' documents left within PPG. That document didn't replace GTA, as it was for a different spatial scale, intended to ensure that the transportation principals of development are correctly assessed at the local plan / core strategy level. However, this wasn't relevant to assessing the impacts of developments on local highway networks.
- 2.6 Of more relevance is PPG guidance contained within 'Travel Plans, Transport Assessments & Statements' which was published in March 2014. It provides some guidance in terms of scope and rationale, but it is not proscriptive like the DfT guidance was. In our opinion this leaves the development transport planning industry without any robust formal government guidance at present and the removal of GTA gives Consultants more flexibility to present what they consider necessary in order for the Highway Authority to come to an informed decision as to the appropriateness of the development proposal and whether it will result in a severe impact in traffic or safety terms?
- 2.7 It is considered an unnecessary task to produce some information which should be taken as common ground. There is a natural caveat that if any additional information is required in Highways or Transportation terms then this can be produced upon request. It is considered unnecessary to represent the following areas in this TS either at all or in any great detail: -

- **Study of site accessibility by multi modal trips** = *When considering the brownfield nature of the site (where there is an established waste related use in a semi-rural location), it is considered an unnecessary task to carry out a study of accessibility by different modes. A transport statement will usually consider such aspects, however, in this instance it should be common ground that staff / operatives and visitors alike would be unlikely to visit the site via walking, cycling or public transport modes.*
- **Junction Capacity Assessments** = *When considering the proposal does not seek any increase over and above the consented 200,000 tpa no such assessments are considered necessary. Capacity testing was carried out previously for the 200,000 tpa scenario and the LHA accepted that the site traffic had only a very minor and non-material impact on the surrounding network. In any case, in terms of the consented 200,000tpa the associated traffic generates less than 30 No two-way vehicle movements in the evening peak period and around the 30 mark in the morning peak (former GTA threshold for considering capacity impact at junctions). This bolsters our conclusion that detailed Picardy & Arcady junction capacity assessments are not considered necessary for nearby road junctions in this instance. This also applies to the retained site accesses.*

Background - Existing Site & Surroundings / Development

- 2.8 The existing waste management facility currently covers approximately 11 hectares (ha) within an 18.5 ha land holding. The proposed waste incinerator, dry AD facility and waste transfer station will be located towards the northern extent of the site.
- 2.9 The developed land includes buildings for in-vessel composting (IVC) and biomass boilers, areas of hard standing for composting stabilisation / maturation and wood waste storage and processing, water storage lagoons, former residential

properties used as offices for educational purposes, concrete storage bays, litter fencing, screening bunds, weighbridges and a waste water treatment plant.

2.10 There are 3No existing vehicular access points on the sites western boundary served via the B1040 St Ives Road, and then a further 4No vehicular access off of Bluntisham Heath Road. These are clearly defined on the site layout drawing.

2.11 The Application Site is located towards the south westernmost part of the parish of Somersham, approximately 3km south-west of the village. Bluntisham is approximately 2.5km to the east, Woodhurst approximately 1.5km to the north-west and Pidley-cum-Fenton approximately 2.5km to the north.

2.12 Adjacent land-uses include a redundant mushroom farm to the north-east and agricultural land to the south-east. The north-western boundary is the B1040 St Ives Road and the south-western boundary is Bluntisham Heath Road, a Class C road which runs between the villages of Woodhurst and Bluntisham.

2.13 The Raptor Foundation which includes residential properties, a guest house, shops and a tearoom is situated to the north of the site, on the opposite side of the B1040.

2.14 The site has a comprehensive planning background which is summarised in the following terms:-

- H/1011/92/CW – Composting to produce a peat substitute from organic vegetable waste (granted on 8/12/1999 – not implemented);
- H/0739/94/CW – Extension to composting building (granted on 11/10/1994);
- H/5023/02/CW – Concrete apron for the preparation of green waste (granted on 7/11/2002 – not implemented);

- H/5005/04/CW – Extension of an existing building to enclose 8 existing composting tunnels; composting of organic feedstocks to produce compost for agriculture, horticulture and landscaping; establishment of ADAS Composting Research Project (granted on 15/07/2004 – subject to S106 agreement dated 14/07/2004);
- H/5021/05/CW – Change of use of Heath Tops from residential to part residential and part educational facility and offices (granted 12/12/2005);
- H/5003/06/CW – Replacement building to contain four enclosed composting tunnels (granted 22/05/2006);
- H/5000/07/CW – Erection of semi-permanent office building (granted 12/06/2006; temporary permission expired 30/04/2012);
- H/5001/07/CW – Plant to treat waste water from composting site (granted 26/03/2007);
- H/5002/07/CW – Cladding of open barn to provide enclosed composting building (granted 26/03/2007);
- H/5005/07/CW – Extension of concrete pad for maturation of compost (granted 11/04/2007 – not implemented);
- H/5015/09/CW – Erection of three composting tunnels and waste reception building (granted 14/09/2009 – not implemented);
- H/5037/09/CW – Variation of Condition 7 of H/5005/04/CW to state ‘No vehicle shall enter or leave the site except between the hours of 0700 and 1800 Mondays to Fridays except Public Holidays and 0700 and 1330 on Saturdays. Working on site shall take place between the hours of 0700 and 1800 on any day of the week’ (granted 4/01/2010);
- H/5021/11/CW – Demolition of old composting tunnels and ancillary structures; extension to waste reception building; new building to house new composting tunnels, bio-filters & manoeuvring area; covered link to connect buildings; relocation of weighbridge and office; alteration of

access to B1086 (granted 7/06/2012);

- H/5003/12/CW – Extension of concrete pad for maturation of compost with drainage balancing lagoons, reed bed; perimeter earth bunds screening (granted 7/06/2012);
- H/5000/14/CW – Erection of 4m high litter-net fencing (granted 16/05/2014);
- H/5001/14/CW – Construction of a waste water lagoon, additional discharge tank to waste-water treatment plant and buffer tank for rain-water harvesting (part retrospective) (granted 11/09/2014);
- H/5007/17/CW – S73 Planning Application to develop land without complying with conditions 2 and 5 of planning permission H/05021/11/CW to allow alternative access arrangements (granted 2/11/2017);
- H/5004/17/CW – S73 Planning Application to develop land without complying with condition 7 of planning permission H/05037/09/CW to extend the hours of operation including vehicle movements to 0500 to 2200 hours daily (granted 2/11/2017);
- H/5005/17/CW – Change of use of existing building and adjacent land from composting and maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective) (granted 2/11/2017), and
- H/5005/17/CW/N1 – Non-material amendment to the site layout plan to allow changes to the position of the internal access road, earth bund, weighbridges and weighbridge office (granted 4/5/2018).

2.15 The most relevant consent to the current proposal is H/5005/17/CW

<https://planning.cambridgeshire.gov.uk/online-applications/applicationDetails.do?keyVal=ZZZZZCDYDR125&activeTab=summary>
(See Decision Notice @ Appendix A).

2.16 The full description of permitted development is in the following terms:-

Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office.

2.17 Condition No 4 was a restrictive condition attached to that consent which limits waste throughput to 200,000 tpa. The condition was not prescriptive in terms of the breakdown of specific tonnages per type of waste stream imported to the site which would make up to that limit; it simply stated the maximum throughput. Consequentially, and by virtue (and this is reflected in the condition 4 reason), the MWPA considered that this would control the level of daily, monthly and annual vehicular movements to and from the site. The Transport Assessment which accompanied the application ‘tested’ traffic impact for a 200,000 tpa scenario / limit; the evidence-based conclusion demonstrated that there would be no significant or material impact on the highway in capacity or safety terms (Origin TA can be viewed by following the link provided at paragraph 2.15. As such this is the consented ‘fall-back’ position which was accepted by the MWPA and LHA and this does not alter with this latest submission. Condition 4 was in the following terms: -

4. Waste throughput

No more than 200,000 tonnes of waste shall be accepted at the waste management site outlined in blue on drawing no. GPP/E/H/17/01 Rev 4 The Heath, Woodhurst, Huntingdon PE28 3BS Existing Site Layout Plan in any 12 month period. Records showing waste throughput shall be and provided to the waste planning authority within 10 days of a written request.

Reason: A higher annual throughput has not been assessed in highway capacity and safety terms. To enable the waste planning authority to control the quantity of waste handled at the site in the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)

2.18 Envar Composting, mindful of condition 4, have confirmed that up to the following tonnages are currently processed at the site:-

| Waste type / operation | Existing Tonnages (tpa) |
|--|-------------------------|
| Green Waste – PAS 100QP compost production & CLO | 135,000 |
| Waste Drying Process | 45,000 |
| Waste treatment and transfer waste operation | 20,000 |
| Total Waste Tonnage | 200,000 |

Figure 2: Break down of existing waste tonnages

Planning Policy

2.19 The National Planning Policy Framework (NPPF Feb19) needs to be considered here in the context of Paragraph 11. Paragraph 11 is as follows: -

- *‘Plans and decisions should apply a presumption in favour of sustainable development’.*

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i, the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 2.20 When considering paragraph 11 of the NPPF in terms of ‘*decision taking*’ then in particular it needs to be assessed against Paragraph 109 of the Framework. Paragraph 109 states: -

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

- 2.21 The Design Manual for Roads & Bridges design document CD 123 ‘Geometric design of at-grade priority and signal-controlled junctions’ is the relevant national design guidance document to be considered for vehicular access design purposes.

3 **EXISTING LOCAL CONDITIONS**

Vehicular access & existing highway

- 3.1 The site is located on the eastern side of the B1040 Somersham Road, to the east of the village of Woodhurst in Cambridgeshire. The site is bound along its western site frontage by the B1040 Somersham Road; Bluntisham Heath Road abuts the sites southern boundary. As such the site could be describe as being located on the north eastern side of an existing carriageway crossroads junction between the B1040 / Bluntisham Heath Road & Wheatsheaf Road.
- 3.2 There are 3No existing vehicular accesses to the site from the B1040 Somersham Road (E1, E2 & E3), E2 is not currently in use. Access (E3) is the main site access and is used for access to the weighbridge, staff parking and offices. The northernmost access (E1) is used for vehicles delivering waste to the reception building and for compost loads out of the site.

- 3.3 Somersham Road is Class II county road (the B1040). The existing carriageway is approximately 6.0 metres wide, it has a white centre warning line, continuous edge of carriageway markings and is abutted on both sides by grass verge. Somersham Road does not provide separate footway or cycleway facilities. The road is subject to the national speed limit of 60mph. A permanent Gatso speed camera is located between access E2 & E3, associated white carriageway distance markers are laid directly adjacent to access E3. This ensures that passing vehicle speeds will be either at, or some percentage below, the extant 60mph speed limit.
- 3.4 There are 4No existing vehicular accesses from the site onto Bluntisham Heath Road (E4, E5, E6 and E7), two of which are currently closed (E5 and E7). Of the accesses that are in use, one provides an exit point for waste vehicles (E4), while the other provides an access to 'Heath Tops' house only. The house is in use as a visitor centre. Details and photographs of the existing vehicular access arrangements are provided in **Appendix B**.
- 3.5 Bluntisham Heath Road is a single two-way carriageway road which also has a white centre line and is subject to the national speed limit. There are no separate footway facilities on Bluntisham Heath Road and again there are grass verges to either side of carriageway which reflects the rural nature of the location and low if any regular pedestrian flows.
- 3.6 Bluntisham Heath Road & Wheatsheaf Road connect with the B1040 Somersham Road at a priority controlled crossroads to the south western corner of the site boundary. Traffic on the B1040 has priority over traffic on Bluntisham Heath Road / Wheatsheaf Road.

Wider road network

- 3.7 To the south, the B1040 links to the village of St Ives, the A1123 and A1096 and on to the A14. Huntingdon lies to the south west of the site and can be reached by

either the A1123 or the A141. To the north the B1040 meets the B1086 at Somersham, providing a route west to the A141.

Highway Search Outputs

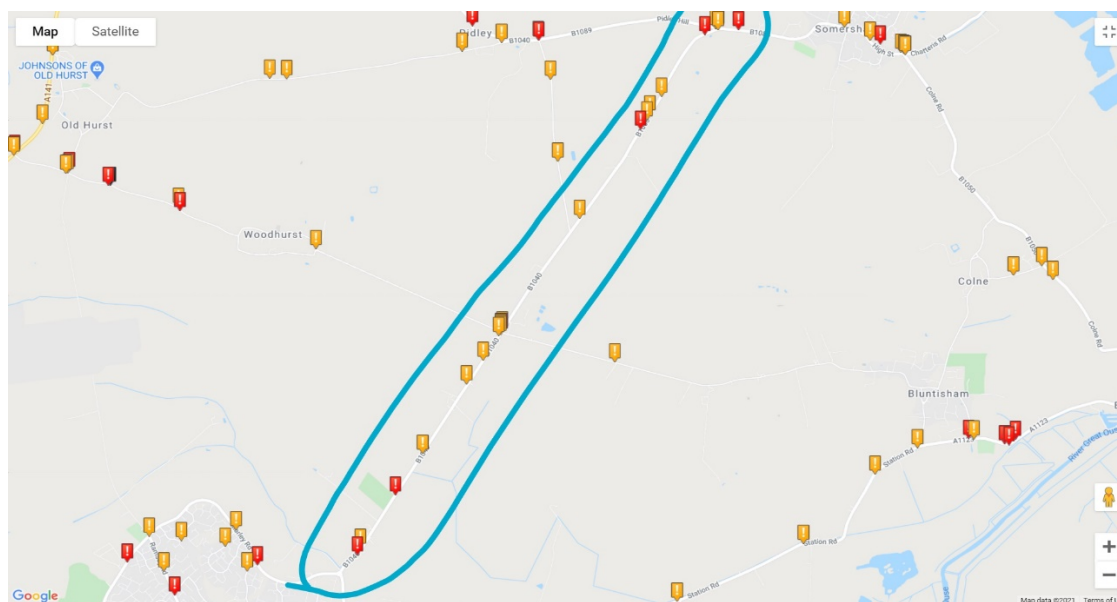
- 3.8 LTP commissioned a CON29 highway extents and schemes search from Cambridgeshire County Council as Local Highway Authority (LHA). Their written response is attached at **Appendix C**. It has been established that the LHA have no current identified road or traffic highway improvement schemes within the vicinity on the local network. Similarly, the search concludes that there are no outstanding legal orders or formal land take requirements identified for highway improvement purposes within the area (compulsory purchase orders or similar).

Personal Injury Accident Data

- 3.9 The 2017 Origin TA correctly considered a wide study area covering numerous junctions as all of those junctions were capacity tested. This was because the previous proposal was doubling waste throughput and therefore predicted generated to and from the site; the impact of that traffic on local roads needed to be tested. The area considered covered the B1040 from Pidley Sheep Lane, south as far as the junction with the A1123 in St Ives and also Wheatsheaf Lane from the B1040 west to Woodhurst and Bluntisham Heath Road from the B1040 east to Bluntisham.
- 3.10 In summary the Origin TA concluded as follows:- *‘there do not appear to be any linked factors in the incidents that have been recorded. While there have been a relatively high number of incidents at the junction of St Audreys Lane with Needingworth Lane, the proposed development will not have any impact on traffic flows in that location. The incidents that took place on the B1040 and at the junction with Bluntisham Heath Road appear to be caused by driver error. The*

type and number of incidents is commensurate with the road type and traffic volume’.

3.11 At this juncture, when considering a predicted nil traffic impact (or even a nominal impact) then it has been appropriate to consider accident data between 2015 – 2021 for the B1040 highway link between its roundabout junction with Marley Road in the south and the B1089 / Pidley hill junction to the north. This data was collected to determine the number of Personal Injury Collisions (PICs) occurring within the local network along this link. The search area of the accident data is illustrated in figure 3 below.



source:crashmap

Figure 3: PIA Search Area

3.12 The data provided by Crashmap details the severity of the accident, date, number of vehicles and the number of casualties involved in the accident; no information is provided regarding causation factors, types of vehicles involved, the time of day and weather conditions. A summary of the information is provided in figure 4

below. The accident log starts with accidents in the south moving through to the north. In total for the link there were 19No Slight Accidents, 6No Serious Accidents and 1No Fatal accident recorded.

| Severity | Location | Date | | | Number of Vehicles | Number of Casualties |
|----------|--------------------------------------|------|-------|------|--------------------|----------------------|
| | | Day | Month | Year | | |
| Serious | B1040 | 29 | 06 | 2018 | 2 | 1 |
| Slight | B1040 | 12 | 04 | 2018 | 1 | 1 |
| Serious | B1040 | 20 | 05 | 2019 | 2 | 2 |
| Slight | B1040 | 24 | 07 | 2015 | 2 | 1 |
| Slight | B1040 | 15 | 07 | 2017 | 2 | 3 |
| Slight | B1040 | 04 | 07 | 2016 | 2 | 2 |
| Slight | B1040 | 27 | 07 | 2015 | 2 | 1 |
| Slight | B1040 | 19 | 10 | 2015 | 3 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 23 | 05 | 2019 | 3 | 2 |
| Fatal | B1040 / Bluntisham Rd 'Xrd' junction | 14 | 11 | 2019 | 2 | 20 |
| Serious | B1040 / Bluntisham Rd 'Xrd' junction | 11 | 12 | 2019 | 2 | 1 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 14 | 8 | 2019 | 2 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 23 | 6 | 17 | 2 | 1 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 3 | 5 | 2016 | 2 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 12 | 5 | 2017 | 2 | 1 |
| serious | B1040 / Bluntisham Rd 'Xrd' junction | 13 | 9 | 2019 | 2 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 3 | 9 | 2018 | 2 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 19 | 5 | 2015 | 2 | 2 |
| Slight | B1040 / Bluntisham Rd 'Xrd' junction | 19 | 9 | 2017 | 4 | 2 |
| Slight | B1086 | 8 | 12 | 2015 | 3 | 2 |
| Serious | B1086 | 13 | 12 | 2019 | 4 | 2 |

| | | | | | | |
|---------|-----------------------------|----|----|------|---|---|
| Slight | B1086 | 17 | 03 | 2018 | 3 | 2 |
| Slight | B1086 | 12 | 1 | 2017 | 1 | 1 |
| Serious | B1086 | 27 | 08 | 2016 | 1 | 1 |
| Slight | B1086/ Pidley Hill junction | 18 | 03 | 2015 | 2 | 3 |
| Slight | B1086/ Pidley Hill junction | 16 | 06 | 2015 | 2 | 2 |

Source: Crashmap

Figure 4: PIC Data

3.13 A personal injury collision occurred on the 14/11/19 which led to multiple fatalities at the B1040 / Bluntisham Road ‘Xrd’s’ junction. Overall, there have been 11No recorded injury collisions within the vicinity of the junction with the past 5-year period. Whilst it is extremely saddening to see the occurrence of a fatal accident at the junction it would appear that driver error was the main contributory factor in this instance.

4 PROPOSED DEVELOPMENT

4.1 The development proposal consists of five new main elements (see proposed Site Layout arrangements at **Appendix D**) which will be in addition to / complement the existing composting processes, these are in the following terms:-

- Dry Anaerobic Digestion (AD) facility
- Healthcare Waste Energy Recovery Facility (which will provide heat to the AD facility)
- Vehicle Re-Fuelling Station
- Waste Transfer Station and
- Woodchip Biomass Fuel Storage Building and associated development

4.2 When considering existing and new waste streams the following breakdown of throughputs will apply. Very importantly the proposal does not seek to increase throughput of total waste over and above the consented 200,000 tpa limit.

| Waste type / operation | Proposed Tonnages (tpa) |
|--|-------------------------|
| Green Waste – PAS 100QP compost production & CLO | 135,000 |
| Biomass Drying Process | 25,000 |
| Waste transfer station | 20,000 |
| Clinical Waste treatment | 12,000 |
| Total Waste Tonnage | 193,000 |

Figure 5: Breakdown of Proposed Waste Tonnages

Dry AD Facility

4.3 The dry AD facility (AD) will process approximately 70,000 tonnes per annum (tpa) of green and food waste. The renewable gas (biogas), which is produced within the AD facility, will be piped directly into the grid.

4.4 Imported green and/or food waste will be deposited and stored within a reception building. The imported waste will be used as the feedstock within the AD facility in order to produce a renewable gas.

4.5 The imported green and/or food waste is not a new waste stream, but one which is already being imported, processed and recycled at the site. Whilst existing recycling operations will remain, they will be undertaken at a reduced capacity and the waste stream diverted to the dry AD element.

4.6 Heat captured from the waste recovery facility will be used during the dry AD process to process the co-mingled green and food waste and to dry the digestate (the end product). Once dried, the digestate will be incorporated into the outside composting rows for further composting then made into nutrient rich peat free soil improver (the

advantage of a dry AD system is that the digestate is easily composted rather than stored in large tanks and then applied to land as a PAS100QP compost).

Healthcare Waste Energy Recovery Facility

4.7 The facility will process in the region of 12,000tpa of healthcare waste. The heat produced by the combustion process will be captured and will be fully utilised within the dry AD facility. Healthcare waste will, in the main, be imported to the Application Site from within the Cambridgeshire and Peterborough area.

Waste Transfer Station

4.8 It is proposed that the new facility will receive in the region of 20,000 tpa which is aligned with current throughputs for this waste stream. The waste transfer operations are simply being relocated within the site.

Pellet Fertiliser Production Facility

4.9 The Pellet Fertiliser Production Facility will utilise some of the material that has been through the Dry AD Plant. There will be no additional throughput of material as a result of this process. The exportation of the pellet fertiliser product will replace a proportion of the traffic that will be associated with the exportation of the compost product from site and therefore the plant will not generate any additional traffic movements.

Proposed Access Arrangements

4.10 The proposal involves the redevelopment and reorganisation of parts of the site. It is proposed to use the existing northern access from the B1040 (E1) for most vehicles to enter and exit the site from the access which provides access to the weighbridge and material reception area. The southern access from the B1040 (E3) will be used for compost output vehicles to enter and exit the site, thereby avoiding the need for these vehicles to drive through the operational areas of the site. The central access from the B1040 will be permanently closed.

4.11 There are currently 4No accesses to the site currently in use. There is an access to Heathtop House from Bluntisham Heath Road, which is used by staff and visitors (E7 on the submitted site location drawing **See Appendix E**). The house is used as a visitor centre and for staff welfare purposes in terms it provides dining, bathing facilities etc. It is proposed to maintain the other existing westernmost access from Bluntisham Heath Road (E4) for emergency use only. Accesses E5 and E6 have now been permanently closed. The site does not, therefore, generate any HGV use of Bluntisham Heath Road.

4.12 For the avoidance of doubt the post development access points / sceanarion are shown in the ‘ Proposed site layout’ Dwg:- GPP/E/CWH/21/03 (Rev11). The main access into the site for Heavy Commercial Vehicles (HCV’s) will be E1 located on the western flank of the site. This is the existing access used by HCV’s delivering material. Access E3, also on the western flank, will be used by HCV’s exporting material out of the site (as existing) and car parking for staff. Existing entrance E5 will be used by cars and motorcycles for car parking. The other existing entrances around the site (including E2 and E4) will be kept locked/gated and only used for emergency access.

Vehicle Parking & Vehicle Turning

4.13 The existing waste management site has car parking arrangements provided at the ‘Heathtops’ as shown on the enclosed Proposed Site Layout drawing GPP/E/CWH/21/03 labelled as item 51.

4.14 It is proposed to create additional car parking spaces at the ‘Cheffins’ within the Application site on the southern boundary as shown on the Proposed Site Layout drawing GPP/E/CWH/21/03 labelled as item 52. There will be approximately 80No car parking spaces (including 4x disabled spaces, motorcycle parking and secure cycle racks) within this area. Vehicles will be able to enter and leave the site in a forward gear.

5 TRAFFIC IMPACT / TRIP GENERATION

- 5.1 Transport Statements will often refer to and involve interrogation of a nationally recognised industry tool known as the TRICS database. TRICS (Trip Rate Information Computer System) is a database of trip rates for developments used in the United Kingdom for transport planning purposes, specifically to quantify the trip generation of new developments. TRICS is the system that challenges and validates assumptions about the transport impacts of new developments.
- 5.2 In this instance, having considered TRICS there is no parameter or data pertaining to waste transfer stations or healthcare waste recovery facilities. Even if there were, this is not the type of use (unlike if one were considering Ground Floor Area (GFA) for defined B1, B2 or B8 uses) where likely traffic generation could be forecast based on land use area GFA or on a ‘one size fits all’ basis. Each waste site needs to be considered on its own merits and specific operations along with permitted or proposed waste throughput levels in tonnes per annum. Please see a comparison of existing and proposed tonnages in figure 4 below: -

Permitted

| Waste type / operation | Existing Tonnages (tpa) |
|--|-------------------------|
| Green Waste – PAS 100QP compost production & CLO | 135,000 |
| Biomass Drying Process | 45,000 |
| Waste treatment and transfer waste operation | 20,000 |
| Total Waste Tonnage | 200,000 |

Proposed

| Waste type / operation | Proposed Tonnages (tpa) |
|--|-------------------------|
| Green Waste – PAS 100QP compost production & CLO | 135,000 |
| Biomass Drying Process | 25,000 |
| Waste transfer station | 20,000 |
| Clinical Waste treatment | 12,000 |
| Total Waste Tonnage | 193,000 |

Figure 6: Existing & Permitted throughput levels (tpa)

- 5.3 The total permitted annual tonnages / material throughput at the site will not increase over and above the consented 200,000tpa. The proposed development and introduction of the dry AD facility, healthcare waste energy recovery facility and waste transfer facilities simply means there will be a change in the type of waste being imported into the site and treatment processes.
- 5.4 In addition to existing vehicle movements by vans, light goods vehicles (LGV's) and heavy goods vehicles (HGV's), the proposal will lead to an increase in staffing numbers at the site, with approximately 22 new jobs being created. Due to the relatively remote location of the site and the requirement for some shift work, a worst-case scenario has been considered for robustness, that all staff will travel to the site via single occupancy car journeys.
- 5.5 The applicant has provided a detailed summary of existing recorded annual vehicle movements and a predictions of proposed vehicle movements associated with the healthcare waste energy recover facility and waste transfer station partly based on their knowledge of similar proposals in different areas of the Country.

Existing Vehicular Movements

- 5.6 The Applicant has provided a comprehensive breakdown of recorded weighbridge records over the past 3 year period (See figure 5 below). The data was prepared in excel spreadsheet format and that electronic file will be submitted separately as part of the planning package for review as required by the MWPA and the LHA.
- 5.7 If one considers total weighbridge evidence of traffic movements for 2020, then the existing base level is for 53,626No total vehicular trips per annum. Based on a robust 250 working days per year (which takes into account bank holidays and is based on a 5 day working week whereas the site currently operates 5.5 days) this equates to 214No total daily vehicular trips recorded at the weighbridge (107 In & 107 Out). This example is, however, in excess of current daily flows at the site as it is also open on a Saturday morning (but it has been adopted for robustness). In

terms of HGV's only, the current total recorded trips per annum are 45,698 (No trips or 183 No trips per day (91.5 In & 91.5 Out). These figures have been extracted from the Applicant's spreadsheet database and we have considered the 'adjusted for reloading' figures. The spreadsheet illustrated 1 No "movement" as the vehicle arriving, tipping and leaving the site. However, a small number of vehicles are re-loaded once they have tipped and in the weighbridge data this is shown as 2 No separate "jobs" (i.e. 2 lots of entry and exit to the site) whereas the vehicle only enters and exits the site once. The average percentage of reloads is 3%, so the figures have been adjusted to reflect this and it is these figures that provide a robust evidence base of existing total vehicle movements.

| Adjusted for Reloading | | | |
|------------------------|---------------------|--------------|--------------|
| | 2018 (Aug-Dec Only) | 2019 | 2020 |
| Incoming | 5432 | 18025 | 21806 |
| Outgoing | 1529 | 5533 | 5007 |
| Total Movements | 6961 | 23557 | 26813 |
| Of Which | | | |
| Vans <3.5 | 89 | 1713 | 3077 |
| LGV 3.5 - 12.5 | 198 | 1304 | 887 |
| HGV 12.5 + | 6693 | 20541 | 22849 |

Figure 7: Existing Weighbridge records – 2-way traffic movements.

- 5.8 The weighbridge data provided on the spreadsheet and various data tabs shows ALL vehicles delivering or removing waste materials for processing on the site.
- 5.9 The only additional existing vehicular movements at the site are those associated with staff plus the occasional delivery or visitor.
- 5.10 The extant planning permission has no current restrictions upon the number of daily or annual vehicle movements. The previous Origin Transport Assessment submitted with the approved planning application estimated the proposed number of HGV movements associated with processing 200,000tpa would result in 120 No IN and 120 No OUT HGV trips per day on average. The proposal to increase

capacity to 200,000tpa in 2017 was considered acceptable to the MWPA & LHA based on those predicted traffic movements.

5.11 In addition to predicted HGV trips in 2017 the consented Transport Assessment predicted traffic flow in respect of 19No additional staff who were to be employed at the site post development. 36No additional staff trips were therefore based on 2No worst-case single occupancy car trips per day for each member of staff. The following was illustrated and accepted.

| Job | No. | Weekday Start | Weekday Finish |
|---------------------------|-----|---------------|----------------|
| Weighbridge Operator | 1 | 0900 | 1800 |
| Weighbridge Operator | 1 | 0600 | 1500 |
| Office Manager | 1 | 0800 | 1630 |
| Office Administrator | 1 | 0800 | 1730 |
| Operations Director | 1 | 0700 | 1800 |
| Facility Manager | 1 | 0800 | 1800 |
| Site Manager | 1 | 0630 | 1800 |
| Workshop Manger | 1 | 0700 | 1900 |
| Workshop Mechanic | 1 | 0900 | 2100 |
| Compliance Manager | 1 | 0800 | 1800 |
| Health and Safety Manager | 1 | 0800 | 1800 |
| Shovel Operative | 7 | 0600 | 1800 |
| Shovel Operative | 3 | 0700 | 1900 |
| Shovel Operative | 3 | 0800 | 2000 |
| Shovel Operative | 3 | 1800 | 0000 |
| Litter Picker | 4 | 0600 | 1800 |
| Litter Picker | 2 | 0700 | 1900 |
| Litter Picker | 3 | 1800 | 0000 |
| Total | 36 | - | - |

Figure 8: Previously accepted / existing staff vehicle movements

Proposed Vehicular Movements

Healthcare Waste Energy Recovery Facility

5.12 The development will generate vehicle movements in the construction and operational phases. During the operational phase HGV and LGV movements will be generated through delivery and collection of waste materials or residues. In addition, vehicle movements will be generated by staff operating the facility.

5.13 Based on a study of similar development proposals the following should apply.

Waste for processing will be delivered to the site in vehicles of a variety of sizes, but no more than 3No bulk loads per day are anticipated, with a number of smaller trucks and vans delivering lower volume loads. After processing, a residual waste ash will be exported from the site (in bulk loads) which will generate on average no more than one vehicle visit per day. Forecast vehicle movements will be in the following general terms:-

| Vehicle type | Number per day | Notes |
|----------------------------------|----------------|--|
| HGV | 2-3 | On the basis of handling the maximum of 12,100 tonnes of inputs per year and 900 tonnes of outputs per year, it is estimated that the proposal will generate 2x feedstock, 1x export residual materials (maximum) |
| Vans/Light Goods Vehicles | 10-13 | 9x feedstock 2x engineering services (maximum) |
| Staff | 5-10 | Cars (maximum number) |
| TOTALS | 17-26 | Numbers will vary depending on day and activity |

Figure 9: LTP Forecast HWERF Movements.

5.14 Accordingly, the proposal is anticipated to generate in the region of 32No to 48No vehicular trips per day. By means of comparison, the Applicant’s spreadsheet predictions of proposed traffic movements mirror the aforementioned. The Applicant predicts that the proposal will generate in the region of 40No total vehicle movements per day (See figure 10 below). It is suggested therefore that this figure should be assumed for traffic generation forecast purposes; we can conclude that this element of waste processing at the site will be a low traffic generating use.

| Clinical Waste Proposed Basis | | | | | | |
|-------------------------------|--------------------|---------------------|---------------------------------|--------------------|---------------------|---------|
| | Deliveries per day | Weight per delivery | Total movements per working day | Weight Per Day (T) | Movements Per Annum | Tons PA |
| HGV | 3 | 7.5 | 6 | 22.5 | 1650 | |
| LGV | 10 | 2 | 20 | 20 | 5500 | |
| Vans | 3 | 0.5 | 6 | 1.5 | 1650 | |
| Staff | | N/A | 8 | | 2200 | |
| | | | 40 | 44 | 11000 | 12100 |

Figure 10: Envar Forcast HWERF Movements

Waste Transfer Station

5.15 The proposed WTS development will occupy an existing brownfield area within the site. The extant consent H/5005/17/CW permits 200,000tpa of total waste throughput per annum of which an unprescribed amount (tonnes) could be made up of waste transfer activity. The Applicant’s data confirms that in the region of 20,000tpa of the existing total waste stream is made up of this element. Post development, the relocation of the transfer facility this 20,000 tpa is not anticipated to increase. For robustness, and as a guide, the proposed facility will be likely to generate the approximate breakdown of vehicular trips by vehicle type (see figure 6 below).

| WTS Proposal | | | | | | | Outloads per day |
|--------------|--------------------|---------------------|--------------------------------|--------------------|---------------------|---------|---------------------|
| | Deliveries per day | Weight per delivery | Movement Count per working day | Weight Per Day (T) | Movements Per Annum | Tons PA | |
| HGV | 10 | 6.5 | 20 | 65 | 5500 | | 4 |
| LGV | 5 | 1 | 10 | 5 | 2750 | | 8 |
| Vans | 5 | 0.2 | 10 | 1 | 2750 | | Tonnage out per day |
| Staff | | N/A | 8 | | 2200 | | 71 |
| | | | | 71 | 13200 | 19525 | |

Figure 11: Proposed Waste Transfer Vehicle Movements.

5.16 It is predicted that the proposed development will attract minimal vehicle movements during the peak morning and evening hours.

5.17 It is predicted that the revised waste transfer operation will not lead to any additional vehicular trips including HGV trips over and above those currently generated by this element of waste processing at the site. The waste transfer use is not therefore anticipated to lead to any material increase in daily vehicular movements.

Additional staff vehicle movements

5.18 Staff numbers are predicted to rise from 33No to 55No. Based on previous assumptions applied in the 2017 TA this could lead to a very robust forecast of approximately 44No total vehicular trips per working day associated with staff driving their cars into and out of the site.

Net increase / decrease in vehicular movements

5.19 The proposal is likely to lead to a negligible and de-minimis increase in overall daily vehicular movements by traffic associated with the healthcare energy recovery facility. That is, however, in the context of comparing proposed movements against recorded baseline traffic movements into the site in 2020.

5.20 However, notwithstanding the aforementioned, in respect of the HWERF (which will be the only new type of waste stream being brought onto site), it must be stressed that the overall site wide permitted 200,000 tpa limit will not be exceeded. When considering the consented 200,000 tpa limit and associated ‘fall-back’ position in traffic terms, it should be appreciated that existing vehicular movements can fluctuate without breaching any extant planning condition. For example, under the current permission, the Applicant could vary the types of imported waste and associated treatments, which could increase vehicle movements as a consequence of which there is no planning control. Total daily vehicle movements were predicted in the last TA submitted with H/5005/17/W application; the suggested impact in relation to HGV’s only was for 120No In & 120No Out per day. This confirms both the MWPA & LHA were content with the predicted levels by

virtue of granting permission; moreover, they did not seek to restrict those movements.

5.21 Again, regardless of the predicted traffic flows associated with the energy recovery facility and considering the paragraph above the simplistic way to consider this is that total waste throughput is not increasing so therefore ‘theoretically’ neither should the overall daily vehicle movements. It is just the type of waste being managed on site that is being broadened.

5.22 Figure 7 below set outs the likely before and after traffic flows. It should be noted that it is likely that the previously predicted (yet not controlled) 120 In & Out HGV movements will nowhere near be exceeded.

| Total Daily Vehicular Trips (by type) | Previous TA (permitted) | 2020 Background flows | With development | Net Increase |
|--|-----------------------------|-----------------------|------------------|---------------------------------------|
| Staff Cars | 66 | 66 | 110 | +44 |
| Heavy Duty vehicles | 240 (but not restricted to) | 183 | 189 | +6 or -51 based on consented fallback |
| All other vehicles – Light Duty & Vans | Not assessed | 32 | 58 | +26 |

Figure 12: Before & After vehicle movements.



6 Highway Safety

6.1 It has been demonstrated that the proposal will be unlikely to lead to any significant or severe increase in daily vehicular trips by HGV’s on the local road network. This is due to the current waste processing limits not being exceeded. Vehicles currently associated with the existing level of waste processing are currently on the network and this is the considered ‘fallback’ position in traffic

terms. Limited additional turning traffic movements are forecast at the site access by new staff members, accordingly there will be no severe impact on highway safety concerns as a result. Similarly, junction capacity at the site access will not be exceeded / or severely impacted upon as is the case for any other road junction within the local vicinity. Staff vehicle movements are consistently outside of peak traffic hours due to shift working patterns. On that basis, there would be no justification for the Applicant to undertake any mitigating off site highway improvement works or similarly provide any financial contribution to such.

7 Summary

7.1 This Transport Statement has been prepared by Lennon Transport Planning Ltd on behalf of Envar Composting Ltd to support a planning application for **i)** Dry Anaerobic Digestion (AD) facility, **ii)** Healthcare Waste Energy Recovery Facility (ERF) **iii)** Pellet Fertiliser Production Facility, **iv)** Vehicle Re-Fuelling Station **v)** Waste Transfer Station and **vi)** a Woodchip Biomass Fuel Storage Building and associated development at the Applicant's existing waste management facility The Heath, Woodhurst, Huntingdon, PE28 3BS.

7.2 Existing planning permissions permit the use of the application site for waste recycling. The most relevant consent to the current proposal is H/5005/17/CW <https://planning.cambridgeshire.gov.uk/online-applications/applicationDetails.do?keyVal=ZZZZZCDYDR125&activeTab=summar>
  (See Decision Notice @ Appendix A).

7.3 Planning consent H/5005/17/CW currently permits the processing of up to 200,000tpa of waste materials. This level is not being exceeded as part of these current development proposals. Traffic impact on local roads and at the site accesses were robustly tested via a previously submitted Traffic Impact Assessment in 2017. It demonstrated that traffic associated with this level of waste

throughput neither led to any highway safety or highway capacity problems at various road junctions or at the site access.

- 7.4 The proposal alters the type of and amounts of various waste streams within the 200,000tpa limit that are imported and treated at the site. The HWERF could generate in the region of 3No additional HGV visits to the site each day (6No vehicle movements in total), and the 22No additional staff have robustly been considered capable of all driving to work each day via a single occupancy vehicle trip which would result in a total of 44No additional vehicular trips.
- 7.5 The traffic impact associated with 6No overall additional HGV trips over and above recorded 2020 HGV trip levels should not be considered severe in the context of paragraph 109 of the NPPF.
- 7.6 Notwithstanding paragraph 7.5 it is important to note that the H/5005/17/CW was forecast to generate 120No HGV In & 120No HGV Out vehicle movements per day. This was level of HGV movements were demonstrated to cause no detriment to highway capacity or safety and accepted by the MWPA & LHA. These levels of HGV movements have never been reached since the granting of permission in 2017 and nor will they be exceeded, or barely impacted on at all by the proposed new HWERF.
- 7.7 No additional traffic impact is forecast for the AD Facility or Waste Transfer facility as these cater exclusively for existing waste streams within the consented 200,000tpa limit.
- 7.8 Accordingly, as associated traffic will not exceed those levels previously considered acceptable for the consented 200,000tpa, and as those vehicular trips

are theoretically currently capable of being generated (and therefore can be considered as currently being on the network), the proposal will lead to nil-detriment in traffic generation terms. As such, we have advised the Applicant of the unlikelihood of any scope or justification in law for an obligation to be imposed requiring any highway mitigation improvements or any financial contribution towards similar.

7.9 Ample vehicle parking, turning and manoeuvring areas for both cars and HGV traffic will be made available within the site. These are identified within the proposed site layout arrangements.

7.10 There is no history of personal injury accidents occurring at any of the vehicular accesses into the site within the past five year study period.

7.11 Accordingly, the proposal does not offend Paragraph 109 of the NPPF (2019) which states:

- *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.*

7.12 This Transport Statement has demonstrated that the proposed development will not lead to a negative impact on the capacity or safety of the local road network. We therefore encourage the Waste & Mineral Planning Authority and Local Highway Authority to look favourably upon the highway and transportation considerations of the application.

Appendix A:

H/5005/17/CW – Planning Decision Notice



Town and Country Planning Act 1990

Notification of the decision on a planning application

To Mr Charlie Trousdell
Charlie Trousdell Associates Ltd
13 Cherry Street
Stratton Audley
Oxfordshire
OX27 9AA

Cambridgeshire County Council, in pursuance of powers under the above Act; hereby **GRANT** planning permission subject to compliance with the conditions set out below:

For **Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office.**

At **Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS**

In accordance with your application dated 21-Jun-2017 and the plans, drawings and documents which form part of the application.

Date: 08-Nov-2017

Signed:

A handwritten signature in cursive script, appearing to read "S Sass Pledger".

Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

1. Commencement

This permission shall take effect on the day of issue.

Reason: *Some of the development has already been carried out. For the avoidance of doubt and to comply with Section 91 of the Town and Country Planning Act 1990 (as amended).*

2. General provisions

This permission relates to the area outlined in red on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17.

Reason: *For the avoidance of doubt and to define the permission.*

3. Compliance with Submitted Details

The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application form and planning statement, received by the waste planning authority on 22 June 2017, as amended by the conditions stated on this decision notice and the following documents and drawings nos:

- GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17
- 18334-001 Biomass Plant Layout Rev C2 dated 13/02/17
- ENVAR 170123 implantation r1 (date illegible)
- GPP/E/H/17/15 Rev 1 Cheffins, The Heath, Woodhurst, Huntingdon PE28 3BS Elevations - Weighbridge Office

Reason: *To define the permission and protect the character and appearance of the area in accordance with policies CS33 and CS3 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).*

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Cambridgeshire County Council, Shire Hall, Castle Hill, Cambridge, CB3 0AP

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

4. Waste throughput

No more than 200,000 tonnes of waste shall be accepted at the waste management site outlined in blue on drawing no. GPP/E/H/17/01 Rev 4 The Heath, Woodhurst, Huntingdon PE28 3BS Existing Site Layout Plan in any 12 month period. Records showing waste throughput shall be and provided to the waste planning authority within 10 days of a written request.

Reason: *A higher annual throughput has not been assessed in highway capacity and safety terms. To enable the waste planning authority to control the quantity of waste handled at the site in the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011)*

5. Waste Catchment Area

Not less than 40% by weight of wastes accepted at the waste management site outlined in blue on drawing no. GPP/E/H/17/01 Rev 4 The Heath, Woodhurst, Huntingdon PE28 3BS Existing Site Layout Plan in any 12 month period shall be sourced from the East of England Region. The East of England means the counties of Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire, Bedfordshire and Northamptonshire together with the unitary authorities of Peterborough, Southend on Sea, Milton Keynes and Luton. The operator shall endeavour that within 5 years of the date of this permission at least 25% by weight of wastes shall be procured from a 40 kilometre catchment area of the site and the administrative areas of Cambridgeshire and Peterborough as shown on 'Plan CCC1 - Waste Catchment Area'. Waste from a waste transfer station within the defined catchment area shown on 'Plan CCC1 - Waste Catchment Area' shall be regarded as arising from within the catchment area.

Reason: *To ensure that the facility is managing a large percentage of local waste arisings, in accordance with Policy CS29 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and that the situation is kept under review to help meet the monitoring requirement of the Plan.*

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

6. Hours of working

(i) No vehicle shall enter or leave the site except between 0500 and 2200 hours daily (including Public and Bank Holidays).

(ii) No plant or machinery shall operate outside buildings except between 0500 and 2200 hours daily (including Public and Bank Holidays). The Earth Bund shown on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17 shall not be constructed except between 0700 and 1800 hours Mondays to Fridays excluding Public and Bank Holidays.

(iii) No waste shall be shredded outside the buildings except between 0700 and 1800 hours daily (including Public and Bank Holidays).

Reason: *To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

7. Reversing Vehicles

All mobile plant at the site shall be fitted with smart or broadband reversing alarms.

Reason: *To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

8. Silencing of Plant and Machinery

No vehicle, plant, equipment or machinery shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant and machinery shall be maintained in accordance with the manufacturer's specification at all times.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Reason: *To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).*

9. Stockpile Heights

No stockpiles or windrows shall exceed 5 metres in height measured from the adjacent ground

Reason: *In the interests of visual amenity in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).*

10. Waste Transfer

No waste other than wood waste shall be bulked up for transfer other than inside the buildings shown as 20 and 21 on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17. Wood waste shall be bulked up for transfer only in Area B shown on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17. Food waste shall be bulked up for transfer only within the part of building 14 shown edged red on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17.

Reason: *To protect the amenities of occupiers of nearby properties in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011)*

11. Prevention of Mud and Debris on Highway

No commercial vehicle shall leave the site unless the wheels and the underside chassis are clean to prevent materials, including mud and debris, being deposited on the public highway.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Reason: *In the interests of highway safety and safeguarding local amenity and to comply with policies CS32 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).*

12. Perimeter bund

No development of the earth bund shown in green on drawing no. GPP/E/H/17/02 Rev 2 The Heath, Woodhurst, Huntingdon PE28 3BS Proposed Site Layout Plan dated 16/06/17 shall take place until details of its landscaping have been submitted to and approved in writing by the waste planning authority. The details shall include a programme of implementation. The development shall be carried out in accordance with the approved details.

Reason: *In the interests of amenity, to enable the effects of the development to be adequately monitored during the course of the operations and to comply with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).*

13. Replacement planting

If within a period of five years from the date of planting any tree or shrub fails, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place, unless the waste planning authority gives its written consent to any variation.

Reason: *In the interests of visual and residential amenity in accordance with policies CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011)*

14. Lighting

No external lights shall be installed except in accordance with details that have been submitted to and approved in writing by the waste planning authority. Any lighting approved under this condition shall be carried out in accordance with the approved details and thereafter retained in its approved form.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Reason: *To avoid disturbance to bats in accordance with policy En22 of the Huntingdonshire Local Plan (December 1995)*

15. Protection of Amphibians

The development shall be carried out in accordance with the method statement set out in paragraph 9.8 of the Extended Phase 1 Survey Report (Lockhart Garratt Ref: 17-0329 4164 01 Version 3 dated 21/06/2017).

Reason: *To reduce the impact of the development on common amphibians in accordance with policy En22 of the Huntingdonshire Local Plan (December 1995)*

16. Wildlife Mitigation

Within 3 months of the date of this permission bat boxes and bird nesting boxes shall be installed in accordance with details which have been submitted to and approved in writing by the waste planning authority.

Reason: *To mitigate the loss of bat roosting and nesting bird habitat in accordance with policy En22 of the Huntingdonshire Local Plan (December 1995)*

17. Sustainable Use of Site Soils

No soil shall be removed from the site.

Reason: *To prevent the loss of soil required for the construction of the perimeter bunds in accordance with policy CS38 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011).*

18. Foul and Surface Water Disposal

No waste transfer shall take place until a scheme for the containment and disposal of foul and surface water has been submitted to and approved in writing by the waste planning authority. The development shall be carried out in accordance with the approved scheme.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Reason: *To prevent the increased risk of pollution to the water environment in accordance with policy CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) and policy CS8 of the Huntingdonshire Local Plan (December 1995).*

19. Surface Water Drainage

No waste transfer shall commence until a surface water drainage scheme for the site has been submitted to and approved in writing by the waste planning authority. The scheme shall include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers
- d) Full details of the proposed attenuation and flow control measures
- e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to users of the site
- f) Full details of the maintenance of the surface water drainage system
- g) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

The development shall be carried out in accordance with the approved scheme.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Reason: *To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development in accordance with policy CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and policy CS8 of the Huntingdonshire Local Plan (December 1995).*

Informatives

1. Protection of nesting birds

The applicant should be aware that nesting birds, their eggs and (active) nests are protected under the Wildlife and Countryside Act 1981 and therefore, the applicant will need to take appropriate measures to avoid disturbing nesting birds and destruction / damage to active nests. Removal of vulnerable vegetation should ideally avoid the bird breeding season (1 March to 31 August inclusive) to avoid damage to nesting species. If this is not practicable then a nesting bird survey should be undertaken by an experienced ecologist prior to direct impact on suitable nesting bird habitat to identify whether active nests are present. If any are found they should be clearly marked and avoided until after the young have fledged and left the nest.

2. Lighting columns

Condition 14 only relates to lighting that formed part of the application. Lighting columns which did not form part of the application and amount to development would need to be the subject of a separate planning application.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Cambridgeshire County Council, Shire Hall, Castle Hill, Cambridge, CB3 0AP

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

The applicant sought and received pre-application advice from the waste planning authority. The proposed redevelopment of the site was introduced to representatives of local parish councils at a meeting of the site liaison group in October 2016 which was attended by the planning officer and local County Councillor. Objections to the application were raised by parish councils concerned about the impact of traffic from the site at the nearby crossroads junction. These were discussed at a subsequent meeting of the liaison group in October 2017 and the highway authority's advice that the proposal would not have an unacceptable impact on highway safety was broadly accepted.

The development would enable the waste management site to accept a broader range and larger quantity of waste. This would contribute to the recycling of waste and sustainable use of resources thereby improving the economic, social and environmental conditions of the area.

Notes

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for Communities and Local Government in accordance with Section 78 of the Town and Country Planning Act 1990 within six months of this notice. Appeals must be made on a form which is available from The Planning Inspectorate, Room 3/13, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Appeals can also be submitted on line by visiting www.gov.uk and searching for "Appeal a Planning Decision". The Secretary of State has power to allow a longer period for a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances, which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the development order.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Ref. No. H/5005/17/CW Change of use of existing building and adjacent land from composting & maturation of compost to recovery of waste in biomass boilers, drying waste, storage of biomass and drying material and bulking up and shredding waste wood (part retrospective). Erection of two external flue stacks and two biomass feed hoppers (retrospective). Extension of concrete hardstanding (retrospective). Erection of storage bays and two drying material hoppers. Change of use of existing building (no. 11 on Existing Site Layout Plan) from composting to composting and waste transfer. Change of use of part of existing building (no. 10 on Existing Site Layout Plan) from composting to food waste transfer. Extension of perimeter earth bund. Installation of an internal roadway. Installation of two weighbridges and a weighbridge office. Envar Composting Ltd., The Heath, Woodhurst, HUNTINGDON, PE28 3BS

2. If permission to develop land is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State for Communities and Local Government and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the County/District Council in which the land is situated a purchase notice requiring that Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
3. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Date: 08-Nov-2017

Signed:



Sass Pledger, Head of Service, Growth & Economy

Appendix B:

Details of existing Vehicular Accesses





E7 – Heathtop house – Only for small cars/staff cars



E6 – old entrance with brick bridge. Almost completely gone no way to pull over in road



E5 – now blocked entrance. Concrete to roadside in existence



E4 – Emergency Access. Concrete to road



E3 – Secondary Gate, Daily Use



E2 – covered in overgrowth and soil. Can see was once a gate but only by looking closely.



E1 – Main Gate Majority Usage

Appendix C:
CON29 Highways Search

My ref: CH/CON290/CCC305722188
Your ref: Lennon Transport Planning
Date: 11 February 2021
Contact: Clare Hobbs
Direct dial: 01223 727973
E Mail: Searches@cambridgeshire.gov.uk



Lennon Transport Planning
120 Main Street
Leicester
LE6 0AF

**Place and Economy
Highways Service**
Executive Director, Steve Cox
Box No. STA2101
Cambridgeshire County Council
Stanton Way Depot
Huntingdon
PE29 6PY

Dear Sirs

CCC305722188 – Cheffins, The Heath, Woodhurst, Huntingdon, PE28 3BS

Thank you for your recent online highway information request relating to the above property.

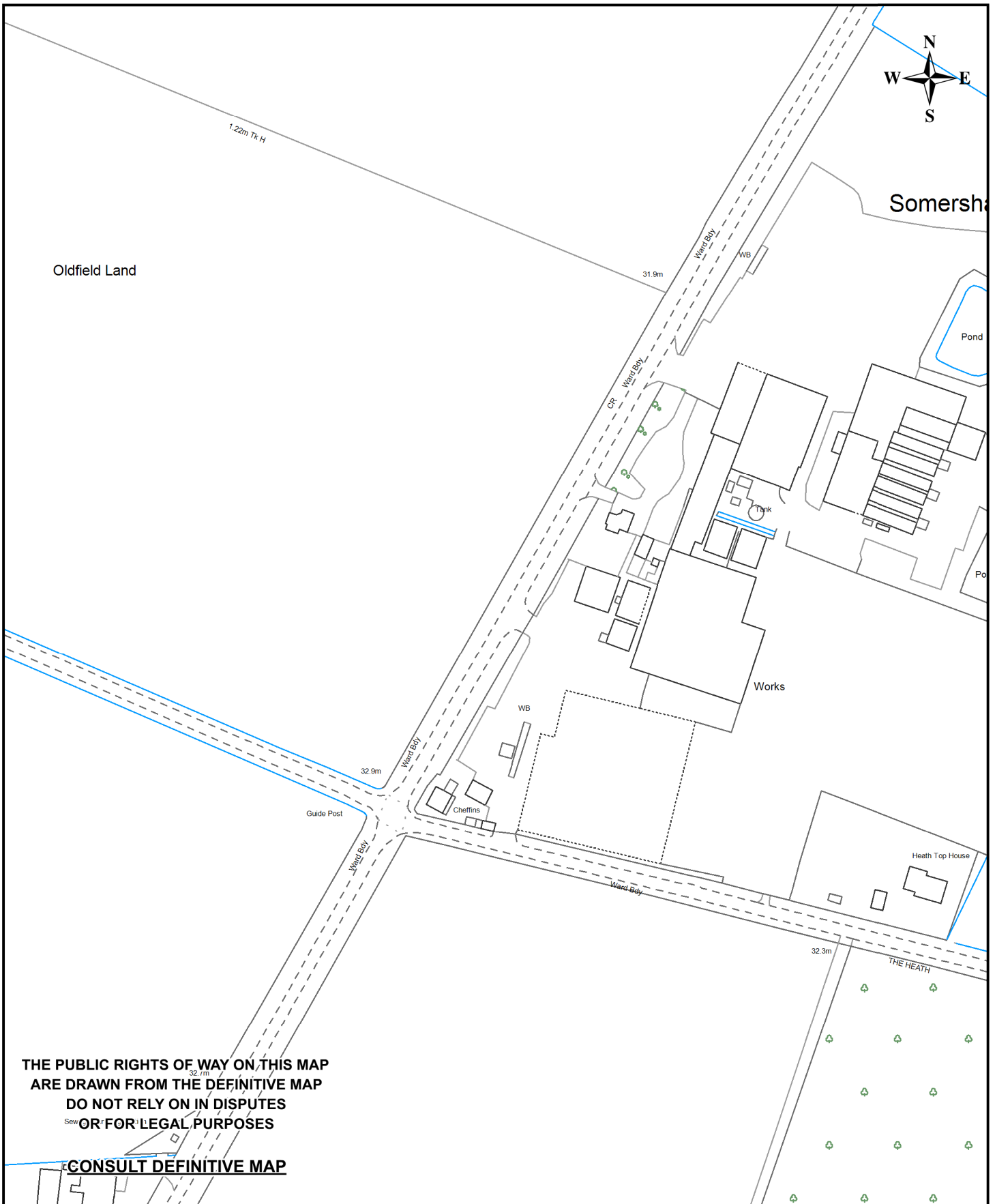
CON29R search (includes CON29 questions, 2.1, 2.2, 2.3, 2.4, 2.5, 3.2, 3.4, 3.5, 3.6 and 3.7)

| | |
|--|---|
| 2.1 - Adopted roads | – St Ives Road, Somersham Road, Wheatsheaf Road and The Heath are all highway maintainable at public expense. |
| 2.2 - Public Rights of Way abutting or crossing the property | None |
| 2.3 - Pending applications to record PROWs | None |
| 2.4 – Pending legal orders to stopup/divert/alter/create a PROW - | None |
| 2.5 - Map showing PROWs | Please see this attached |
| 3.2 - Land required for road works | None |
| 3.4 - Nearby Road Schemes | None |
| 3.5 - Nearby Railway Schemes | None |
| 3.6 – Traffic schemes | None |
| 3.7 - Outstanding Notices – Highways | None |

Yours faithfully

Clare Hobbs

Asset Information Searches Officer

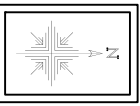


Scale: 1:2500
 Date: 11/02/2021
 Ref: CCC305722188 - CH

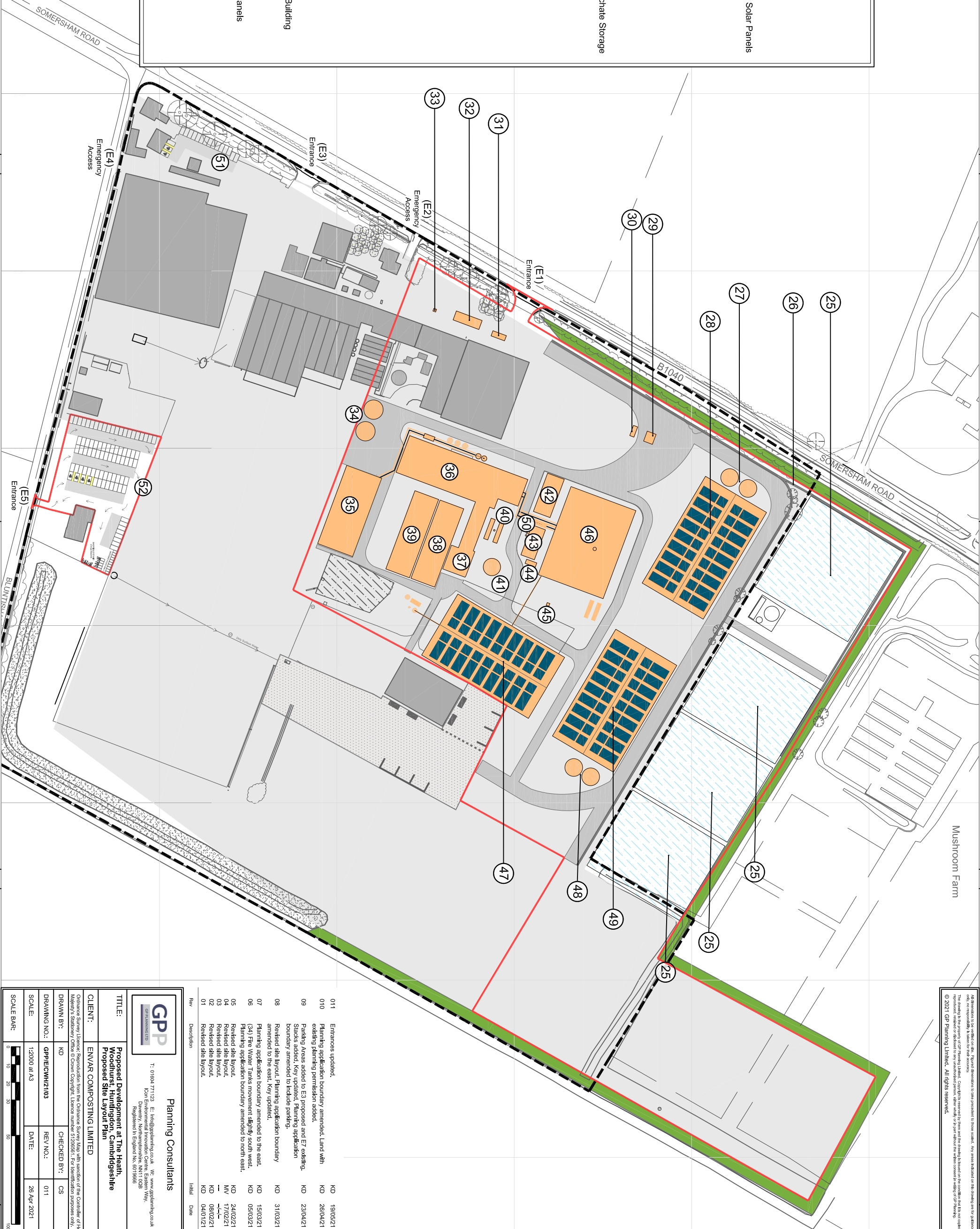
| Key - Drawn from the Definitive Map | | | |
|-------------------------------------|--|---|--|
| Public Footpath (purple) | | Pending Public Path Order (blue) | |
| Public Bridleway (green) | | Pending Definitive Map Modification Order | |
| Byway Open to All Traffic (brown) | | | |
| Parish boundary (yellow) | | | |

Appendix D:

Proposed Site Layout



- KEY**
- 25 Surface Water Lagoon
 - 26 Footpath
 - 27 Fire Water Tanks
 - 28 Waste Transfer Building with Roof Solar Panels
 - 29 CNG Filling Station
 - 30 HP Compressor
 - 31 Grid Entry Unit
 - 32 Propane Storage
 - 33 Emergency Flare
 - 34 Fire Water Tank / Emergency Leachrate Storage
 - 35 Biofilter
 - 36 AD Building
 - 37 Dried Digestate Storage Area
 - 38 Digester
 - 39 Digester
 - 40 CHP and Stack
 - 41 Biogas Storage
 - 42 Biomethane Storage
 - 43 BUG
 - 44 Gas Boiler
 - 45 Emergency Flare
 - 46 Healthcare Waste ERF and Stack
 - 47 Pellet Fertiliser Production Facility Building
 - 48 ETP
 - 49 Biomass Building with Roof Solar Panels
 - 50 2 x Stacks
 - 51 Existing Parking
 - 52 Proposed Parking



Mushroom Farm

All dimensions to be within 0.1% of stated dimensions to 1:1000 scale. Any areas indicated on this drawing are for guidance only and are not intended to be used for construction purposes.
 This drawing is the property of GPP Planning Limited. Copyright is reserved by GPP Planning Limited on the content and the use of this drawing. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of GPP Planning Limited. All rights reserved.
 © 2021 GPP Planning Limited. All rights reserved.

| Rev | Description | Initial | Date |
|-----|--|---------|----------|
| 011 | Entrances updated. | KD | 19/05/21 |
| 010 | Planning application boundary amended. Land with existing planning permission added. | KD | 28/04/21 |
| 09 | Parking Areas added to E3 proposed and E7 existing. Stacks added. Key updated. Planning application boundary amended to include parking. | KD | 23/04/21 |
| 08 | Revised site layout. Planning application boundary amended to the east. Key updated. | KD | 31/03/21 |
| 07 | Planning application boundary amended to the east. | KD | 15/03/21 |
| 06 | (34) Fire Water Tanks movement slightly south west. Planning application boundary amended to north east. | KD | 05/03/21 |
| 05 | Revised site layout. | KD | 24/02/21 |
| 04 | Revised site layout. | MV | 17/02/21 |
| 03 | Revised site layout. | KD | 08/02/21 |
| 02 | Revised site layout. | KD | 04/01/21 |
| 01 | Revised site layout. | KD | 04/01/21 |

GPP
 Planning Consultants

T: 01604 771123 E: info@gppplanning.co.uk W: www.gppplanning.co.uk
 100m Environmental Innovation Centre, Epsom Way,
 Registered in England No. 6019866

TITLE:
**Proposed Development at The Heath,
 Woodhurst, Huntingdon, Cambridgeshire
 Proposed Site Layout Plan**

CLIENT:
 ENVAR COMPOSTING LIMITED

DRAWN BY:
 KD

CHECKED BY:
 CS

DRAWING NO.:
 GPP/ECWH/21/03

REV NO.:
 011

SCALE:
 1:2000 at A3

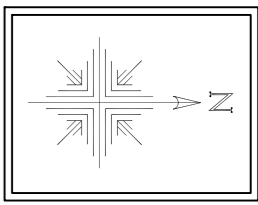
DATE:
 26 Apr 2021

SCALE BAR:
 0 10 20 30 50 100

ORIGINAL A3 SITE SHEET

Appendix E:

Proposed Site Location Drawing



All dimensions to be used on site. Round dimensions to date precedent to those stated. Any areas indicated on this drawing are for reference only, no responsibility is taken for their accuracy.
 The drawing is the property of GPP Planning Limited. Copyright is reserved by them and the drawing is based on the condition that the recipient reproduce neither in whole or in part without the written consent in writing of GPP Planning.
 © 2021 GPP Planning Limited. All rights reserved.

| KEY | |
|-----|--|
| | Planning Application Boundary |
| | Area Measurement for Area 1: 86003.1597 sqm / 8.600316 ha |
| | Area Measurement for Area 2: 3165.1826 sqm / 0.316518 ha |
| | Grid Reference: X 533706 Y 275446 (centre) |
| | Postcode: PE28 3BS |
| | Land Ownership Boundary |
| | Land with Existing Planning Permission |

| Rev | Description | Initial | Date |
|-----|--|---------|----------|
| 03 | Planning application boundary amended. Land with existing planning permission added. | KD | 26/04/21 |
| 02 | Planning application boundary amended to the north & east. | KD | 31/03/21 |
| 01 | Planning application boundary amended to the east. | KD | 15/03/21 |

Planning Consultants
 GPP PLANNING LTD
 T: 01604 771423 E: info@gppplanning.co.uk W: www.gppplanning.co.uk
 Icon Environmental Innovation Centre, Eastern Way,
 Drayton, Northamptonshire, NN22 9DB
 Registered in England No. 0139568

TITLE: Proposed Development at The Heath, Woodhurst, Huntingdon, Cambridgeshire
Site Location Plan

| | | | |
|---------------------|---|--------------------|-------------|
| CLIENT: | ENVVAR | | |
| CONFORMANCE: | Compliance Survey Licence: Reproduction from the Ordnance Survey Map, with permission of the Controller of Her Majesty's Stationery Office, London. Ordnance Survey Licence No. 100029511. For information purposes only. | | |
| DRAWN BY: | KD | CHECKED BY: | CS |
| DRAWING NO.: | GPP/ICWH/21/01 | REV NO.: | 03 |
| SCALE: | 1:1250 at A1 | DATE: | 24 Feb 2021 |
| SCALE BAR: | | | |



Lennon Transport Planning Ltd
Lower Lenthill Farm
120, Main Street
Newtown Linford
Leicester, LE6 0AF
T: 0116 340 0343
M: 07780 447 415
office@lennontransportplanning.co.uk
www.lennontransportplanning.co.uk
Company number:10061511

Registered Office:154, Rothley Road, Mountsorrel, LE12 7JX