



St Ives Town Council

Twinned with Stadtallendorf

Town Clerk: Alison Benfield BA (Hons) FSLCC

Town Hall, Market Hill, The Old Riverport, St Ives, Cambridgeshire, PE27 5AL
Telephone: 01480 388929 Email: clerk@stivestowncouncil.gov.uk

Issued: 2 September 2021

**Councillors N Dibben, T Drye, J Tiddy, D Rowe, N Wells, C Smith, J Kerr, S Mokbul,
P Hussain (ex officio)**

You are hereby summoned to attend a Meeting of the **Planning Committee** of St Ives Town Council to be held in the **Corn Exchange Charter Hall** on **Wednesday 8 September 2021 at 6.30 pm.**

Christine Allison
Deputy Town Clerk

AGENDA

PL28.00 APOLOGIES FOR ABSENCE

To receive and note apologies for absence.

PL29.00 DECLARATIONS OF INTEREST

To receive Declarations of Disclosable and/or Non-Disclosable Pecuniary Interests as set out in Chapter 7 of the Localism Act 2011 and the nature of those interests relating to any Agenda item.

PL30.00 PLANNING APPLICATION CCC/21/088/FUL – Envar Presentation

To receive presentation and further information from Envar and to note correspondence from residents (copy herewith).

PL31.00 PUBLIC PARTICIPATION

A maximum of 15 minutes is permitted for members of the public to address the Committee in accordance with the Town Council's approved Public Participation Policy.

PL32.00 PLANNING APPLICATION CCC/21/088/FUL

To make a recommendation on the above application.

PL33.00 MINUTES

To confirm as a correct record the Minutes of the Meetings of the Planning Committee held on 11 August 2021 (copy herewith).

PL34.00 A1123 OPTIONS REPORT

To receive report and to review the section relating to St Ives (copy herewith).

PL35.00 PLANNING APPLICATIONS

To consider the attached list of Planning Applications received (copy herewith).

PL36.00 DEVELOPMENT MANAGEMENT COMMITTEE

To receive information (if any) relating to St Ives.

Thank You to everyone who attended our meeting last Thursday. We were grateful for your attendance and have considered your offer to speak at your next meeting on the 8th of September which we would like to accept. As we discussed we will deliver our presentation and take questions afterwards if you would be so kind as to manage this process.

We have also decided to run a small open afternoon between two and four pm at our Heathtops House facility on the 8th. This is to allow members of the public (pre-book only) to attend and ask relevant questions. We will be putting details on our website shortly

You requested some further information about the traffic and emissions data. Please find traffic data below and emissions data attached. We have updated our FAQ notes with your questions so as more people may benefit.

The traffic which attends site varies throughout the year. The data shows that on the average day (current) the site will receive roughly 107 vehicle visits. With the new operations in place we would expect to see an extra number of visits from staff vehicles (cars, vans and motorbikes) assuming the worst case scenario that they do not share a vehicle, of 22 extra single visiting vehicles. Calculations show we could expect to see 3 extra HGV or equivalent visits per day in the worst case.

It is worth noting the maximum calculation here remains within the previously calculated expectation as was approved for the planning in 2017

Kind Regards

James Cooper
Compliance Manager
Envar Composting Ltd

Summary of the Development

Our proposal is designed specifically to take advantage of the benefits of putting technology together, to treat waste materials in a more effective way, making the most out of their potential as a resource. We are not looking to treat more, just do it better.

Some of our considerations for this proposed development are summarised in the below bullet points:

- The development has been designed with the objective of reducing odour, through advanced technology and a different method of processing waste.
- There are no proposals to increase the site tonnage which would remain the same.
- Traffic movements would remain in line with the current plans.
- Significantly lower carbon footprint than individual sites
- Much less land use than standalone facilities.
- More skilled jobs in the area providing a mixture of professional, supervisory, skilled, and manual positions.
- Local first policy – our local first policy helps ensure that where feasible we harness the power of local business.
- Aesthetics – the new plant has been designed to blend into the background better. With planting and wildlife areas being made and maintained
- Carbon Capture – the plant would capture and use its own exhaust gas, locking away CO₂, reducing emissions.
- Pollution reduction benefits from the enabling of conversion of vehicles to gas power. Which hugely reduces road traffic produced pollution.

1. What are the co-located plants?

Dry Anaerobic Digester

The digester is a closed vessel which is oxygen-free (anaerobic). Inside the digester, slowly moving spades moves material along. Microbes break down the waste and produce gas. The gases are called biogas or methane, it is used in just the same way as natural gas. The gas is collected is 'green' renewable energy. We intend to feed the gas that is produced back into the national grid or use it to power our vehicles.

The system treats drier material than normally found on farms or in food production slurries. Known as Dry AD because of the fact the material being processed is solid, not liquid. This results in a more compact system that fits into the existing operation of the site. As the material is much drier it produces a better product and is smaller and easier to handle. Because its dry, much less odour is produced.

Healthcare Waste Facility

These facilities are very common in the UK and across Europe and are a fundamental part of environmentally sustainable waste management. We will be treating hard-to-recycle healthcare waste from sources such as: NHS organisations e.g., hospitals and GP surgeries; the private healthcare sector; nursing homes; dentists; pharmacies; veterinary clinics; pharmaceutical companies, and tattoo parlours that would otherwise be likely to go to specialist landfill or to facilities at a considerable distance from the source that do not recover energy.

The site will safely treat everyday waste from hospitals, including single-use items such as swabs and bandages, as well as ancillary items such as single-use coffee cups, crisp packets etc from hospital vending machines. It would also be licenced to treat materials confiscated by law enforcement. We will do this with modern, efficient equipment that fully meets the stringent safety and emissions regulations in place today.

The site would only handle waste under contract and would not be open to the public or general trade use.

Nutrient Pellet/Fertiliser Plant

Our carbon capture facility uses energy provided from the other plants to take carbon from the stack and combine it with compost to make an enriched pellet suitable for farming and horticultural use without using fossil fuel in the process.

Transfer Station and Bio-Mass Building

These buildings, although new, will not be housing any new processes. The upgraded buildings are a replacement for the buildings that will partly converted to be used for the DRY AD facility. The buildings will be enclosing currently external or partially covered operations further reducing odour potential and noise.

2. How much gas does the AD process produce and what is this equivalent to?

The proposed facility will produce the green energy equivalent of 5 million liters of petrol. That is enough to drive around the equator more than 1500 times each year: all carbon neutral and helping the country achieve net zero goals.

Its important to note that only very small amounts are stored on site for the purposes of grid regulation as is required by the national grid network. The site is not deigned or planned to become a storage facility and the gas will be used in our own vehicles or injected directly into the national grid for use in homes and businesses around cambridgeshire.

3. What about odours?

One of the main objectives of the project is to reduce our odours. It is a great opportunity to invest in the right way to ensure the longevity of the site and our place as part of the community.

The new facility would treat over half of the biodegradable material throughput on site in a more odour effective way, reducing any odours.

The facilities themselves are enclosed and will reduce any potentially odorous air in normal operation. The new development is also equipped with state-of-the-art air treatment systems to clean any air that is released from the site. This will be a major improvement to the site and the surrounding area.

Advanced odour technology will be employed to treat the air, but in actual fact, there will be less odour generated by the material to treat in the first place, due to the nature of the enclosed process. The material is also dried before it is taken for composting, this helps drives off potentially odorous particles so as they can be targeted for treatment.

The outcome is that the site will have the most up to date odour control technology coupled with a change in process which will mean that over half of the material will be treated in a different way. This means that overall, the odours emitted from the site will be less.

4. Why should this process be developed here and why can't it go somewhere else?

The existing site is already very well located and receives and processes organic waste such as garden waste and food waste. This is from the surrounding communities and local authorities, so the site serves everyone and has done so for many years. However, expectations change over time, so the new proposal is to build on the existing resources and skills at the site for the 21st Century. The new development is focused on creating a site which will do everything the site has achieved before, but to do it better: take material and turn it into beneficial fertiliser, compost and, of course, energy, in a way that has never been possible before and with world-class environmental protection. We are investing in new state-of-the-art odour control systems, energy recovery and energy generation and other forms of resource-recovery. All of this together will not only improve the site beyond recognition; it will provide new employment opportunities and will contribute to local and national targets for recycling and the 'green' economy.

5. Is the technology risky?

Anaerobic Digestion is a natural process that creates a gas which can be used to power vehicles or fed into the national grid. This is no different from the natural gas in your domestic supply and the same level of control and regulation applies to the whole industry. The technology has been successfully employed worldwide for decades.

6. What is the fertiliser plant all about? Is it dangerous?

No. We will be producing an organic matter based, enriched compost. **Not** a chemicalfertiliser

7. What about hygiene? Do the processes kill harmful bacteria?

The anaerobic digestion process operates in the high temperature range. It kills all of the commonly occurring bacteria and pathogens such as *Salmonella* and is therefore an important step in ensuring that our organic waste such as food residues are turned into safe materials such as compost that can be safely applied to agricultural land, allotments, horticulture, and gardens.

As with the Healthcare waste plant. The heat treatment takes place at exceptionally high temperatures will ensure that all materials are heat sterilised, and all biodegradable elements are rendered inert. The specialist sealed containers which the sealed materials are stored in are then sterilised before being returned to customers.

8. How will you affect local air quality?

The equipment being used is advanced technology and the process will be controlled to strict environmental emission standards. The systems use filters and abatement

treatments to control emissions and remain within the safe levels imposed by the Environment Agency. Monitoring equipment is built into the plant & will be approved and closely monitored by the Environment Agency. This will be monitored constantly to ensure the plant is operating inside the parameters. If emissions exceed the limits set by the Environment Agency, then the machinery control systems intervene.

All operations would then ultimately stop until the cause of the unusual levels have been identified and rectified.

9. Tonnage & traffic movement, will there be more traffic?

The traffic changes will be very limited. And we are staying within our current allowance for both tonnage and movements of vehicles as we have planning for previously. The reason we can do this is because the material we are accepting is not changing. We are only seeking to change the way we process it to a more efficient method

To be clear, the sites last 3 years data was analysed and used to calculate future flows based on different wastes.

The site currently receives about 107 vehicles per day on average. This includes vehicles bringing in waste people visiting work vans and contractors, Envar staff and other visits from managers etc. under the new proposals we are expecting there to be an extra 22 staff vehicles, vans and contractors, and 3 extra HGV visits per day. About a 3% increase, and within previously calculated levels.

It is worth noting that the conversion of the HGV fleet to gas will significantly reduce diesel emissions from vehicles both locally and in the wider area. Improving air quality dramatically!

10. How many others have been built, is it tried and tested?

The proposed redevelopment uses up to date, but still tried and tested technology. Dry Anaerobic Digestion is a trusted, and successful technology developed by class-leading companies in Germany and Austria since the 1990s.

Healthcare Waste Facilities have been being used for many decades in the UK. The main difference is the gradual improvement in technology over time. The most modern plants being constructed today are almost un-noticeable and have some of the strictest emission controls in Europe.

11. How and why does compost benefit soil?

Compost can be applied direct to land, replacing chemical fertilisers, and returning organic matter to our precious soils. Compost also improves moisture holding capacity in soils, reducing irrigation and preventing run-off to ditches and drains. In turn this reduces flood risk, by holding water in the soil and allowing it to percolate through. Instead of running off of the top of a field into ditches and directly to rivers and streams.

12. Does the proposal reduce carbon emissions and what is the effect on the environment?

The new anaerobic digestion facility will produce much more energy than it needs to operate, so will be a major contributor to the national 'green' agenda, not a consumer

of power.

The co-location of a healthcare waste facility with a solar roof in addition allows the project to reduce its impact on the environment further. The site will generate low-carbon heat which shall be shared with the Co-located plants on site.

13. How does biogas produce less pollutants in lorries when it is burned just the same?

Biogas can be used as a clean-burn fuel. Many internal combustion engines can be converted to run on gas and manufacturers are now producing purpose-built vehicles. When used in cars and trucks it gives similar performance to diesel, but without the pollution.

14. How do we capture carbon?

Our carbon capture technology is used to remove some of the carbon from the exhaust stack and safely lock it away inside organic matter where it is converted to a high-quality organic agricultural fertiliser. It does not just mean there are less emissions, it also means that the carbon captured is locked away in the soil permanently.

15. Who was told or pre-consulted?

When we considered our consultation plans, we decided to contact those who would most likely notice the site improvements as they were closest by, this included the parishes of Bluntisham, Woodhurst and Somersham. The parishes who were of a further distance away or who were not previous regular members of our liaison group were not included, as the likelihood of the project affecting them is significantly reduced.

16. I have heard incineration produces pollutants which are toxic?

Various pollutants were quite rightly of high concern in the 80's and 90's as at that time technology was not sufficient to effectively control their production. Combustion and recovery processes have been improved drastically since then with temperatures of over 1000 °C, better stack clean-up, and sufficient residence time allotted to ensure complete destruction of these chemicals.

Modern healthcare waste facilities are found in many NHS hospitals and also in built up areas where they are literally next door to vulnerable people and local amenities. This is possible because the technology involved meets all modern regulations which are some of the most stringent in the EU. To put this into perspective; the National Atmospheric Emissions Inventory (NAEI) data shows that in 2015, bonfire night produced 10 times more dioxins in a single night than all the waste to energy facilities in the country did, put together, for the whole year.

The healthcare facility has been chosen to deal with the waste produced in the wider Cambridgeshire area which – in common with other areas - has risen in the last few years. The facility is particularly small in scale would in fact be treating only 6% of the total waste throughput on site. All of the heat would be used to produce green energy and green products, such as use in gas converted vehicles, and in the production of organic peat free soil improver. Even further reducing emissions.

17. What Smoke will come out of the stack?

There will be no “smoke”. There may be the odd white whisp of water vapor on cold mornings. The clean-up and combustion technology on these facilities (see question 16) is specified and monitored by the environment agency and made to all of the most modern standards.

The gas clean up and monitoring technology is state of the art. The monitors continuously check the exhaust gasses for pollutants and can shut down the plant in emergency. All this data is available to the authorities and logged electronically and permanently.

18. Will the healthcare facility smell?

No. the facility is designed in such a way that everything is sealed and enclosed, tracked and fully traceable through the process. No containers are opened before being destroyed in a completely controlled and automated process.

19. What will happen to the Ash?

The ash can be exported from site and used as a valuable construction raw material

INFORMATION ON EMISSION LIMIT VALUES AND BEST AVAILABLE TECHNIQUES

ENVAR COMPOSTING LIMITED

1. Introduction

This short paper has been prepared in order to demonstrate the requirements on EnVar Composting Limited to comply with Best Available Techniques (BAT) for the new plant that they propose to install at their site in Woodhurst, Huntingdon.

Assuming that planning consent is granted, the proposed development will result in the construction of a i) dry anaerobic digestion facility, ii) healthcare waste energy recovery facility (HERF), iii) pellet fertiliser production facility, iv) vehicle re-fuelling station, v) waste transfer station and vi) a woodchip biomass fuel storage building at the existing waste management facility. However, once planning is granted and prior to the development and operation of the plant, EnVar Composting Limited will be required to vary their Environmental Permit to include the new processes, in order that these can be effectively regulated by the Environment Agency.

2. Summary of Best Available Techniques and Associated Emission Levels

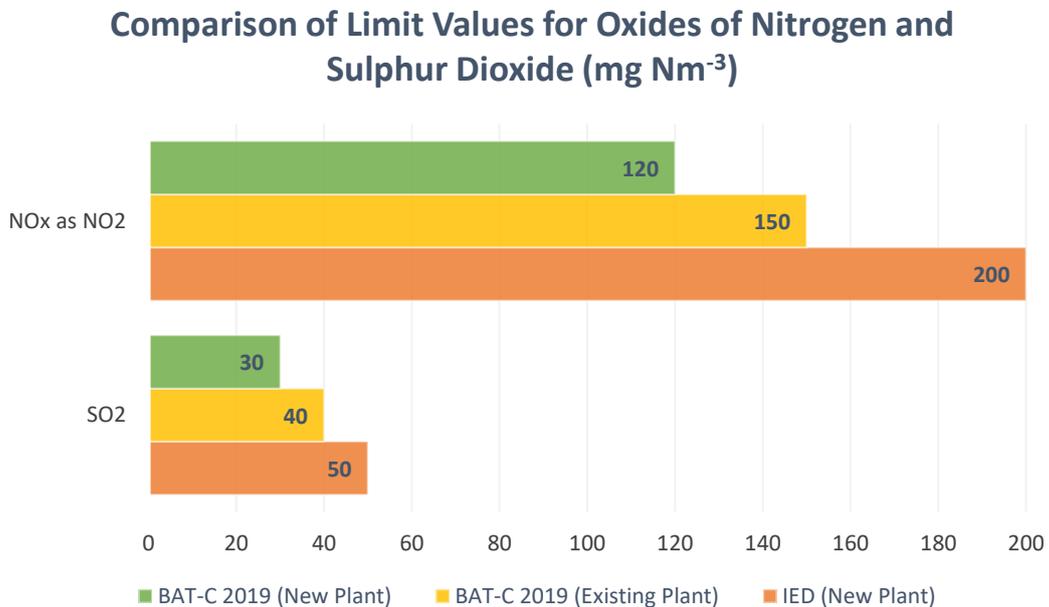
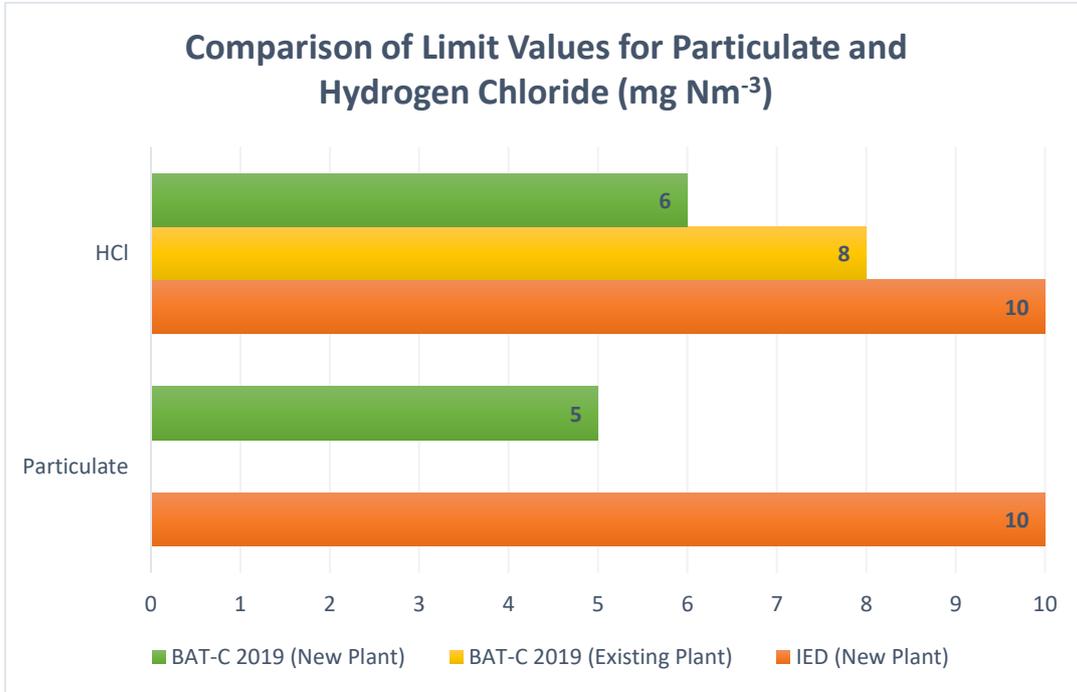
The regulated processes will be subject to emission limit values. Although for the HERF, short-term and time limited exceedances of these limits is allowed to enable efficient operations and to facilitate the investigation and, where possible, rectification of an issue prior to shut-down where this can be achieved within a four-hour window, exceedances are not allowed for more than a total of 60 hours per year, and the impact of these permitted short-term, but elevated releases was considered in full in Section 6 of the air quality assessment, submitted with the planning application.

Aside from these allowable short-term and time limited periods of exceedance, which will not necessarily be required during each or any year of operation, the site will be required to control its emissions to the most stringent levels specified for all similar plant across the UK and Europe. The emission limit values (ELVs) stipulated, reflect the emission concentrations which can be achieved when employing BAT and are set in order to protect human health and the environment. As with any limit value, EnVar Composting Limited will aim to remain as far below the limit concentrations as their process will allow at any given time and therefore the assessment provided, which has considered a continual release at the daily emission limit values as well as the short-term operational levels discussed above, provides a worst-case assessment of the resultant impact. Where the emission limit values are exceeded, EnVar Composting Limited will be obliged to report each and every exceedance to the Environment Agency, undertake an investigation and provide a report into the cause and effect of the issue, and identify any measures taken or proposed to prevent recurrence.

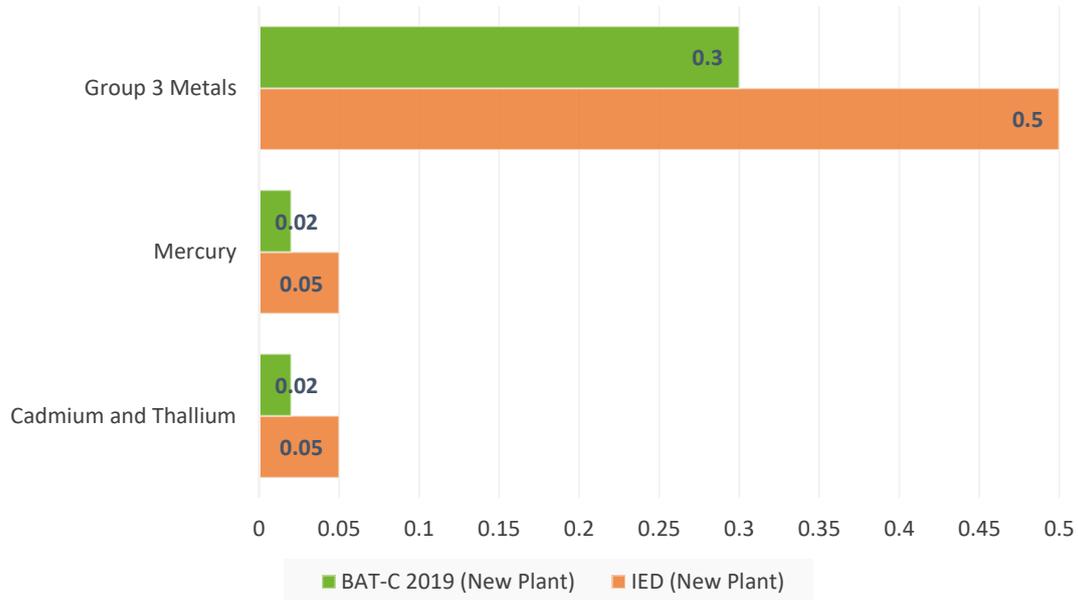
The installation of new plant requires compliance with the most up to date and therefore the most stringent BAT. The BAT requirements for the processes such as the HERF have recently (December 2019) been updated and therefore, the installation of new plant at the EnVar Composting Limited site will be subject to tighter emission limit values than an existing plant. When the BAT Reference Notes and Conclusions are issued, they update information on the achievable emission levels and specify associated limit values for both existing and new processes. Installations which are permitted and / or developed after publication (December 2019) are considered to be new plant and the most stringent ELVs apply. Existing plant, which may have been operational for many years have four years to comply with the new requirements and, in some cases, pollutant species continue to have higher ELVs for existing plant than for new processes. The charts in Section 3 over page highlight the differences in the ELVs specified before December 2019, the levels that existing plant will be required to meet before December 2023 in order to comply with the updated requirements, and the ELVs stipulated for new energy recovery facilities such as the HERF, which have been or will be developed since December 2019, and which are applicable from the point of operation.

The charts show reductions in the permitted limit values between the original (IED (New Plant)) requirements which were applicable before December 2019 and the current (BAT-C) requirements. However, they also show the differences in the reduced emission limit values for new and existing plant, where such a difference applies.

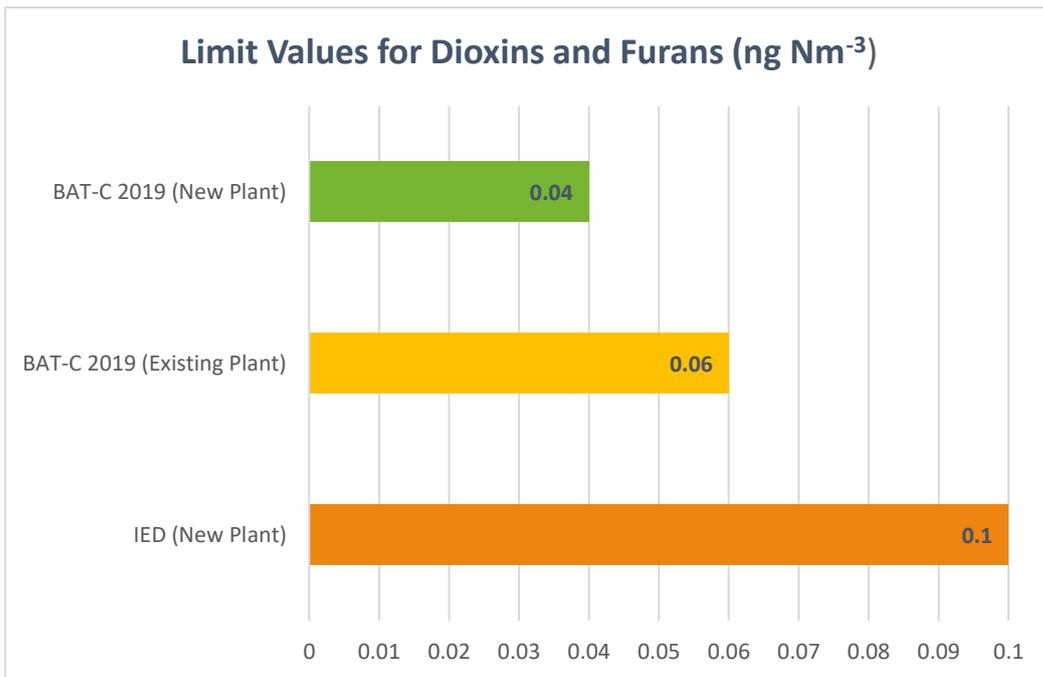
3. Comparisons of Emission Limit Values Over Time



Comparison of Limit Values for Metal Species (mg Nm⁻³)



Limit Values for Dioxins and Furans (ng Nm⁻³)



The effect of the emissions limit values, which are reviewed and updated on a regular basis, is to ensure that both new and older plant continually strive to meet the requirements of BAT, thereby protecting local human health and the environment. The EnVar HERF will be required to meet the most stringent of the emission levels identified in the charts above and in doing so, will release less pollutants than a similar, existing site, even where both plant can be considered to comply with Best Available Techniques.

However, the benefit of the BAT reviews and ever more stringent ELVs for all plant, including existing facilities, is that all installations must continually improve in order to maintain their BAT status and therefore their permit to operate. As such, even once built, the processes at EnVar Composting Limited will be required to continually improve where improvements to technologies demonstrate that lower emissions can be achieved, and as required by each update to the BAT documentation (now UK-BAT).

4. Summary

The proposed facilities at the EnVar Composting Limited site in Woodhurst, Huntingdon will be required to meet emission limit values specified across the UK and Europe for similar plant, which reflect the application of Best Available Techniques and which are designed to protect human health and the environment.

As a new plant:

- The installation will be required to meet the latest, most stringent emission limit values which are shown by the green bars in the charts presented in Section 3.
- The progressive tightening of ELVs reflects the improvements in available technologies and the requirement that all plant will continually be challenged to achieve Best Available Techniques and the associated emission levels.
- As a new plant, the EnVar Composting Limited HERF will be subject to the most stringent emission concentrations.
- However, even after years of operation, the plant will be required to continually update and improve to meet the emission limit values of the future.

COMMENTS RECEIVED ON THE ENVAR APPLICATION FROM ST IVES AND SURROUNDING COMMUNITIES

I am writing to share my objections to the Envar Incinerator. I live in Bluntisham.

Firstly, Envar have not managed their current site well especially when they left it to set on fire at Christmas. I can't fathom how they would manage a more sophisticated site.

Envar claim they are maintaining the amount of lorries, 120 per day in and out so 240 trips in total, which our road infrastructure is not capable of maintaining. Morrison's roundabout and further down traffic is already bad, even queuing right to A1307.

I am Hoping the council take this application seriously and not as an opportunity for Envar to pay for the dangerous junction works. These lorries will still emit pollution into the environment despite being run on the biogas Envar is suggesting they use. We do not need the added pollution to our local villages.

Currently, the smell from Envar is bad. This is despite them "doing something about it". The smell from this new way will be even more overpowering having a huge effect on the people in the surrounding villages. The difference to the smell now will be the toxins and extra pollution being pumped into the air from it. I did not move here with my children, to the countryside, to expose them to chemicals that will undoubtedly affect them not only now but in later life. This is a slow poisoning that I do not want to live next door to. It has been proven that there are no safe levels of pollution as shown here in this Cambridge University study. _

https://www.cambridge.org/core/journals/the-british-journal-of-psychiatry/article/association-between-air-pollution-exposure-and-mental-health-service-use-among-individuals-with-first-presentations-of-psychotic-and-mood-disorders-retrospective-cohort-study/010F283B9107A5F04C51F90B5D5F96D6?fbclid=IwAR2pfQJicR1zE9MIF9s-o5SQ2pKPmdqWyVds0QdRzmb_AAxBTAUdES4DliY

Furthermore, there is overcapacity in Residual treatment by 9 million tonnes. Incinerators to burn 14.9 million tonnes of waste with another 4.5 million tonnes under construction. There isn't a need for another incinerator, especially one so close to the villages. In a world that we are trying to improve environmental issues like recycling and emissions, why are we burning perfectly recyclable waste?

One of the most shocking things in this plan is that Envar supposedly asked its neighbours. How many neighbours? Seven. Now that didn't even stretch a mile beyond its perimeter. How can we trust them when they can't even conduct a survey? They could blame Covid but a survey can be conducted electronically or printed and posted. It's really not rocket science yet they claim to be able to handle much more difficult technology. Maybe this will be in the extra 10-20 jobs they will be providing our wonderful area as they claim in their video or just the 7 jobs they really do envisage in other documents.

And what about the jobs they will be affecting building their monstrosity. The egg farms that will be directly affected whose livelihood is at stake (another neighbour not consulted), the people who work at the Raptor centre (a long standing company of our area helping in conservation, and the numerous other businesses who are on that same stretch of road - who were also not contacted by Envar themselves - that will be impacted? How can we trust these people?

I urge you to share these objections as a representative of my area.

I am writing to raise my objection to the planning application CCC/21/088/FUL raised by Envar Composting Ltd, St Ives Road, Somersham, PE28 3BS.

My first objection is to the increase in volume of heavy goods vehicles passing through St Ives. As stated in the application document 'PS APPENDIX 3 - TRAFFIC MANAGEMENT PLAN' one of the two primary routes to the site is through the centre of the town on Houghton Road/St Audrey's Lane/A1123 and the other is on the already busy Harrison Way/London Road/A1096. This will result in all construction and operational vehicles (an estimated 40 per day) passing through or around St Ives which I fear will cause worsening traffic problems through the town. Additionally, the first of these routes passes St Ivo Academy and this road is crossed by 1000-1500 students twice daily during term time who would be at an increased risk from such traffic.

Secondly, there will be a sizeable increase of HGV traffic at the already notorious Woodhurst/Bluntisham crossroads immediately outside the Envar site which has in recent years had several tragic and fatal accidents. I am concerned that adding to the number of HGVs slowing and turning around this junction, even though slightly further up the road, will increase the likelihood of another serious accident on these crossroads resulting from other drivers' late reactions.

My third concern relates to the risk of pollution from the proposed Healthcare Waste Energy Recovery Facility (HERF). The planning document 'ES APPENDIX 5 HEALTH IMPACT ASSESSMENT' quotes "People living in the vicinity of the EnVar site may be exposed to marginally higher levels of Dioxins as a result of the operation of the proposed HERF for the proportion of the time that they spend there." and further notes routes of contamination insurrounding farmland and local food supplies. Such toxins are known by the World Health Organisation to cause long term reproductive and developmental problems as well as increasing the risk of cancer.

The detailed report appears to suggest that there would be negligible risk from toxins released from the HERF due, in part, to "The majority of the general population purchase their fruit and vegetables from commercial outlets that are likely to source their produce from outside the locality". I believe the report has failed to consider the neighbouring chicken and egg farm, and fruit farm further down the road but both within a one mile radius of the site. I have used both of these local suppliers in the past but would be hesitant to do so again should this facility be built. There is also no consideration of the Raptor Foundation, a well known bird of prey rehabilitation centre directly across the road from the proposed development, and Silks Farm Nursery, again just up the road. I feel the local consultation process has not been thoroughly completed to include such close neighbours.

Even beyond the immediate radius of the development, as a resident in the north of St Ives I am frequently able to smell the pungent odours coming from the current activities on the site, giving clear evidence that any toxins released by the new development will be far reaching across the local area.

My final objection is that I do not believe the proposed development is in keeping with the local area. The area surrounding St Ives as well as the Fens in general is known for its picturesque views and farmland and I do not believe building such a large development in such a location and adjacent to two country roads is suitable. At present the site buildings resemble large farm buildings which blend in more easily, however erecting chimneys on the site as well as multiple new buildings will detract from this. Given that the proposed 26-meter chimney is of similar height to the two water towers at Bluntisham, this will make the new development, a far less appealing sight, visible for many miles around.

I would appreciate my comments to be considered during the review of the application CCC/21/088/FUL and for my objection to these proposals to be formally noted.

We operate Heath Fruit Farm in Bluntisham and thought you might be interested in our opposition to the incinerator planning application at Envar, Woodhurst. We have a lot of customers in St Ives and have a very successful stall on St Ives Farmer's Market. Please see the comments we have made below which we have sent to the County Council.

We strongly object to application CCC/21/088/FUL for the reasons set out below:

We operate Heath Fruit Farm, which is a small family run business that has been operating for over 100 years and is located very close to the site being 1,800 metres away to the east. The fruit farm grows a range of orchard fruits including apricots; cherries; plums; gages; apples; and pears. We also sell jams and juice made from our fruit. The produce is all sold locally, either directly from the farm; at St Ives and Ely Farmers' markets or direct to local suppliers. We also consume a significant amount of the fruit ourselves, as do other family members.

We therefore view with dismay the application made by Envar Composting Ltd, viewing it as an existential threat to our existing business operation. What is of particular concern is the new Healthcare Waste Energy Recovery Facility (HERFC), which would operate as an incinerator with capacity of up to 20,000 tonnes per year. Exhaust gases from the process would be routed and discharged through a 26 metre high chimney stack.

The applicants claim in their Health Impact Assessment and Air Quality Impact Assessment that the process would all operate effectively with only small increases in pollution levels and these would all be concentrated on the site or in its immediate vicinity. Although we are not experts in air pollution, this strikes us as an extremely strange, given that the incinerator will be served by a 26 metre tall chimney. The reason why the chimney is so tall is presumably precisely to ensure that the pollutants do not fall in the immediate vicinity of the site but are carried further away. The Air Quality Impact Assessment acknowledges that the prevailing wind is from the south-west. Heath Fruit Farm is to the east and north-east of the incinerator and so is directly down wind. It would be expected therefore that pollutants emerging from the chimney, including particulates would be deposited downwind, and so Heath Fruit Farm would be particularly susceptible. The likelihood of the chimney depositing pollutants downwind is, however, completely ignored in the applicant's submitted assessments.

The applicants state in paragraph 3.3 of their Health Impact Assessment that: *'People who consume fruit and vegetables grown within the vicinity of the facility may be exposed to marginally higher levels of Dioxins as a result of the operation of the process,*

although any increase is likely to be small. Whilst recognising the agricultural nature of the local area, the likelihood of individuals obtaining almost all of their fruit and vegetable consumption from gardens or allotments in the vicinity of the development site is likely to be low.' However, this is precisely what happens at Heath Farm where regular customers and family members obtain a large proportion of their fruit from the farm.

Another shortcoming is the absence of adequate baseline information. Section 3.5 of the Air Quality Assessment states that: *'The chosen location for the background concentration represents the nearest, upwind location to the site and is representative of conditions approximately mid-way along the western site boundary, across the St. Ives Road from the site at the edge of the neighbouring field.'* There was, therefore, no attempt to obtain empirical data downwind of the site where the chief impacts of the development would occur such as Heath Fruit Farm. This is contrary to the requirements of Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 which state that an Environmental Statement is to include:

'3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.'

It is also contrary to Huntingdon Local Plan to 2036 policy LP36 on Air Quality, which specifies under clause f) that an Air Quality Assessment should assess 'the existing state of air quality surrounding the site.

The absence of a comprehensive assessment of existing air quality levels in the vicinity of the site is therefore a major omission.

The maps of expected pollutants following completion of the development in the air quality assessment also have an air of unreality about them. They all show the pollutants heavily concentrated on the site or in its immediate vicinity. As noted above this seems extremely implausible with a 26 metre chimney. However, the analysis of the expected pollutants is in each case based on a formula. There is no reference to recorded results from other comparable incinerators, which would provide rigorous empirical evidence to assess the likely effects. It is essential therefore that empirical data is obtained from other comparable incinerators before any decision is made on this application.

Another significant omission is the absence of a discussion of meteorological factors or seasonal factors. There is, for example, no discussion about what would happen under an inversion, where the temperature increases with height. This prevents upward movement of air and means that pollutants are trapped in the lower layers of the atmosphere. Inversions are common during the autumn and winter and caused the notorious pea souper fogs before the clean air acts. Potentially therefore inversions could lead to significant pollution at Heath Fruit Farm during the autumn when the fruits are being picked.

Another significant omission is the lack of an assessment of the potential impact of accidents or disasters. This is a specific requirement for Environmental Statements under Schedule 4, paragraph 5 d).

Another concern of Heath Fruit Farm is that a highly visible 26 metre incinerator chimney just 1,800 metres away would put off many of our customers as there would be the perception locally that this was emitting pollutants, including cancer generating dioxins. However, there has been no assessment of the potential impact on the

profitability of our business operation. Under Schedule 4 of the Environmental Impact Assessment Regulations it is a requirement to consider the impact on population, and any indirect and secondary effects, which must include the impact on existing business operations. The impact on a local business that has been operating for over 100 years, potentially making it unviable is a key impact and should be included in the Environmental Impact Assessment.

Another significant omission is the minimal consideration given to alternatives. In the section of the Environmental Statement relating to alternatives it is stated in paragraph 9.2.2 that: *'The emerging Minerals and Waste Local Plan proposes to allocate the entire Envar site boundary as a future 'Waste Management Area' (WMA). The location of the proposal is therefore acceptable in principle and there is no land use planning related reason to consider alternative site locations for the proposed development.'* Given that the Healthcare Waste Energy Recovery Facility and its associated incinerator and chimney are not there at the moment consideration should be given to alternative locations, and indeed this is a specific requirement of paragraph 2 of Schedule 4 of the Environmental Impact Assessment Regulations 2017.

Our view is therefore that the proposal would significantly affect the operation of our business which is contrary to the requirements of paragraph 174 of the National Planning Policy Framework (July 2021) which states in paragraph 174 that *'Planning policies and decisions should contribute to and enhance the natural and local environment by:...*

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.' The likely adverse impact on the operation on Heath Fruit Farm, potentially threatening its future existence, is also contrary to the advice in paragraph 84 that: *'Planning policies and decisions should enable:*

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;'

The location of a new Healthcare Waste Energy Recovery Facility (HERFC), which would operate as an incinerator with capacity of up to 20,000 tonnes per year on a sensitive rural site in close proximity to farms and orchards where food is grown as is currently proposed, is also contrary to Policy 4: Providing for Waste Management in the Minerals and Waste Local Plan which was recently adopted in July 2021. This states that in rural areas: *'Only waste management facilities which are located on a farm holding, and where the proposal is to facilitate agricultural waste recycling or recovery (the majority of which is generated by that farm holding) will, in principle, be supported. Outdoor composting proposals which require the importation of waste material will be determined in accordance with wider policies of the Development Plan.'* The policy thus makes no provision for locating Healthcare Waste incinerators in rural areas. In a separate section of the policy it states that: *'Waste management facilities which are located on a medical or research site, and where the proposal is to facilitate the suitable management of waste generated by that site will, in principle, be supported.'* The clear implication is that the most suitable location for medical waste facilities is on the sites where the waste is generated.

Heath Fruit farm is a traditional rural enterprise which makes a significant contribution to the local community through its supply of fruit to local residents. Its demise would be a significant loss. As this application would imperil its survival it should be refused as it does not accord with the principles of sustainable development, as it would have significant detrimental economic, social and environmental effects on the surrounding area.

We hope you find it useful

Re: Planning application CCC/21/088/FUL

I am writing to OBJECT to the above application and would like to raise the following points.

1. Cambridgeshire & Peterborough Minerals and Waste local plan 2036 states that they will only support hazardous waste treatment and disposal plants in exceptional circumstances and if it can be demonstrated that additional capacity is required (see extract below Page 34).

It is also noted in the same document that any anticipated capacity gap until 2036 is expected to be filled by existing permitted sites that are not yet operational. (See extract below page 25/26, 3.38)

UKWIN (ukwin.org.uk) have also produced documentation highlighting that the UK already faces incineration overcapacity with expected residual waste of 10.4 million tonnes (in 2030) and existing residual treatment capacity of 19.4 million tonnes (including 4.5m currently under construction). This leaves an overcapacity in the UK as a whole of 9 million tonnes expected by 2030.

Both these documents support the argument that there is NO need for ANY ADDITIONAL incinerators to be built within the next 10-15 years based on both UK needs and Cambridgeshire County Council.

Even in ENVARS own planning document 'Clinical waste need initial assessment' the conclusion states that '*there is sufficient availability of feedstock for a high temperature clinical waste incinerator, SUBJECT TO THE ABSENCE OF EXISTING CONTRACTUAL CONSTRAINTS OF FEEDSTOCK AND COMPETITIVE VIABILITY.*' As all waste is currently being disposed of one can only assume that there are existing contractual constraints and if and when these contracts expire if ENVAR were competitive and won future contracts that would obviously create overcapacity in other incinerators elsewhere where contracts are lost.

Incineration overcapacity harms the markets for recycling and reduces the marginal benefits of waste minimisation and re-use schemes, causing significant environment harm as they need to burn alternative materials to maintain the incinerators.

Cambridgeshire & Peterborough Minerals and Waste Local Plan 2036 adopted July 2021 – page 34 Waste Management Facilities - Stable Non-Reactive Hazardous Waste (SNRHW) Disposal: Where the need for additional capacity for the disposal of SNRHW is demonstrated such capacity will only be permitted at, or through an extension to, existing SNRHW and Non-Hazardous Waste disposal sites unless the extension for additional capacity would prejudice the wider strategic objectives of this plan and supporting appendices.

Waste Management Facilities - Hazardous Waste Treatment and Disposal:

Proposals for the disposal of hazardous waste will only be supported in exceptional circumstances, and where it is demonstrated that there is a clear need for such a facility to be located in the plan area. Proposals for hazardous waste treatment will be supported where there is a demonstrated need, and will be considered in the context of the Development Plan and opportunities to move waste up the hierarchy in line with Objective 2.

Cambridgeshire & Peterborough Minerals and Waste Local Plan 2036 adopted July 2021 – Page 25/26

Waste Management Capacity –

3.38 The plan area benefits from an existing network of waste management facilities, with this management capacity significantly contributing towards the identified future need. The difference between the existing capacity (including permitted sites yet to become operational) and identified need is referred to as the capacity gap, or future need. Overall, the plan area is relatively well placed in terms of moving towards achieving net self-sufficiency. Our evidence indicates that there is the potential need for materials recycling, hazardous recycling (recovery) and hazardous disposal capacity (see the WNA, November 2019). Depending on individual site operations for sites undertaking transfer and materials recycling functions the capacity gap may be reduced (as only 25% of the operational throughput has been assumed to contribute towards materials recycling capacity). Regarding hazardous wastes, these wastes tend to be generated in lower quantities and are managed at a wider scale to account for economies of scale and operational requirements.

A capacity gap was also identified for treatment and other forms of recovery, however permitted sites that are not yet operational (considered likely to be operational within the first half of the plan period) will act to take up the capacity gap.

2. Incineration results in high levels of greenhouse gas emissions. For every tonne of waste burned, typically around one tonne of CO₂ is released into the atmosphere (ukwin.org.uk) In 2019 the UK's 53 incinerators released a combined total of around 13.3m tonnes of CO₂e, around 6.6m tonnes of which were from fossil sources such as plastic (ukwin.org.uk) Overcapacity results in plastic or other waste being burnt to maintain the burner.
3. I feel Envar cannot be trusted and have poor Health & Safety /management. They appear to have little regards to following the rules. They have previously made illegal changes on site without applying for planning approval. Examples of this are as follows:-

Planning application H/5005/17/CW/NI

Change of use of building from composting to recovery of waste in biomass boilers, drying waste, storage of biomass & drying material & bulking up & shredding waste wood (Part retrospective planning applied for)

Erection of 2 external flue stacks & 2 biomass feed hoppers (Retrospective planning applied for)

Extension of concrete hardstanding (Retrospective planning applied for)

Planning application H/5001/14/CW

Construction of waste water lagoon, additional discharge tank to waste water treatment plant and buffer tank (Retrospective planning applied for)

In literature that has been circulated by ENVAR to promote their application it states that they are NOT changing the material they are accepting on site and that they are only seeking to change the way they process it. This is obviously complete fabrication as they are applying to process medical hazardous waste.

www.regenationwoodhurst.com FAQ page of document – question 9

9. Tonnage & traffic movement, will there be more traffic?

The traffic changes will be very limited. And we are staying within our current allowance for both tonnage and movements of vehicles as we having planning for previously. The reason we can do this is because the material we are accepting is not changing. We are only seeking to change the way we process it to a more efficient method.

In 2018/2019 there was a fire on site caused by bad management of the site allowing gasses to build up. This fire burned out of control for many weeks as they were unable to contain it. This had a devastating effect on the surrounding area who was exposed to smoke and emissions from the site with little regard from ENVAR.

4. Site Location. I know this site has been used for several years to produce organic matter but over this period has gradually grown with many additions. They now want to add 10,000sqm of new processing space with 19 new buildings including two emergency flares and two 26m high chimneys. This is totally out of keeping with the area where all other businesses are small and in keeping with the rural location. As you may be aware include fruit orchards, free range chicken farms, livestock farms, The Raptor Foundation, children's day nursery etc. The effect this large industrial unit would have on the local area would be immense. Local (and not so local) residents already have to put up with unpleasant smells, traffic movement, noise and light at all hours of the day and night, as this business has already grown over the years. This is NOT a good location for this type of facility, with the additional incinerator and 26m high chimneys which will be visible for miles and permanently polluting the atmosphere.
5. Increase in traffic. ENVAR currently have a licence to handle 200k tonnes of waste a year but currently handle 135k tonnes of waste. With the new incinerator this will then give them the opportunity to transport the additional 65k tonnes of new medical hazardous material and still stay within their current permitted limits. Nearly all medical hazardous material is transported via transit vans and not HGV lorries so whilst they claim 'there will be very limited' changes to traffic I would suggest 65,000 tonnes of medical waste delivered to site in transit vans may constitute a significant change, with pollution implications and congestion of the traffic network both locally and wider afield

www.regenationwoodhurst.com FAQ page of document – question 9

9. Tonnage & traffic movement, will there be more traffic?

The traffic changes will be very limited. And we are staying within our current allowance for both tonnage and movements of vehicles as we having planning for previously.

Comments Details

Commenter Type:

Member of the Public

Stance:

Customer objects to the Planning Application

Reasons for comment:

- Close to adjoining properties
- Inadequate access
- Increase in traffic
- Not enough info given on application
- Potentially contaminated land
- Traffic or Highways

Comments:

As Envar have not been willing to attend public available meetings and have not accepted invitations from local council to show there actions. I am very concerned that Envar are able to provide a satisfactory solution. From looking at the public records all but two UK medical waste incinerators are run by LTD companies. Why is a new company being allowed to build a new solution "The first in the UK" when we have tried and tested solutions run by tried and tested companies available. This coupled with the planned site being next to a number of sensitive areas and on a junction that has and continues to see traffic incidents resulting in loss of life I cannot see how this planning application is allowed to continue. Unless the council is looking to force Envar into paying for the changes to the junction?

Comments to St Ives Town Council - 8 September 2021

Civic Society of St Ives

Initial queries to Envar Composting Ltd

CCC/21/088/FUL - Envar Composting Ltd

1. The applicants will be aware of the appalling safety record of the adjacent crossroads. What safety measures would they like to see implemented to make the junction safer?
2. During the construction phase a number of existing buildings are intended to be demolished. What plans does the applicant have to accommodate the existing materials throughput elsewhere?
3. After reading the Non Technical Summary, Planning Statement and appendices, and the Environmental Statement no mention of proposals for site lighting, either construction phase or permanently, were noticed. This site, sitting on high ground between the River Great Ouse Valley to the south and the fens to the north is visible from a long way away. Indeed, at road level Ely Cathedral can easily be spotted from the vicinity (it can just be made out in the photo from viewpoint 9).

The Society will be pleased to see detailed proposals included for both the temporary and the permanent site lighting. These proposals should include careful screening of the lighting, including shaded lanterns mounted horizontally, to ensure the lights are not visible from outside the site.

4. As well as the Construction Phase Traffic Management Plan, a Traffic Management Plan for the Operational Life of the site would be beneficial.
5. Local Suppliers, as mentioned in CPTMP, may use local roads through Woodhurst and Bluntisham. Bluntisham, Somersham and Woodhurst are small villages with narrow roads. Local suppliers should be encouraged to not travel through the villages. They should be encouraged to use the HCV routes, both in the construction phase and during the operational life of the site.
6. The Planning Statement at paragraph 1.3.8 details the Listed Buildings within 2km. One of the milestones is indicated on drawing LD1007 (in ES Appendix 7) in the roadside border between the site and the road. It is proposed to construct a new earth bund within the site adjacent to this roadside border. It is imperative the milestone (and the nearby hydrant marker) is protected by fencing throughout the construction period.
7. The benefits of the proposed earth bund along Somersham Road would be improved by the addition of hedging on the bund.

Dear Mr. Djanogly

This is a copy of our objection to a waste incinerator being proposed near St. Ives. Can it be right to industrialise St. Ives? It would truly be a blot on the landscape.

Particular attention (apart from health hazards road congestion etc) is the remedial costs of the Harrison Way bridge from damage done by 44 tonne lorries (not a great view of queuing lorries for tourists on the waterfront). The cost of upgrade of the M11 to 4 lanes to cater for increased lorries from the South-east with a pinch point on the A14 from Cambridge to the St. Ives exit. The 2 lane A14 from the M1 catering for waste from the Midlands and South-West.

Waste is not just household but Medical & Industrial and the residue would be toxic. More specialised lorries required to take it away.

Envar state that all lorry movements will be restricted to the only 2 exit/entrances that St. Ives has, as if that was a benefit.

The aim to keep feeding the incinerator would be to have endless lorry movements from as wide an area as possible. I cannot imagine the chemicals that would be released from the stacks required.

I wish to strongly object to this proposed development on the following grounds.

1. Planned area is a flat landscape and it is introducing a petrochemical factory processing unit with tall stacks into this environment. This will ensure that the fallout is dispersed over a wide farmland area. Over time it will be synonymous with radioactive waste in that the soil will be too polluted to eat the crops grown in its vicinity. A wasteland?

2. St. Ives is a tourist/market town and has only 2 entry/exit points and existing lorry movements, especially Harrison Way to the A14 is already heavily used.

3. The A14 was constructed to allow lorry traffic to move from the North Sea ports to internal UK areas.

4. Adding extra lorry movements from the South-East and the Midlands will just mean that the M2/M20, M25, M11, A14 & M1 will not be able function as envisaged. The A14 would become a choke point. St. Ives would be choked off by the lorries leaving the A14, whereas at present the port lorries pass by.

5. The site is intended to be fed by waste from major (South, West & East) parts of the UK. Very little volume will come from the East of the area, due to its lower population and industrial density, so it will serve areas many miles to the south, west & north. It is akin to building a facility on the seashore when half all the served area does not provide any components.

6. Deliveries will only come via the A14/Harrison Way/Somersham Road. The view from the town centre to the bridge would just be lorries. How long before the bridge will need rebuilding (with soulless concrete due to financial pressures?). The roundabout near Morrisons is already a choke point at certain times of the day. This new facility would ensure that is constant (24 hours a day). St Ives gains zero benefit from this application but suffer all the inconvenience. It would become an industrialised town and will slowly lose its tourism if perceived to have polluted air and difficult to get there (there is train station).

7. St. Ives being a market/tourist town of relatively small population has not got factories. The existing composting site does cause unpleasant smells to emanate from there. A high stack just ensures that any smell/poisonous gas pollution is more widely spread.

8. Introduction of burning Chemical/Medical hospital waste is absolutely bound to endanger St. Ives' residents when the system overload/malfunction procedures will be activated removing any planned mitigation of emissions (cf. Untreated sewage outflows). It is a huge increase in the pollution in the area. Whereas composting is beneficial, the residual ash from incineration (what chemicals?) will be poisonous and will need disposing of (where safely? more lorries?).

9. I note the introduction of an emergency flare, propane gas and fuel storage is adding to the potential for extra risk. Is the fire brigade upto covering this possibility? I have read/seen alot about explosions and seen the huge plumes of black smoke (residents stay indoors and keep the windows closed) on TV news items. All this in a historic market town?

10. This is a long way away from the composting done on this site. People understand composting and how it is recycling nutrients back into the soil, but this new proposed facility is introducing poisons into the area's soil & atmosphere. To the benefit of no-one in the surrounding area.

**Minutes of the Meeting of the Planning Committee of St Ives Town Council
held in the Corn Exchange on Wednesday 11 August 2021**

Present:

Chairman: Councillor N Dibben

Councillors: J Tiddy, C Smith, N Wells, J Kerr, S Mokbul, C Smith, P Hussain (ex officio)

In attendance:

Deputy Clerk: C Allison

Democratic Officer: S Rawlinson

PL22.00 APOLOGIES

Apologies for absence were received from Councillor T Drye (Personal) and Councillor D Rowe (business commitment).

PL23.00 DECLARATIONS OF INTEREST

Application 21/01583 – Councillor P Hussain – non pecuniary interest as an acquaintance of the applicant.

Application 20/00285 – Councillor N Wells – non pecuniary interest as an acquaintance of the contractors.

PL24.00 PUBLIC PARTICIPATION

Application CCC/21/088

A representative from the St Ives Area Road Safety Committee stated that there were major road safety issues in the area of the Envar site. It was an accident blackspot and had resulted in a fatal crash in 2019.

He produced a photograph showing a large vehicle exiting from Gate 1 at the northern end of the site. He considered that a speed reduction in this area was essential and that the County Council should conduct a risk assessment to determine how to make the road safer.

[Councillor C Smith joined the Meeting]

Application 20/00285

A resident stated that until the capacity of the pumping station on Hemingford Road was able to cope with drainage from the Vindis site, this application should be deferred.

Mr Brand of the Abbey Group spoke on the Vindis application.

The scheme had been reduced down from the original application. The properties near London Road had been removed as well as those on the eastern side of the site towards Fenstanton.

The existing pond had been extended to allow for more water retention if required. Highways and Anglian Water had been consulted on the proposed changes and appeared to be generally favourable towards them.

The site would be all electric with charging points. The cycle route would link into St Ives town centre via the old London Road access. The boardwalk proposed around the edge of the site would create a pleasing feature.

Chairman's
Initials

The Chairman thanked all those who had addressed the Meeting.

PL25.00**MINUTES**

The Minutes of the Meetings held on 23 June, 14 July and 28 July 2021 were agreed as a correct record and signed by the Chairman.

PL26.00**PLANNING APPLICATIONS**

Consideration was given to the following applications:

PL26.01**20/00285/FUL**

Demolition of existing structures and proposed erection of 94 dwellings together with associated works including a pedestrian boardwalk
Demolition of existing structures and proposed erection of 94 dwellings together with associated works including a pedestrian boardwalk

Vindis and Sons Ltd

Low Road

Fenstanton

RECOMMENDATION:**Approval Subject to**

The final design and drainage systems being agreed with Anglian Water and the Environment Agency

Initiation of the 'car pool' system

Non-gas heating on the site.

PL26.02**CCC/21/088/FUL**

Demolition of in-vessel compost buildings/tunnels and ancillary development; construction of a dry anaerobic digestion (AD) facility, pellet fertiliser facility, healthcare waste energy recovery facility, waste transfer station, vehicle re-fuelling station, biomass storage building, surface water storage lagoons, extension to concrete pad and ancillary development including car park.

Envar Composting Ltd

St Ives Road

Somersham

RECOMMENDATION:**Deferral**

To meeting 8 September, as consultation deadline extended. The Committee would wish to invite Envar to the meeting to answer questions from Members.

PL26.03**21/01190/FUL**

Conversion of single garage to double garage

3 Constable Road

St Ives

RECOMMENDATION:**Approval**

Appropriate scale of development

No adverse impact on street scene

Chairman's
Initials

- PL26.04** **21/01583/FUL**
 Proposed two storey extension to the rear of the property
43 Fairfields
St Ives
- RECOMMENDATION:** **Refusal**
 Overdevelopment
 The large expanse of blank brick wall will have an adverse impact on the street scene.
- PL26.05** **21/01634/TREE**
 Mature Ash Tree – Reduce by 15-18 ft due to excessive shading
3 Rookery Close
St Ives
- RECOMMENDATION:** **Approval**
 Extent of works to be agreed with the Arboricultural Officer.
- PL26.06** **21/01653/FUL**
 Single storey rear extension, garage conversion, front porch and enlarged parking area
12 Kiln Close
St Ives
- RECOMMENDATION:** **Approval**
 Appropriate scale of development
 No adverse impact on street scene
- PL26.07** **21/01692/FUL**
 Proposed demolition of existing single storey extension and construct new single storey extension
6 Alabama Way
St Ives
- RECOMMENDATION:** **Approval**
 Appropriate scale of development
 No adverse impact on street scene
- PL26.08** **21/80246/COND**
 Conditional information for 20/00038/FULTDC: C3 (materials), C4 (landscape), C5 (bins), C6 (bio), C7 (Accessible and adaptable), C8 (water efficiency), C9 (Highway access) & C12 (obscure)
Land NE of 7 California Road
St Ives
- RECOMMENDATION:** No further comment to make on this application

Chairman's Initials

PL26.09 **21/80252/COND**
 Conditional Information for 20/02391/FUL: C3 (Materials and details of further works), C4 (Materials and details of works for retail)
9 The Broadway
St Ives

RECOMMENDATION: No further comment to make on this application

PL26.10 **21/01540/LBC**
 Change of use of first floor from Boxing Club (sui generis) to form two 2-bedroom flats (Use Class C3)
St Ives Beds
Free Church Passage
St Ives

RECOMMENDATION: **Approval**
 Would recommend some cycle and bin storage at ground level if possible

PL27.00 **DEVELOPMENT MANAGEMENT COMMITTEE**
 The agenda for the meeting was not yet available so it was unknown whether there would be items relating to St Ives.

RESOLVED: that the Chairman attend Development Management Committee to speak should any items relating to St Ives arise.

Chairman:

Dated: 8 September 2021

Chairman's
Initials

AGENDA ITEM PL33.00

A1123 Traffic Calming Options Report Wicken to St Ives

August 2021

Introduction –

The following high-level breakdown of potential traffic calming options for the parishes named below has been prepared to aid discussion around potential solutions to reduce vehicle speeds and traffic volumes along the A1123.

Please bear in mind that whilst options and costs have been included, these are all dependent on further investigation including traffic counts and analysis, detailed design work, and most importantly consultation with stakeholders on a localised basis. Realistically, before anything definitive can be produced further discussion and consultation will be required between County Officers, Elected Members, and Parishes to learn more about the aspirations, concerns, and objectives of those along the A1123. Engineering measures can then be tailored to suit each parishes individual needs.

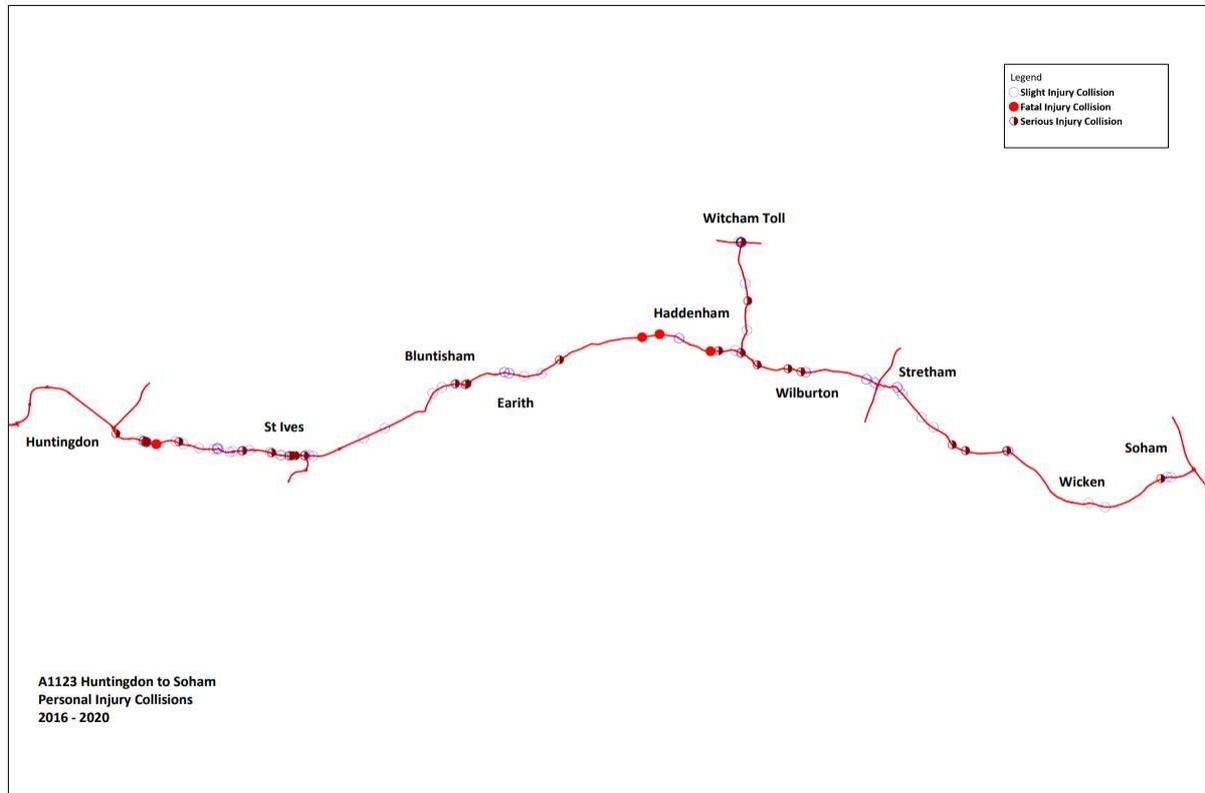
Outside of the established settlements there may be the opportunity, subject to speed surveys, and further consultation with the police, to reduce the current derestricted (60mph) speed limits along the A1123 to 50mph.

HGV Weight limits -

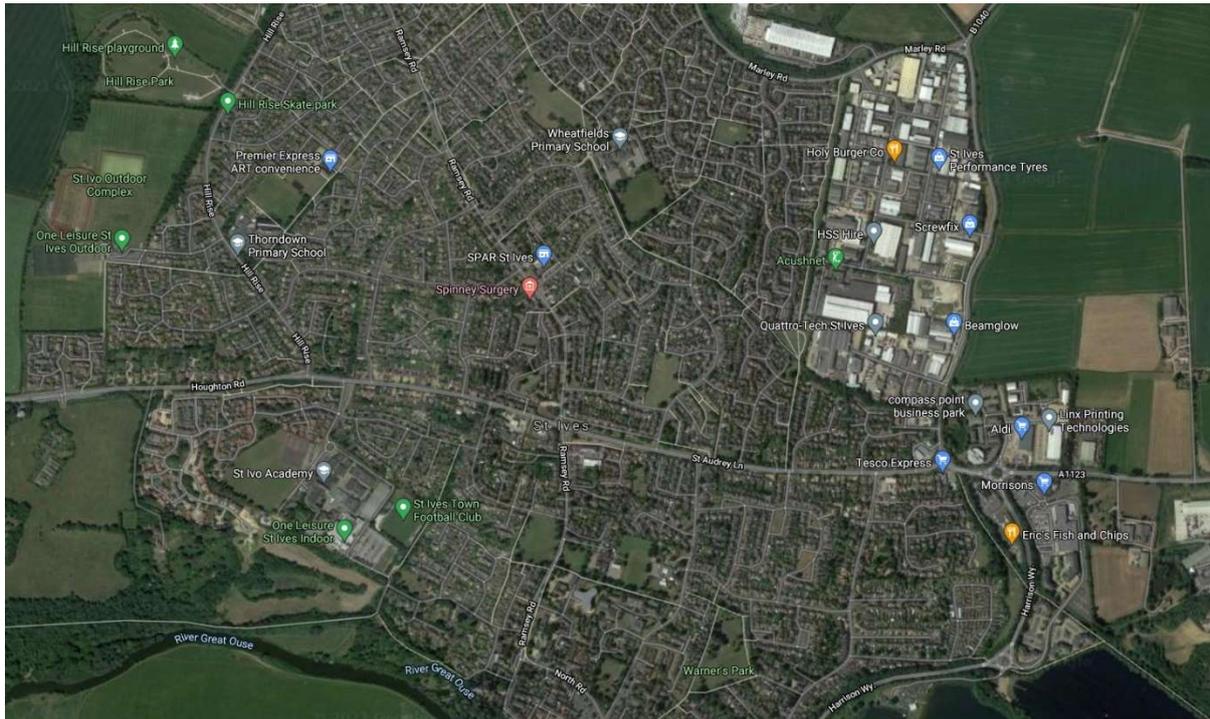
It should be noted that a proposal to reclassify the A1123 from an A to a B road was not supported when Members met at July's Highways and Transport Committee, and heard evidence that this would not remove the majority of heavy traffic from the road, as 93% is local and would still be able to use it even if it was reclassified as a B route. Reclassification would also reduce the amount of funding available for the county's highways maintenance budget. The police have separately expressed concerns around the enforcement of weight limits in more rural areas.

Accident History -

The following illustration shows current accident data for the A1123 –



Parish – St Ives.



Background –

The A1123 cuts through the centre of the town. Current calming features include various roundabouts, traffic signals, and pedestrian crossings. The majority of the A1123 within the confines of the town is street lit. Sections of the road through the town at either end have poor visibility due to bends in the road. A new off-road cycle path has recently been built which joins St Ives to villages to the East.

Potential further calming options include –

- Road narrowing's.
- Speed cushions, possible on various sections within the town, between junctions and roundabouts, (taking into account private accesses). Also dependent on consultation.
- Raised Tables, possible due to presence of street lighting, subject to further consultation with residents and stakeholders, these could be located at existing toucan crossings subject to road widths, existing street layout, and drainage.
- Passive measures such as visual pinch points or central hatching to reduce the width of available running lanes.

Please see Appendix A for further information on the measures mentioned above.

Appendix A – Traffic Calming Options.

Priority narrowing's –

Priority narrowing's require one direction of traffic to give way to oncoming vehicles. The narrowing consists of a build out and bollard in one half of the road or built out slightly from both sides, with a sign to show who has priority. For the lane without priority, there are Give Way markings on the approach.

Groups of narrowing's can be placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal measures.

Effectiveness

Priority narrowing's are a horizontal treatment which can reduce vehicle speeds. Vertical treatments - such as speed cushions or speed tables - are more effective at consistently keeping speeds lower over a longer length.

Reducing vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries



Advantages of priority narrowing

- Do not cause any vehicle passenger discomfort (in comparison to vertical treatments)
- If there is sufficient road width they can be designed to allow cyclists to bypass them
- Emergency vehicles may be able to travel faster around a narrowing compared to vertical treatments

Disadvantages of priority narrowing

- Motor vehicles with priority are not required to reduce their speed
- Motor vehicles without priority are not required to reduce their speed if there is no oncoming vehicle approaching
- Motor vehicles without priority may race to the chicane before an oncoming vehicle approaches, or swerve dangerously around the chicane
- Where traffic flows are low or tidal there is very little speed reducing benefit as drivers rarely expect to give way
- Where there is little need to give way, drivers become used to not stopping and may fail to stop when necessary
- May cause long delays if there is increased vehicle traffic
- Buses without priority will find it more difficult to find a gap in vehicle traffic and drive around chicanes
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Drivers may try to pass a cyclist through the narrowing which could cause a collision
- Can cause vehicle noise as vehicles stop and start
- Stop-start movements may increase vehicle exhaust emissions
- Managing water drainage could be complex and costly

Considerations

- May cause traffic to divert to other routes
- Priority narrowing's could create motor vehicle noise, which is heard in residences nearby, as many vehicles will be stopping and starting.
- May also have an adverse effect on air quality
- Good visibility to the feature and beyond is needed or drivers may approach too fast and be unable to stop in time
- Priority narrowing's are normally used in residential areas
- Probably not appropriate for local distributor roads
- This scheme requires a Traffic Regulation Order and a Road Safety Audit.

Cost of installation

Total cost = £10,000 - £15,000 per feature.

Please note costs vary depending on the location, condition of the existing road surface, drainage, and size of the feature.

Road narrowing –



Road narrowing simply reduces the width of the road. This can be achieved through physical measures such as kerb buildouts or central islands, or the use of coloured surfacing or road markings (sometimes called psychological traffic calming). The treatment most used in Cambridgeshire is the construction a buildout at each side of the road. This can be combined with a pedestrian crossing point as it helps pedestrians cross the road more easily. In this case, the kerb is dropped with tactile paving where the pavement slopes towards the road.

Drivers will need to drive more carefully in a narrowed section of road to keep their vehicle in the correct road position, which may result in slower vehicle speeds.

Effectiveness

Narrowing's are a horizontal treatment that can reduce vehicle speeds. Reducing vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

Advantages of road narrowing

- Targets a specific part of the road
- Can prevent vehicle parking
- Make it easier for pedestrians to cross
- Emergency vehicles should be able to pass without slowing down

Disadvantages of road narrowing

- Not as effective as vertical treatments
- Managing water drainage could be complex and costly
- Cyclists may feel intimidated by some vehicle drivers' behaviour at road narrowing
- Can resemble a sheltered parking bay and encourage parking each side which can mask pedestrians.

Restrictions

- Road narrowing should not be used on junctions with any heavy goods vehicle traffic.
- This scheme requires a Traffic Regulation Order and a Road Safety Audit.

Cost of installation

Total cost = £9,000 - £15,000 per feature.

Please note that costs vary depending on the location, the condition of the existing road surface and drainage.

Speed cushions –

A speed cushion is a short, raised, rounded device, normally in the centre of a road lane. Speed cushions are designed to be slightly wider than a car, so car drivers need to slow down and drive over the centre of the speed cushion to reduce discomfort. Buses are wider than cars, so they can drive over speed cushions without passengers feeling anything. In Cambridgeshire, speed cushions are normally 1.6m-1.8m wide.

Effectiveness

Generally, vertical treatments - such as speed humps - are expected to reduce accidents. Speed cushions are effective at reducing motor vehicle speeds; however they are not as effective as speed tables or speed humps. Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

Design

Speed cushions can be made in three different ways, with each being used in Cambridgeshire. They can be made from rubber sections, which are attached to the road; made from raised layers of shaped tarmac; or made from pre-cast concrete sections, which are dropped into the road. Rubber cushions are now the most favoured design in Cambridgeshire because they have reduced costs and require less maintenance.

Advantages of speed cushions

- Buses don't need to slow down
- More effective than horizontal treatments at reducing speed
- Emergency vehicles can travel drive more quickly over cushions than speed humps or tables
- Can be avoided by cyclists
- Drainage should not be affected

Disadvantages of speed cushions

- Cars drive considerably faster over speed cushions than speed humps or speed tables
- Bus companies and emergency services may oppose wider speed cushions (e.g. 1.7m wide) which are proven to be more effective at slowing down cars
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Noise and vibrations can impact residents.
- Additional cost may be required to resurface sections of the road before new cushions are installed

Considerations

- May cause traffic to divert to other routes
- Speed cushions could create noise and vibration which is heard and felt in residences nearby.
- Speed cushions are normally used in residential areas, or local distributor roads.
- Speed cushions can only be installed if there is a suitable system of street lighting through the residential area.
- Requires a Traffic Regulation Order and a Road Safety Audit

Cost of installation

Total cost = £17,500 - £22,500 per feature

Please note that costs above are to supply and install four pairs of cushions and includes associated signing and lining. Additional lighting may be required. Costs vary depending on type of cushion used - tarmac, rubber, or concrete.

Speed tables -

Speed tables are a raised section of road, with a ramp on both sides. The ramps are painted with white arrows to make them more obvious to motor vehicle drivers. The aim of the speed table is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast. A speed table is normally around 75mm high and can vary in length.

Effectiveness

Generally, vertical treatments - such as speed tables - are expected to reduce accidents. These speed tables should achieve the lowest speeds of all traffic calming treatments being compared, which means the greatest safety benefit can be expected.

Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

Advantages of speed tables

- Most effective traffic calming treatment
- Can be used as part of an informal crossing for pedestrians
- More acceptable than speed humps to buses
- The size of the speed table is flexible to fit an area with a safety concern. It could span all parts of a four-arm junction, or be placed on a single straight section of road

Disadvantages of speed tables

- Large speed tables are expensive
- Managing water drainage could be complex and costly
- Buses, cyclists, and emergency vehicles will need to reduce their speed
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Noise and vibrations can impact residents.
- Additional cost may be required to resurface sections of the road before new cushions are installed

Considerations

- May cause traffic to divert to other routes
- Speed tables could create noise and vibration which is heard and felt in residences nearby.
- Speed tables are normally used in residential areas or busy pedestrian areas
- May be unacceptable on a busy bus route
- Speed tables can only be installed if there is a suitable system of street lighting through the residential area.
- Requires a Traffic Regulation Order and Road Safety Audit

- When a table is installed, it will put extra pressure on the road drainage either side. If the drainage is unsuitable, there may be additional costs to ensure flooding doesn't become an issue.

Cost of installation

Total cost = £23,500 - £31,000 for a large speed table

Please note that costs above are to supply a speed table including associated signing and lining.
Costs vary depending on the location, condition of the existing road surface, and drainage required.

Change lane markings

This section explains alternative use of road markings. These measures reduce the feeling of space drivers have, which may help to reduce their speeds.

One technique is reducing the width of the lane for car drivers by adding an additional line inward from the curb, so both lanes of drivers are moved towards the centre of the road. The space between the line and the curb is hatched with white lines. This technique is called 'peripheral hatching'. Another technique on a two-way street is removing the centre line, which is simply removing the white dashed line in the middle of the road.

Effectiveness

Peripheral Hatching

By visually reducing the lane width drivers need to focus more on their road position which in turn reduces speeds.

Removing the Centre Line

If the centre line is removed, this removes driver's feelings of 'designated space' for them to drive in. They may expect other road users to enter their path or make an unexpected manoeuvre. This is more likely to cause drivers to slow down as a precaution.

Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

Advantages of changing lane markings

- Does not introduce discomfort to motor vehicle drivers
- Relatively cheap
- Does not reduce accessibility for emergency vehicles or buses

Disadvantages of changing lane markings

- Peripheral hatching could be ignored by some motor vehicles drivers, who might still drive in this space
- Removing the centre line may cause some confusion to motor vehicle drivers
- Can become a maintenance liability if the lining requires refreshing regularly

Considerations

- The removal of the centre line can damage the road surface if it is already in poor condition
- Peripheral hatching can hold a build of debris due to it not being trafficked.
- Centre lines should not be removed when traffic speeds are particularly excessive
- Peripheral hatching can only be used on relatively wide roads (e.g. 12 meters)
- Centre line removal should not happen near one-way streets to avoid confusion
- Requires a Road Safety Audit

Cost of installation

Hydroblasting (if required)* = £3,500

Total cost = £4,500 - £6,000

*If a large amount of lining needs to be removed, hydroblasting will need to be factored into the overall cost.

Please note that cost will vary depending on the location and the condition of the existing road surface.

APPLICATIONS FOR PERMISSION FOR DEVELOPMENT
8 September 2021

Application No Applicant/Agent	Proposed Development	Link to website	Comments
21/01271/FUL Telefonica Ltd Pegasus Planning Group Ltd 1 st Floor South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL	Remove existing 12.5m column to be replaced by new 20m street pole to support 3no. antenna, and ancillary development thereto including 6 no. RRH units and replacement cabinet 02 Mast St Audrey Lane St Ives	https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QU2BM7IKLXB00	
21/01482/FUL Mr Martin Ryan Sisco Architecture Ltd 18 The Broadway St Ives PE27 5BN	Change of use the first and second floor offices and part of the ancillary ground floor spaces to provide two residential flats and (C3). New dormer, alterations to roofline and additional fenestration 25-27 Bridge Street St Ives	https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QV1Z971K0JS00	
21/01519/LBC Mrs Janet Johnson Structural Engineers Cambridge Ltd The White Horse London Road Pampisford Cambridge CB22 3EF	Repairs to reinforce timber floor above cellar damaged by rot. The proposal is to support the floor by inserting steel beams across the cellar to support the joists, thereby relieving the beams and joist connections of load and allowing historic fabric to be retained 26 Bridge Street St Ives	https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QVI6AFIKMMG00	

<p>21/01709/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) 1 Ramsey Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QWSGU DIKFIK00</p>	
<p>21/01710/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) Anglers Rest Hotel Ramsey Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QWSGV MIKFIM00</p>	
<p>21/01711/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) Stable Block Anglers Rest Hotel Ramsey Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QWSGX 3IKFIO00</p>	
<p>21/01741/P3JPA</p> <p>Mr Oliver Davis Mulberry Tree Holdings Ltd Yew Tree Barn Mulberry Hill Chilham CT4 8AH</p>	<p>Conversion of the existing office space found within Lancaster House to form 18 apartments, all of which meet nationally described space standards and have access to natural light Lancaster House Meadow Lane St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QWYE9 7IKOJS00</p>	

<p>21/01757/FUL</p> <p>Mr Shahid Naseem Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed two storey side and rear extension 14 Arran Way St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QX09FLIKFMQ00</p>	
<p>21/01789/FUL</p> <p>Mrs Fareha Uddin Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed single storey side and rear extension, new porch to front of property 1 Alabama Way St Ives</p> <p><i>[comment from resident attached]</i></p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QX9R6BIKFQH00</p>	
<p>21/01799/TRCA</p> <p>Chris Jessop Cambridge Trees Ltd 34A St Ann's Lane Godmanchester PE29 2JE</p>	<p>DD T1 Corkscrew Willow: Remove 2 split branches from canopy over garden to reduce danger of branches falling and causing damage or injury 6 Park Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QXBDFFIKFR00</p>	
<p>21/01834/FUL</p> <p>Mr Atif Rabani Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed first floor extension above existing garage 8 Hazel Way St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QXFB7NIKFUB00</p>	

<p>21/01915/FUL</p> <p>Mr J Brebner First Home Improvement Station Road Industrial Estate Lenwade Norwich NR9 5LY</p>	<p>New garden room to the rear of the property 19 Marlborough Close St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QY35F8IKG3L00</p>	
<p>21/01917/TRCA</p> <p>Sophie Mosley Cambridge Trees Ltd 34A St Ann's Lane Godmanchester PE29 2JE</p>	<p>T1 Willow: reduce by 2m T2 Crab Apple: reduce by 1.5m T3 Beech: crown lift to 2.5m T4 Hawthorn: fell to ground level T5 Holly: fell to ground level T6 Willow: reduce by 2m T7 Elder: fell to ground level T8 Hawthorn: fell to ground level 2 The Drive St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QY35G5IKG3P00</p>	
<p>21/01928/FUL</p> <p>Mr Salvatore Caporaso Rossin Associates Ltd 2B New Road St Ives PE27 5BG</p>	<p>Proposed extensions of kitchen family room & garages to ground floor and en-suite/dressing room to first floor 9 Hill Rise St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QY5324IK0JS00</p>	
<p>21/01929/TRCA</p> <p>Lochailort St Ives Ltd Eagle House 108-110 Jermyn Street London SW1Y 6EE</p>	<p>Crack Willow (T10) - fell, as per discussions with Huntingdonshire Tree Officer The Palms London Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QY52VZIKG4Q00</p>	

<p>21/01950/FUL</p> <p>Mr and Mrs Costello PJTA Mr P Townsend 12 Hill Rise St Ives PE27 6SP</p>	<p>Single storey rear extension and porch 14 Albemarle Road St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QYC2WEIK0JS00</p>	
<p>21/01965/TRCA</p> <p>Robert Taylor Richardson Tree Surgery Ltd 76 Hillcrest Bar Hill Cambridge CB23 8TQ</p>	<p>Yew (T1) - crown reduce by 1.5m in height and 1m from sides. Holly (T2) - fell 3 The Broadway St Ives</p>	<p>https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=QYEAEQIKG8S00</p>	