

MELDRETH PARISH COUNCIL

Clerk: Mrs Judy Damant

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Ref: 4.19.3

Mr J Koch
SCDC
Planning Department
South Cambridgeshire Hall
Cambourne
Cambridgeshire
CB23 6EA

email: john.koch@scambs.gov.uk

Dear John

Re: Meldreth Parish Council's Further Comments on Planning Application for Fillcup Field, Land to the north of Meldreth Road, Shepreth by Nethy AD Ltd S/2944/14/FL

We have studied the map showing the proposed two routes, put forward by the applicant's consultant, for feed materials for the bio-digester and the bio-mass boiler and for the waste from the processes on site.

We note with concern that both routes go through Meldreth and that the CCC accident statistics show a total of 15 recent accidents on these routes. Both routes enter Meldreth at North End.

Route 1 turns at the village stocks into Fenny Lane and over the crossroads and via Kneesworth Road and Mettle Hill to Chestnut Lane to join the A1198 at Kneesworth. Route 2 follows the same route to the Fenny Lane crossroads where it turns left onto Whitecroft Road, then right at the busy station junction over the narrow railway bridge to the A10. We understand from the company representative, Mr Tom Naylor, that there will be 6 to 7 HCV movements each way from the site per day.

Both the routes proposed have to negotiate bends in Meldreth Road, Shepreth where the road sides are overgrown and CCC Highways have refused to cut back vegetation on the road edge to improve sight lines.

In Meldreth, both routes cover the narrow bends at College Farm and the Church to the Fenny Lane crossroads where there have been numerous accidents (Accidents 6, 7, 8, 9 & 10) although not all are reported.

Route 1 goes over Mettle Hill to join the A1198 in Kneesworth (Accidents 11, 12, 13, 14 & 15) where there are already congestion and accidents at the roundabouts at this junction.

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Route 2 makes a difficult left turn on Whitecroft Road, particularly if a trailer is used as has been suggested by the applicant, then joins Station Road at a busy junction with the High Street and the station entrance continuing over the railway bridge (narrow with narrow footway and danger to pedestrians from overhanging rear view mirrors). Station Road is the busiest road in Meldreth with over 400 vehicle movements/hour at peak times (Accidents 1, 2, 3, 4 & 5).

We understand why access through Shepreth to the A10 is not proposed. However a **left** turn onto the A10 North at Frog End would be less hazardous than the proposed **right** turn onto A10 North at Station Road, Meldreth. We have asked the applicant if another route via Shepreth/Barrington/Orwell to the A603 had been considered. Mr Naylor's reply was that his consultant had only suggested the two routes through Meldreth that are proposed.

We are concerned that the size of the lorries to be used has not been finalised so the impact on the narrow bends and junctions cannot be fully assessed. We understand a HCV with a trailer is still an option and this would be a problem turning onto Whitecroft Road, A10 and A1198. We are also concerned that more than one vehicle could be used at busy times allowing vehicles to and from the site to meet at the narrow bends. Mr Naylor says that the company will only use one HCV but that is not clear on the application.

Recommendation

If SCDC are minded to approve this application we ask for conditions:

- to use entirely different routes for vehicle entering and leaving the site to avoid the possibility of vehicles having to meet on narrow bends and junctions
- for all vehicle movements to be made outside rush hours but not before 0700 or after 1900 hours.

Yours faithfully

Judy Damant
Clerk