

New Sites Proposed during Preferred Options 2 consultation on Cambridgeshire and Peterborough Minerals and Waste Plan

Ref no in consultation	Site location	Site Ref.	Description of Proposed Use	Proposed by	Comment	
Minerals						
1	Land at Hinxton (South of A 505 near Whittlesford Bridge)	SS1 Site 57	Sand and Gravel extraction Site: 4.4 ha, reserves estimated at 170,000 tonnes Access by existing haul road on to the A1301	Bidwells on behalf of the Wellcome Trust Limited	<p>Site put forward because no sand and gravel sites proposed south of Cambridge in current MWDP by County Council. With proposed growth in Cambridge Sub Region there is a need for such an allocation according to the proposers of the site.</p> <p>Site adjacent to former borrow pit and haul road exists to A1301.</p> <p>Access Given that the need for the resource is in and around Cambridge this would mean that it would have to be transported by road. There is a good local road network with direct access to both the A11 and M11.</p> <p>The nearest properties are those in Whittlesford Bridge on opposite side of A505.</p> <p>Environmental Health comments Due to relatively distant buffer zones from residential and proximity to A505 it is likely that any operational noise will be masked to a degree by traffic noise.</p>	

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					<p>No objection in principle and would support this site as it already has an existing haul road.</p> <p>With appropriate buffer zones and careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Conservation comments The River Cam is a County Wildlife site and appears to be a good habitat. Any extraction must not exaggerate low flows.</p> <p>Support in principle subject to routing agreements for transporting of the minerals and subject to measures to mitigate the matters raised by Environmental Health and Conservation.</p>	
2	Covell's Drain , Swavesey	SS1 Site 58	Sand & gravel borrow pit for the A14 upgrade. (Site currently has permission to extract sand and gravel for the guided busway, but does not have permission to be taken off site)	M.Dickerson Ltd	<p>Site is north-west of Swavesey</p> <p>Access Sand and gravel would have to be transported through Swavesey or Fen Drayton to get to the A14, which is not an acceptable option when other borrowpits may be better located for supplying sand and gravel.</p>	

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					<p>Environmental Health comments</p> <p>There is a residential property approximately 150m away.</p> <p>This site currently has County Council permission to extract sand and gravel for the guided busway, but it is understood that a condition restricts removal from the site via the public highway (County Ref No: S/00335/08/CM).</p> <p>The permission quoted has a number of conditions attached to mitigate the impact of onsite noise / dust generation on the local environment and there is restricted hours of operation.</p> <p>These conditions are agreeable and should remain. However the issue of noise impact off site vehicular/traffic noise on the public highway through local towns and villages requires consideration.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Conservation issues – The site is on edge of a</p>	

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					<p>County Wildlife site – Fen Drayton Lakes- that is being set up by the RSPB as a nature reserve to provide a resource for the increased population that will live eventually in the Cambridge Sub-region. Any additional extraction works must not affect its amenity value. The impact on the hydrological regime must be carefully considered.</p> <p>Object to this site.</p> <p>The use of this borrowpit would result in the sand and gravel having to be transported some distance through Swavesey or Fen Drayton. This would impact on the local roads and affect these local communities.</p> <p>Extraction work is likely to have a detrimental impact on the adjoining wildlife site.</p> <p>This would make the use of this borrowpit unacceptable to South Cambridgeshire District Council especially if other borrowpits are available in more environmentally acceptable locations.</p>	
5	Corpus Christi, North of Offord Cluny (BP1)	SS1 Site 61	Clay borrowpit for A14 upgrade. Site 15ha	Costain Skanska	<p>This site is in Hunts DC.</p> <p>Environmental Health comments</p>	

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					<p>With appropriate buffer zones and careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Conservation issues - It is located 750m from Portholme Meadow, which is a European Wildlife site. This site is considered in Habitat Regulation Assessment work so any impact on this is important. If as a result of the borrowpit the meadows are adversely affected this will impact on future plans that South Cambs may consider within its district since it is the cumulative impact that has to be considered in HRAs.</p> <p>Recognise potential disturbance of special species and /or the hydrological regime. These issues must be fully considered against the sites conservation objectives</p> <p>Also affect archaeological works and is half in flood zone 3.</p>	

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					<p>Object to site The County Council must carry out a full Appropriate Assessment for this site before it can be considered for inclusion in the plan. The use of this site as a borrowpit would be unacceptable if it resulted in the deterioration of Portholme Meadows.</p>
6	New Barns Farm, Conington (BP2)	SS1 Site 62	Clay-General Fill borrowpit for A14 upgrade (approximately 20 ha proposed from within the identified area)	Costain Skanska	<p>Site is adjacent to A14. To south of road. In flood zone 1. Clay will be transported to the A14 off road thereby reducing its impact on the local road network.</p> <p>The site is very close to the settlement of Connington.</p> <p>Environmental Health comments New Barns Farm is immediately adjacent to the West and there are two other residential premises approximately 200 to 250 m away.</p> <p>Clay is to be transported directly to a boundary A14 embankment by on-site haul roads avoiding use of the public highway. This should reduce traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with</p>

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					<p>careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Conservation comments Costain provided a detailed assessment of this site and was concerned for the impact on the ecology of the area. A previous ecological assessment relating to a proposed wind farm development showed that the agricultural land provides wintering habitat for a significant number of golden plover (crop type dependent)</p> <p>South Cambs would object to this site if other borrowpits were available in more environmentally acceptable locations. If the site were used for extraction the impact on the golden plovers would have to be considered and it would also be subject to measures to mitigate the matters raised by Environmental Health</p>

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7	Brickyard Farm, Boxworth (BP3)	SS1 Site 63	Clay-General Fill borrowpit for A14 upgrade (approximately 20 ha proposed from within the identified area)	Costain Skanska	<p>Site is adjacent to A14. To south of road. SW of Buckingham Business Park, Swavesey. In flood zone 1. It is north of Boxworth.</p> <p>Environmental Health comments Friesland Farm is immediately adjacent to the West and there are other residential premises approximately 300 m away at Grapevine Cottages to the South and Wayside House on the opposite side of A14.</p> <p>Clay is to be transported directly to a boundary A14 embankment via on-site haul roads avoiding use of the public highway. This should reduce traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p>

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					Support this borrowpit in principle but would have to be subject to measures to mitigate the matters raised by Environmental Health
8	Boxworth End Farm, North of Trinity Foot Junction (BP4)	SS1 Site 64	Clay-General Fill borrowpit for A14 upgrade Site: 14 ha	Costain Skanska	<p>Site very close to A14. To north of road. To NW of Buckingham Business Park. In flood zone 1.</p> <p>Environmental Health comments Wayside a residential property is approximately 150 m away and there is a light industrial estate with a 100 to 800m radius.</p> <p>Clay is to be transported directly to a boundary A14 embankment via on-site haul roads avoiding use of the public highway. This should reduce traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this</p>

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					<p>proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Support this borrowpit in principle but would have to be subject to measures to mitigate the matters raised by Environmental Health</p>
9	South Trinity Foot Junction (BP5 east)	SS1 Site 65	Clay-General Fill borrowpit for A14 upgrade Site: 14 ha	Costain Skanska	<p>Site close to A14. To south of road. To NE of Lolworth.</p> <p>Environmental Health comments There are residential properties at Lolworth are approximately 150 m away and The Grange approximately 110 m away.</p> <p>Clay is to be transported a short distance directly to the A14 embankment via on-site haul roads avoiding use of the public highway. This should reduce traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust</p>

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					<p>impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>South Cambs would not support this site if other borrowpits were available in more environmentally acceptable locations however if used it would have to be subject to measures to mitigate the matters raised by Environmental Health</p>
10	South Trinity Foot Junction (BP 5 west)	SS1 Site 66	Clay-General Fill borrowpit for A14 upgrade Site: 14ha	Costain Skanska	<p>Site close to A14. To south of road. To N of Lolworth</p> <p>Lolworth is relatively close to the borrowpit.</p> <p>Environmental Health comments Clare College farm is adjacent to the site and there are residential properties relatively close at Hill Farm Cottages on the opposite side of A14 at approximately 100 m. Lolworth lies approximately 400 m to the South East.</p> <p>Clay is to be transported directly to the A14 embankment via on-site haul roads avoiding use of the public highway. This should reduce</p>

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					<p>traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Support this borrowpit in principle but would have to be subject to measures to mitigate the matters raised by Environmental Health</p>
11	North Bar Hill, Noon Folly Farm (BP6)	SS1 Site 67	Clay-General Fill borrowpit for A14 upgrade Site: 10ha	Costain Skanska	<p>Site close to A14. To north of road. To E of new Bar Hill junction. Bar Hill 150m away but it is the industrial park so lesser impact than if residential properties.</p> <p>Environmental Health comments Noon Folly Farm lies approximately 200 m to the North and Bar Hill is approximately 160 m</p>

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					<p>on the opposite side of A14.</p> <p>Noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Conservation comments Near enough to Cambridge Airport to have potential impact on safety because of bird strike. The watercourse flowing from Bar Hill provides habitat for water voles.</p> <p>Support this borrowpit in principle but would have to be subject to measures to mitigate the matters raised by Environmental Health and Conservation.</p> <p>.</p>	

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12	North Dry Drayton Junction, Slate Hall Farm (BP7)	SS1 Site 68	Clay – General Fill borrowpit for A14 upgrade Site: 20 ha	Costain Skanska	<p>Site close to A14. To north of road.</p> <p>The site is adjacent to the Cambridge Crematorium and South Cambs would not consider this an appropriate location for a borrowpit.</p> <p>Environmental Health comments Hackers Fruit Farm and residential at Catch Hall Farm Cottages (6 properties) are approximately 90m away.</p> <p>Cambridge Crematorium is approximately 100 m away and should be afforded a reasonable degree of peace and tranquillity.</p> <p>Clay is to be transported directly to the A14 embankment via on-site haul roads but there may be some movements South via Dry Drayton over the nearby bridge.</p> <p>Noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p>

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					<p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>Conservation issues - Near enough to Cambridge Airport to have potential impact on safety because of bird strike. It is believed that there are some veteran oak trees, which would need to be assessed for biodiversity value.</p> <p>The site is located within Green Belt. Whilst recognising that borrowpits are temporary in nature South Cambs would not support locating borrowpits within the Green Belt if other less sensitive borrowpit locations could be used instead.</p> <p>Object to site given its proximity to the Crematorium and the site being within the Green Belt.</p>
13	North Junction 14, Grange Farm (BP8)	SS1 Site 69	Clay borrowpit for A14 upgrade Site: 15ha	Costain Skanska	<p>Site close to A14. To north of road and close to Girton junction</p> <p>Site within Flood zone 2 and 3, adjacent to Beck Brook so could impact surface water of area. South Cambs is concerned at the flood risk</p>

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					<p>implications of using this site and the subsequent impact on the watercourses in this area when the land is restored afterwards. The future restoration of this site could provide the opportunity for a wetland reserve to be created.</p> <p>Near enough to Cambridge Airport to have potential impact on safety because of bird strike</p> <p>The site is located within Green Belt. Whilst recognising that borrowpits are temporary in nature South Cambs would not support locating borrowpits within the Green Belt if other less sensitive borrowpit locations could be used instead.</p> <p>Environmental Health comments Residential properties are in close proximity at Grange Farm and Catch Hall both approximately 40-50 metres away.</p> <p>Clay is to be transported directly to a boundary A14 embankment via on-site haul roads avoiding use of the public highway. This should reduce traffic noise off site.</p> <p>However, noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with</p>

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					<p>careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>South Cambs would not support this site if other borrowpits were available in more environmentally acceptable locations however if used it would have to be subject to measures to mitigate the matters raised by Environmental Health and to concerns about the impact on the watercourses in this area once the land is restored after the A14 upgrade is completed.</p>
14	South Junction 14 (BP9)	SS1 Site 70	Clay-General Fill borrowpit for A14 upgrade Site: 16 ha	Costain Skanska	<p>Site close to A14. To south of road and close to Girton junction. Site within Flood Zone 1</p> <p>A right of way crosses the site and its future would need to be safeguarded.</p> <p>The restoration of this site could provide an opportunity to provide a wetland reserve with</p>

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					<p>public access.</p> <p>Near enough to Cambridge Airport to have potential impact on safety because of bird strike</p> <p>The site is located within Green Belt. Whilst recognising that borrowpits are temporary in nature South Cambs would not support locating borrowpits within the Green Belt if other less sensitive borrowpit locations could be used instead.</p> <p>Environmental Health comments Beck Brook Farm is approximately 200 metres away.</p> <p>Clay is to be transported directly to the A14 / M11 junction and the A14 embankment via on-site haul roads.</p> <p>Noise and dust from on-site operations have the potential to have an adverse impact. Assessment is required but with appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures it should be possible to control noise and dust impact to an acceptable level.</p> <p>Air Quality impact may be acceptable if this</p>	

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					<p>proposal is considered in isolation / individually. However the collective impact of all the A14 borrowpits may have a detrimental impact on local air quality. See main report for comments.</p> <p>South Cambs would not support this site if other borrowpits were available in more environmentally acceptable locations. However if used it would have to be subject to measures to mitigate the matters raised by Environmental Health and its restoration when construction of the A14 is completed could provide an opportunity to provide a wetland reserve with public access.</p>
15.	Existing waste management park, including Cottenham proposals (shown in SS1-16, SS1-35 and SS2-1).	SS1 Site 71	Extraction of Engineering Clay	M.Dickerson Ltd & Donarbon Waste Management	<p>This site was included in the MWDP Preferred Options 2 consultation as a strategic allocation for sand and gravel extraction. The extent of the allocation doubled in size and the Council had expressed its concern in its response to the County in 2008. It has now been proposed as an allocation for engineering clay.</p> <p>The proposers of the allocation state that sites should have been allocated for clay within the MWDP because with the planned growth in Cambridge Sub-region there will be a need for clay. They also say that once excavated the site could be used for inert landfill and then restored.</p>

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					<p>This larger scale of operation with both clay and sand and gravel extraction is likely to generate increased traffic and the Council would want this mineral traffic to be kept away from the B roads and onto the A10. The likely additional traffic movements should not adversely affect the residents of Cottenham or the Travellers on the nearby Smithy Fen.</p> <p>Environmental Health comments The proposed area contains several isolated extraction pits which have been filled with unknown material at locations (548512, 270376); (547850, 269268); (547844, 270761) and (548119, 270902). These should be taken into consideration should further extraction be undertaken in this area. These areas have been highlighted for further investigation under part 2a of Contaminated Land Regulations.</p> <p>There are a number of sensitive receptors adjacent to the site; residential development including a travellers' / caravan site at Smithy Fen is in close proximity to the area identified. Without details of vulnerable receptors and an environmental and health impact assessment it is difficult to evaluate this site.</p>	

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					<p>Object to this site.</p> <p>The Council is concerned that the site is being considered for clay extraction, which will result in additional impacts on the local road network and on the nearby communities at Smithy Fen and within Cottenham. If clay is to be extracted and removed from the site as well as the sand and gravel the impact is likely to be far greater. Consideration must also be given to the filled extraction pits as highlighted by Environmental Health.</p> <p>The County must provide further information about the site before this Council can evaluate the site for the proposed additional allocation. Without details of vulnerable receptors and an environmental and health impact assessment it is difficult to evaluate this site.</p>	
17	Milton Landfill Site, Milton	SS1 Site 73	Clay extraction for the A14 upgrade– quantity 200,000m3	Costain Skanska	<p>No detailed map of extent of site provided by Costain Skanska.</p> <p>Site relatively close to A14 and it could be assumed that access will be via haul roads rather than the existing road network.</p> <p>The site is located within Green Belt. Whilst recognising that borrowpits are temporary in</p>	

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					<p>nature South Cambs would not support locating borrowpits within the Green Belt if other less sensitive borrowpit locations could be used instead.</p> <p>Environmental Health comments The proposed site already covered by landfill licence ref LS 109. Aerial photographs indicate that the proposed area has only recently started extracting and has not yet been infilled. The whole site has been highlighted for further investigation under part 2a Contaminated Land regulations.</p> <p>There are a number of farmhouses within 200m of the site to North and there is Blackwell Travellers / Caravan site to the South.</p> <p>There is potential for adverse impact on these properties in terms of noise and dust. The impact on residents should be assessed further and appropriate measures taken to mitigate the effects if necessary.</p> <p>However, the existing farmhouses are already close to the current main landfill site entrance of Butts Lane, so any additional impact is likely to be negligible, providing hours of operation are similar.</p>

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					South Cambs would not support this site if other borrowpits were available in more environmentally acceptable locations. However if used it would have to be subject to measures to mitigate the matters raised by Environmental Health	
Waste Recycling and Recovery						
21	Land West of A10, Hauxton	SS4 Site 125	Area of Search for a (Household) Recycling Centre to serve south Cambridge and outlying villages	Bidwells on behalf of Jesus College	<p>Extensive area to south and west of A10 /M11 junction at Hauxton. Not included in areas of search used by County Council in searching for suitable site for HRC.</p> <p>The site is within the Green Belt and within flood zone 3. It is located at some distance from the communities that a HRC would be serving.</p> <p>Much of site is located away from road therefore access would be a problem.</p> <p>South Cambs objected to the proposal to have a HRC on the Bayer Cropscience site when the County Council proposed it.</p> <p>Environmental Health comments The proposed site surrounds the Bayer</p>	

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					<p>CropScience site, which has been legally determined as Contaminated Land under Part 2a. An application for planning permission for the remediation of the site has recently been submitted, is still under consultation and has not yet been determined. The surrounding land/fields may contain groundwater contaminated with volatile solvents and any change of use may require a contaminated land condition to mitigate impact and or remediate as necessary.</p> <p>The site generally acceptable but allocation of the area of land to the South currently known as Rectory Farm is of concern. This area is immediately adjacent to residential on High Street, Harston.</p> <p>Noise, dust, odour and possibly bioaerosols may have an adverse impact that will require careful assessment.</p> <p>Appropriate buffer zones will be required in conjunction with careful design / layout of site operations and specific mitigation / abatement measures to minimise impact and to protect health and wellbeing of residents.</p> <p>As this is a new development it should be possible to ensure minimal environmental</p>	

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					<p>impact at the design stage by incorporating intrinsic mitigation measures.</p> <p>Conservation comments This is between two County Wildlife sites – River Cam and River Rhee. Otters are known to use both watercourses. Land to east of the River Cam is subject of a river restoration scheme and adjacent land is being set up as a community riverside park. Amenity impact would be significant if a HRC was to be located here.</p> <p>Object to locating a HRC on any of the land put forward since it is highly unsuitable being at too great a distance from the population, which would be using the facility and it would be in a sensitive ecological area.</p>	
22	Land at Chesterton Fen	SS4 Site 126	(Household) Recycling Centre for north Cambridge and inert waste recycling centre Site: 7.4 ha Access: from Fen Road, Chesterton	Bidwells on behalf of Jesus College	<p>Site is adjacent to Traveller community and neither use being proposed would make good neighbour.</p> <p>Site is in Green Belt adjacent to the river and is in flood zone 3. It is a site that if developed would be highly visible. It is opposite Fen Ditton village.</p> <p>Access</p>	

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					<p>Access to site would be along Fen Road, which is at capacity. Any additional traffic using the road to access a HRC or the inert recycling centre would not be possible.</p> <p>Environmental Health comments The site is immediately adjacent to several permanent residential Travellers / Caravan sites, the closest Sandy Park been only 20 metres away. There are also residential across the river Cam at Green End approximately 100 metres way.</p> <p>The only access to the site is Fen Road, which is already a relatively busy road during the daytime. As the number of vehicle movements associated with waste recycling centres can be high, there may be an unacceptable increase in traffic noise.</p> <p>Noise, dust, odour and bioaerosol generation also have the potential to have an adverse impact on amenity, health and quality of life.</p> <p>The significance of impact / effect should be assessed by undertaking Health and Environmental Impact Assessments, respectively.</p> <p>Object to this site. The site is unsuitable for</p>	

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					locating either a HRC or for inert recycling facilities as highlighted in the comments made by Environmental Health. It is in the Green Belt in a sensitive location and very close to residential properties.
24	South of Worsted Lodge, A11, Pampisford	SS4 Site 128	Waste Transfer Station (Site also currently subject to a retrospective planning application for retention of the Waste Transfer Station)	RPS for Dockerill construction Limited	<p>Site is to west of A11. Currently subject to a planning application being considered by the County Council. South Cambs has submitted its comments on this application which were as follows-</p> <p>1 - Site outside development framework and within rural countryside. Proposed use is not essential use in countryside.</p> <p>2 – Proposed change of use of land to recycling and processing of inert road materials is inappropriate development in the countryside.</p> <p>Environmental Health comments</p> <p>Nearest residential is Chalkhill Farm to the west and Worsted Lodge to the North, approximately 600 and 400 metres away respectively.</p> <p>The site has previously operated on a temporary basis with a waste transfer type use in the form of road construction compound or similar. I understand a full planning application has been recently submitted for use as a waste transfer site.</p>

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					<p>Due to relatively distant buffer zones from residential and proximity to A11 / junctions noise will be masked to a degree by traffic noise.</p> <p>No objections in principle.</p> <p>We would support this site as it has previously operated in a similar manner without complaint. It should be possible to have appropriate buffer zones with careful design / layout of site operations and specific mitigation / abatement measures to minimise noise impact to an acceptable level.</p> <p>Object to the site since it is located in rural countryside, outside of the development framework and is not an essential or appropriate use for this location.</p>	
28	Cottenham. SS1-16 area within the preferred area shown on profile M3	SS4 Site 132	Inert landfill and restoration back to agriculture (following sand and gravel extraction)	M.Dickerson Ltd & Donarbon Waste Management	<p>Related to proposal for engineering clay extraction.</p> <p>See comments for site 15</p>	
Railhead						
36	North of	SS4 Site	Relocate aggregate sidings	Network	This is an alternative site to the uses proposed	

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	Waterbeach	139	from Chesterton and to facilitate London waste rail transfer	Rail	<p>at Chesterton Sidings for freight and aggregate yard. Policy TR/5 Rail Freight Interchanges promote use of rail for freight movements – in principle this proposals is acceptable.</p> <p>New road will pass close to and south of Denny Abbey, which is a Scheduled Ancient Monument. The setting of the abbey would need to be protected.</p> <p>Note that road passes through areas of Flood Zone 2/3 and that access to A10 is limited to left in / left out, which is sensible.</p> <p>Environmental Health comments</p> <p>There are a number of residential premises to the North with Bannold Box Cottages x 6, New Farm and Bannold Crossing Cottage. Hinge Farm is to the East. The closest residential premises are approximately 70 to 100 metres away from the proposed site.</p> <p>There can be considerable environmental disruption related to a development of this nature due to potential incompatibility with existing residential uses in a quiet rural location with low background noise levels (in absence of train movements). As the number of vehicle movements associated with aggregate depots can be high, it is therefore essential that the access is good and the surrounding roads are</p>

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					<p>capable of accepting high volumes of traffic. The proposed traffic route appears to avoid direct passing the frontages of existing residential.</p> <p>However, noise / vibration, dust, odour and possibly bioaerosol generation from aggregate sidings /and containerised waste transfer may have an adverse impact on amenity, health and quality of life.</p> <p>The significance of impact / effect should be assessed by undertaking Health and Environmental Impact Assessments, respectively.</p> <p>Air quality associated with traffic movements may also need consideration and assessment.</p> <p>Appropriate buffer zones in conjunction with careful design / layout of site operations and specific mitigation / abatement measures will be required to minimise impact and to protect health and wellbeing of residents.</p> <p>There is concern about the location of this site and due to the close proximity of residential premises, 24-hour use is unlikely to be acceptable. Restricted hours of operation for the site would be recommended: operations /</p>	

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					<p>vehicle and train arrivals / deliveries restricted to 0800hrs to 1800hrs Mon –Fri, 0800 – 1300 hrs Saturday, No use on Sundays / Public Holidays.</p> <p>Where adverse environmental effects cannot be adequately controlled or mitigated through the design of proposals or the attachment of conditions, planning permission should be refused.</p> <p>Support in principle the relocating of the freight and aggregate yard to this location subject to the concerns of proximity to Denny Abbey and to the road being in flood zone. Consideration would also have to be given to the matters raised by Environmental Health.</p>	