

APPENDIX ES12.1
TRANSPORT STATEMENT



TRANSPORT STATEMENT

**COOKS HOLE QUARRY AND THORNHAUGH LANDFILL SITE,
PETERBOROUGH**

DOCUMENT CONTROL

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1		Matt Tatler		internal draft
2	18/12/2023	Matt Tatler	Tim Cooke	first issue to the client team
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1.0 INTRODUCTION

1.1 ADC Infrastructure Limited were commissioned by MJCA, on behalf of Augean South Ltd to provide transport and highways advice in support of the proposal seeking to revise the restoration profile for Cooks Hole Quarry (Cooks Hole) and Thornhaugh Landfill Site (Thornhaugh) located in Peterborough to provide an integrated, coherent landform for both sites. Peterborough City Council (PCC) are the local planning and local highway authority. A general site location is shown in **Figure 1**.

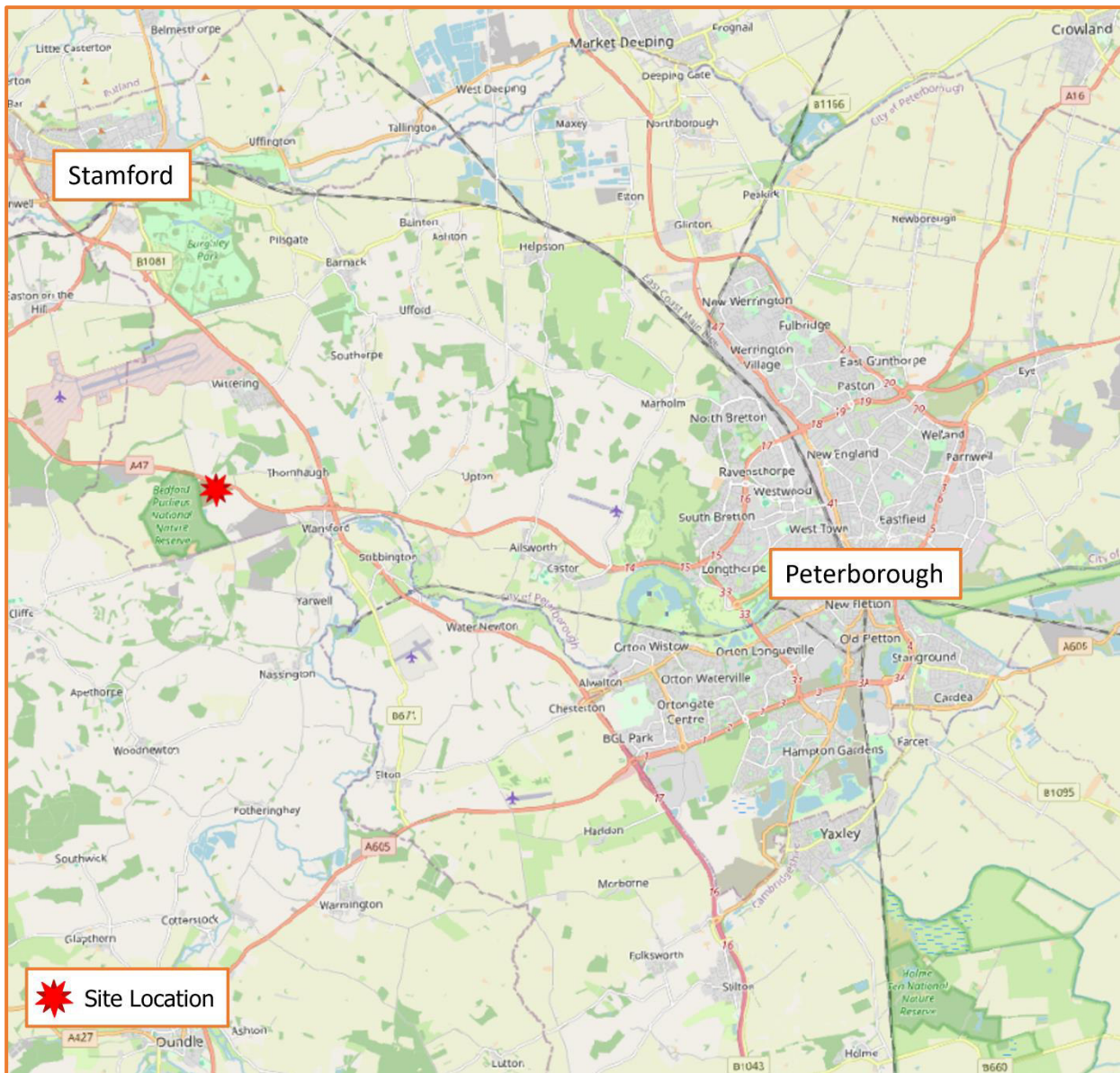


Figure 1: general site location

1.2 The restoration profile at Cooks Hole will be achieved through the importation of some 1.2 million cubic metres of clean, naturally occurring materials from Augean's East Northants Resource Management Facility (ENRMF). The proposal seeks the continuation of mineral processing from stockpiles at Cooks Hole and the continuation of existing landfilling operations at Thornhaugh (including the extraction and redeposition or processing of historically deposited waste). The proposed development would retain the use of the existing access to both sites at Thornhaugh from the A47 during operations, with post restoration amenity access proposed at the former Cooks Hole entrance. A small car park would also be provided for visitor use at the former Cooks Hole entrance.

- 1.3 The applicant entered into pre-application discussions with PCC Highways in November 2023 following pre-application discussions and meetings held earlier in 2023. PCC's Scoping Opinion, contained in **Appendix A**, was issued on 23 November 2023. The Scoping Opinion included comments regarding traffic and transport. The comments are as follows:

“The Local Highways Authority have confirmed that an Environmental Statement should include a Transport Statement comparing the proposed development with the existing consents and the historic and current flows with regard to the forecast traffic flows until 2042. Full details of the proposed access to the car park to be retained post restoration for amenity purposes should also be provided.”

- 1.4 This report therefore presents the Transport Statement which has been prepared to support the proposal and is structured as follows:

- Section 2 describes the existing highway and infrastructure surrounding the site and the existing operations at Cooks Hole and Thornhaugh.
- Section 3 describes the development proposals.
- Section 4 determines the historic, existing, and forecast vehicular trip generation.
- Section 5 assesses the impact of the proposed development on the local highway network.
- Section 6 presents the summary and conclusions.

- 1.5 This Transport Statement has been produced in accordance with *Travel Plans, Transport Assessments and Statements*. It examines the transport implications of the proposed development taking into account the requirements of the *National Planning Policy Framework (December 2023)*:

- “114. *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
 - b) *safe and suitable access to the site can be achieved for all users.*
 - c) *the design of streets, parking areas, other transport elements and the context of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
115. *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

2.0 EXISTING CONDITIONS

Site location

- 2.1 The site is located approximately 10km west of Peterborough. The nearest villages are Thornhaugh, located 1km north east of the site, Wittering approximately 2km north of the site and Yarwell around 2km south east of the site.



Figure 2: aerial photograph of site

Existing use

- 2.2 Cooks Hole comprises an active mineral extraction site. Ironstone, sandy limestones, silty sands, and clays have been extracted from the site since the 1950s. The mineral extraction operations are now complete at Cooks Hole and no further mineral will be extracted. There are a number of stockpiles of mineral materials at Cooks Hole and there is mobile plant which is currently processing the material from the stockpiles and those materials arising from the construction operations at Thornhaugh.
- 2.3 Thornhaugh comprises an active landfill site which is being filled in phases. The northern and northeastern phases of Thornhaugh have already been landfilled and are restored. Phase 7C has recently been constructed, construction of Phase 2 west will commence imminently and Phases 4B south, 5 and 7A are filled and awaiting capping.

- 2.4 Access to both sites is provided by a priority controlled simple T-junction from the A47 Leicester Road. The site access is shared by Cooks Hole. A surfaced access road, site reception, welfare facilities, weighbridge, wheel wash, storage area and car parking areas are located centrally within the Thornhaugh site.
- 2.5 There are currently five permanent employees at Thornhaugh. There is potential that the headcount could increase by 1-2 people as result of the development proposals.

Local highway network

- 2.6 The site is accessed via a priority controlled simple T-junction on the A47 Leicester Road. The A47 is subject to a national speed limit and measures circa 8 metres wide. It provides access to the strategic road network via the A1 to the east of the site and continues east providing direct access to Peterborough. The A1 routes roughly north-south providing access to London and parts of the north of England including Sheffield and Leeds.
- 2.7 To the west of the site the A47 routes through villages of Duddington, Uppingham, Tugby and Billesdon linking the site with the eastern side of Leicester.

Accident record

- 2.8 It is necessary to examine the accident record on the highway network in the immediate vicinity of the site to determine if there are any trends that may be made worse by the vehicle and person trips generated by the proposed development. Therefore the Crashmap database (www.crashmap.co.uk) was examined. The Crashmap database confirms there has been no recorded accidents at the site access in the last five years. One slight accident occurred on the A47 in 2022. The accident involved a rear end shunt between three cars travelling northbound on the A47.

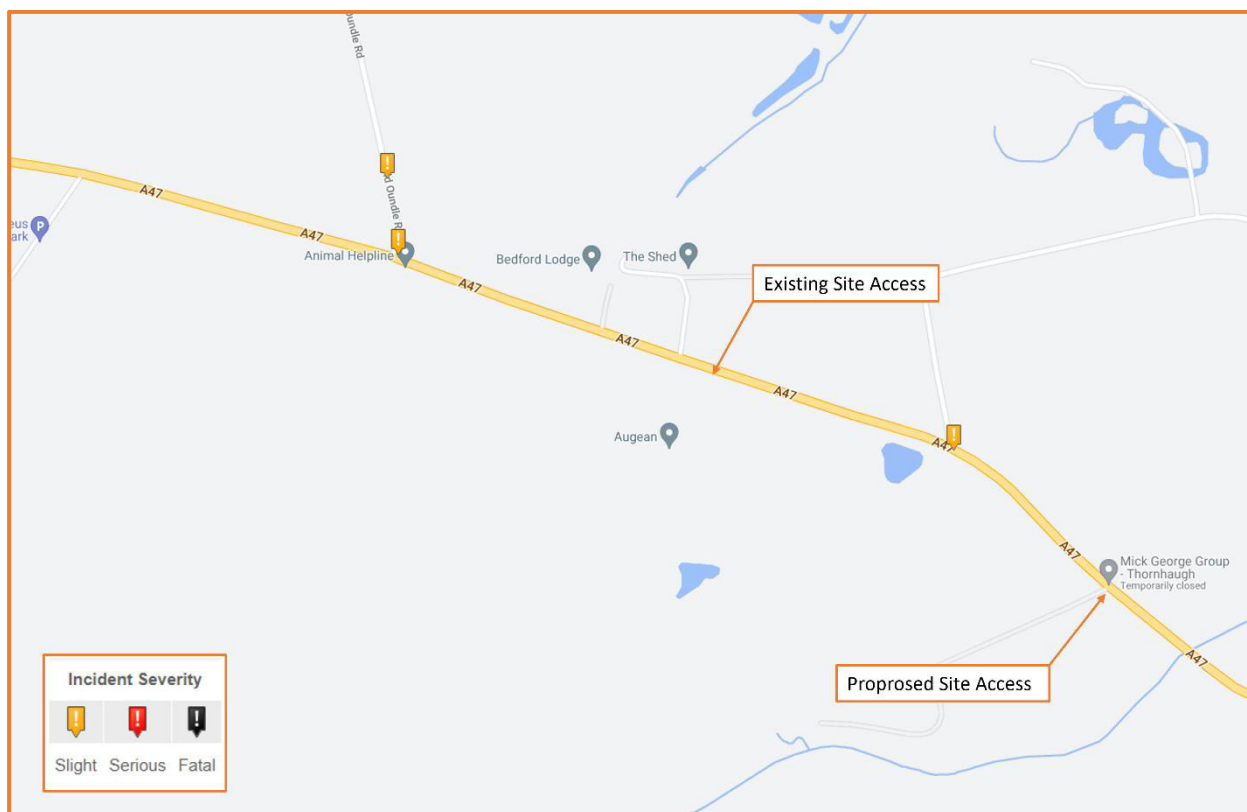


Figure 3: PIA location plan

3.0 PROPOSED DEVELOPMENT

3.1 The development proposals comprise the following:

- The continuation of landfilling at Thornhaugh.
- The extraction of mineral to facilitate the construction of the permitted landfill cells at Thornhaugh.
- The continuation of stockpiling of clay materials imported to Thornhaugh for use in landfill cell construction operations.
- Amendment of the restoration profiles for Thornhaugh and Cooks Hole to form one coherent landform.
- Continuation of the use of the existing Thornhaugh access for importation of waste and materials.
- The importation of circa 1.2 million cubic metres of clean, naturally occurring material from ENRMF.
- The continuation of processing of materials from mineral stockpiles at Cooks Hole.
- The continuation of crushing and screening of imported soil forming materials and materials arising from the construction operations at Thornhaugh.
- The extraction and redeposition or processing of historically deposited waste at Thornhaugh.
- The retention of the site management infrastructure at Thornhaugh.
- Use of amenity access from the A47 at Cooks Hole following restoration and the provision of a small car park for approximately 12 cars.
- The retention of Cooks Hole Farmhouse and the associated outbuildings for the duration of the operations on site. The future use of the listed building and associated outbuildings will be the subject of a separate application.
- The restoration of the sites to nature conservation interest.
- Continuation of the operations at the site until February 2042.

3.2 There will be no changes to the principles of the landfilling operations at Thornhaugh as a result of the proposed development. The landfilling operations at Thornhaugh will continue to be the subject of an Environmental Permit.

3.3 A development masterplan showing the proposed restoration profile and concept restoration scheme for the Cooks Hole and Thornhaugh is shown in **Appendix B**.

Access

3.4 Access to both sites is provided via a priority controlled simple T-junction on the A47 Leicester Road. In accordance with the posted national speed limit, visibility splays of 215m are required in both directions for vehicles emerging the site onto the A47. As shown on **Drawing ADC3418-DR-001-P2**, the required 215m visibility splays are achievable from a 2.4m and 4.5m setback distance.

3.5 In addition, **Drawing ADC3418-DR-001-P2** shows the vehicle tracking assessment of a maximum legal 16.5m long articulated HGV accessing the site from the A47. As shown, the existing access can suitably accommodate two-way HGV movements onto the A47.

- 3.6 Once restoration works are completed, the Thornhaugh access will be closed. It will be necessary to retain an access for maintenance, landscaping, and monitoring at the existing site access. An area for one vehicle to pull in from the A47 will be maintained. An amenity access would be provided via the former Cooks Hole access, as shown on **Drawing ADC3418-DR-002-P2**. The access will provide a 6m wide carriageway into a small 12 space car park and 10m junction radii to allow two-way access from the A47. In accordance with the posted national speed limit, 215m visibility splays from a 2.4m setback would be achievable.

4.0 TRIP GENERATION

Introduction

4.1 This section presents the historic and permitted traffic generation associated with Cooks Hole and Thornhaugh based on weighbridge data collected in 2004 and 2015. It also presents the forecast HGV traffic generation based on the amount of material expected to be imported to the site as part of the continued operations.

Staff movements

4.2 There are currently five people employed across the sites. It is assumed these staff members drive to the site each day. There is the potential that the staff numbers could increase by 1 or 2 people as a result of the proposed development. As a result, the trip generation calculations below focus on the HGV movements generated by the permitted, existing, and proposed operations.

Permitted HGV traffic generation

4.3 Paragraph 5.5.7 of the 2015 Environmental Statement¹ confirms that the existing consented permission (12/00463/MMFUL) identified a maximum of 141 HGVs (282 HGV movements) entering the Thornhaugh Landfill site entrance in one day. In addition, the Environmental Statement goes on to state that historic traffic generation at the site obtained from 2004 weighbridge records showed a maximum of 255 HGV arrivals per day, 510 HGV total movements.

Existing HGV traffic generation

4.4 Section 5.5 of the 2015 Environmental Statement included the forecast HGV traffic generation associated with the Thornhaugh and Cooks Hole operations. The table below presents a summary of the forecast traffic generation at that time.

Activity	Tonnage (per annum)	Payloads	Working Days	No. HGVs (per day)	Total HGV movements (per day)
Thornhaugh					
Waste imports	75,000	13t	278	21	42
Clay imports	125,000	20t	278	23	46
Restoration soils imports	11,700	20t	278	3	6
Export of recycled CDE materials	9,100	20t	278	2	4
Cooks Hole					
Mineral Extraction	390,000			70	140
Total	610,800			119	238

The mineral extraction operations are now complete at Cooks Hole and therefore the traffic numbers presented in **Appendix C** and used to determine the HGV trip distribution are associated with the operations at Thornhaugh Landfill site only.

¹ AECOM Environmental Statement – February 2015

Proposed HGV traffic generation

4.5 In order to create the restoration profile at Cooks Hole it will be necessary to import around 1.2 million cubic metres of clean, naturally occurring material. The landfilling operations at Thornhaugh will continue as currently. The operations will be completed by February 2042. To achieve this Augean have provided a forecast traffic generation assumption based on the type of activity required. A summary of the forecast traffic generation is presented in the table below.

Activity	Tonnage (per annum)	Payloads	Working Days	No. HGVs (per day)	Total HGVs movements (per day)
Thornhaugh					
Waste imports	120,000	13t	278	34	68
Clay imports	100,000	20t	278	18	36
Restoration soils imports	28,000	20t	278	6	12
Export of recycled CDE materials	10,000	20t	278	2	4
Cooks Hole					
Restoration importation (Average)	160,000	20t	278	29	58
Restoration importation (Max)	300,000	20t	278	54	108
Total (Average)	418,000			89	178
Total (Maximum)	558,000			114	228

Net HGV traffic generation

4.6 The table below presents the net traffic generation when comparing the proposed HGV traffic generation with the historic and permitted HGV traffic generation.

	No. of HGVs (per day)	Total HGV movements (per day)
Historic operations from 2004 data	255	510
Historic operations from 2015 data	119	238
Proposed operations (average imports)	89	178
Proposed operations (maximum imports)	114	228
<i>Net traffic generation (2004 vs average)</i>	-166	-332
<i>Net traffic generation (2004 vs maximum)</i>	-141	-282
<i>Net traffic generation (2015 vs average)</i>	-30	-60
<i>Net traffic generation (2015 vs maximum)</i>	-5	-10

4.7 As shown, when compared to the 2004 permitted HGV traffic generation, the proposed operations would generate between 282 and 332 fewer HGV movements per day. When compared to the 2015 permitted HGV traffic generation, the proposed operations would generate between 10 and 60 fewer HGV movements.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

Introduction

5.1 The table below presents the origin and destinations of the different materials imported and exported to/from the Cooks Hole and Thornhaugh sites.

Site	Activity	Origin / Destination
Thornhaugh	Waste imports	Nationwide as currently
	Clay imports	ENRMF as currently
	Restoration soils imports	Nationwide as currently
	Export of recycles CDE materials	Nationwide as currently
Cooks Hole	Restoration importation	ENRMF

5.2 To reflect the current operations at Thornhaugh and Cooks Hole, two trip distribution patterns have been assessed. Trips to nationwide sites associated with waste imports, restoration soil imports and export of recycled CDE materials has been based on 2023 weighbridge data. The East Northants Resource Management Facility is located 5km west (by road) of the Cooks Hole and Thornhaugh sites.

Existing HGV trip distribution - nationwide

5.3 Weighbridge data collected by Augean includes the origin of HGVs bringing materials onto site. The most recent weighbridge data for Thornhaugh for 2023 has been analysed to determine the HGV trip distribution and forecast HGV assignment to the local and strategic road network. The 2023 weighbridge data is contained in **Appendix C**. To protect Augean's customers, the postcodes have been redacted.

5.4 A summary of the HGV trip distribution is presented in the table below. It suggests that in 2023, 41% of HGVs bringing materials into Thornhaugh travelled from Augean's nearby site (ENRMF) on Stamford Road, approximately 5km west by road of the development site. A further 40% travelled to the site via the A1 Great N Road, 6% via the A43 south, 5% via the A1 north, 4% via the A47 (E) and 4% via A47 (W). An HGV routing plan is shown on **Figure 4**.

Route	Link	2023	
		No. of HGVs	Distribution
A	A1 (N)	571	5%
B	A47 (E)	494	4%
C	A1 Great N Road (S)	4,748	40%
D	Augean ENRMF, Stamford Road	4,865	41%
E	A43 (S)	679	6%
F	A47 (W)	417	4%
Total		11,774	100%



Figure 4: HGV routes to site

Proposed HGV distribution - nationwide

5.5 As shown in the table at paragraph 4.5 above, the proposed operations at Cooks Hole and Thornhaugh could generate an average of 178 HGV movements per day and a maximum of 228 HGV movements. A summary of the HGV assignment to the local road network is therefore presented in the table below.

Route	Link	Average HGVs per day		
		Arrive	Depart	Total
A	A1 (N)	2	2	4
B	A47 (E)	2	2	4
C	A1 Great N Road (S)	16	16	32
D	Augean ENRMF Stamford Road	17	17	34
E	A43 (S)	3	3	6
F	A47 (W)	2	2	
Total		42	42	84

Proposed HGV distribution – ENRMF

5.6 The table at paragraph 5.1 presents the origin and destinations of the different materials imported and exported to/from the Cooks Hole and Thornhaugh sites. Augean have confirmed the clay imports at Thornhaugh and all importation associated with Cooks Hole will originate from their ENRMF site located 5km west by road of the development site. The table below therefore presents the forecast HGV trip assignment associated with the importation of materials from the ENRMF site.

Route	Link	Average HGVs per day			Maximum HGVs per day		
		Arrive	Depart	Total	Arrive	Depart	Total
A	A1 (N)						
B	A47 (E)						
C	A1 Great N Road (S)						
D	Augean ENRMF Stamford Road	47	47	94	72	72	144
E	A43 (S)						
F	A47 (W)						
Total		47	47	94	72	72	144

Proposed total HGV distribution

5.7 The table below presents the total development HGV trip assignment to the local and strategic road network.

Route	Link	Average HGVs per day			Maximum HGVs per day		
		Arrive	Depart	Total	Arrive	Depart	Total
A	A1 (N)	2	2	4	2	2	4
B	A47 (E)	2	2	4	2	2	4
C	A1 Great N Road (S)	16	16	32	16	16	32
D	Augean ENRMF Stamford Road	64	64	128	89	89	178
E	A43 (S)	3	3	6	3	3	6
F	A47 (W)	2	2	4	2	2	4
Total		89	89	178	114	114	228

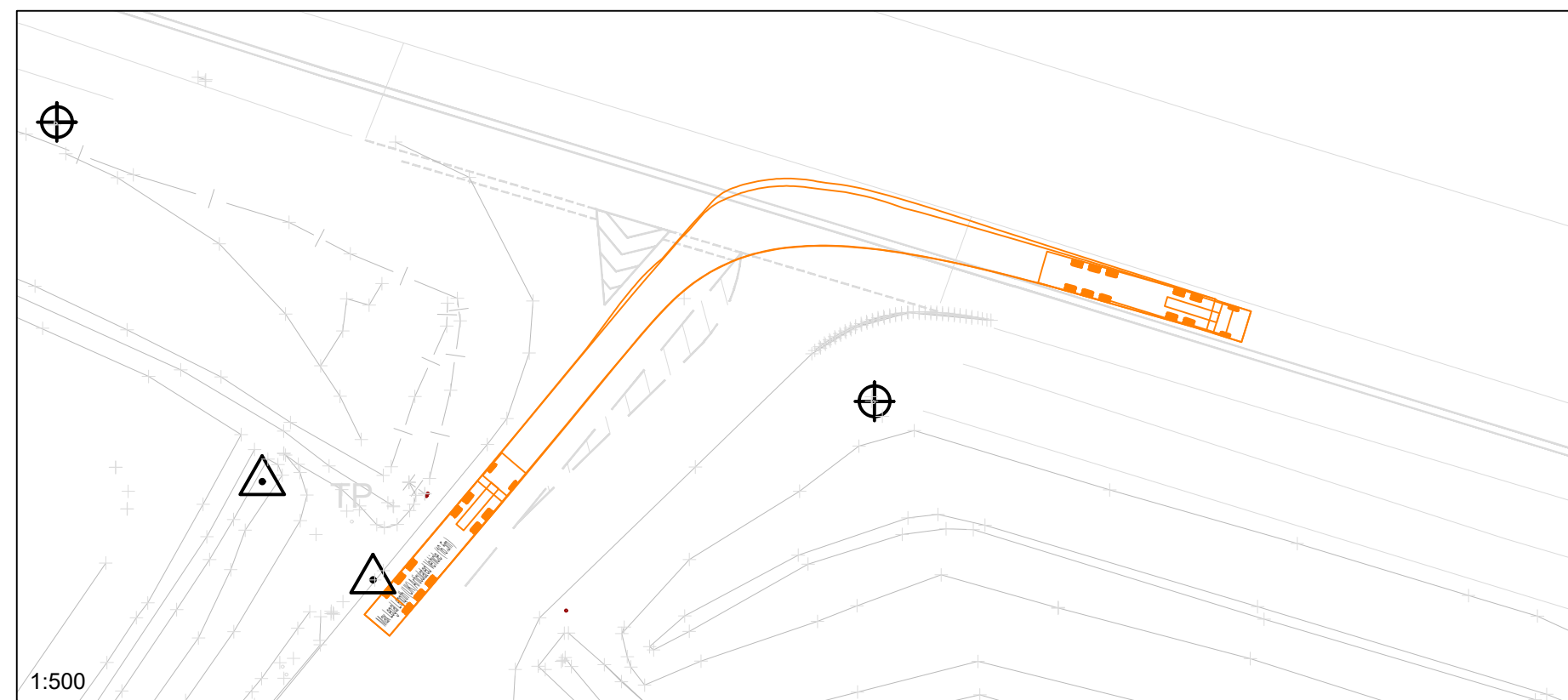
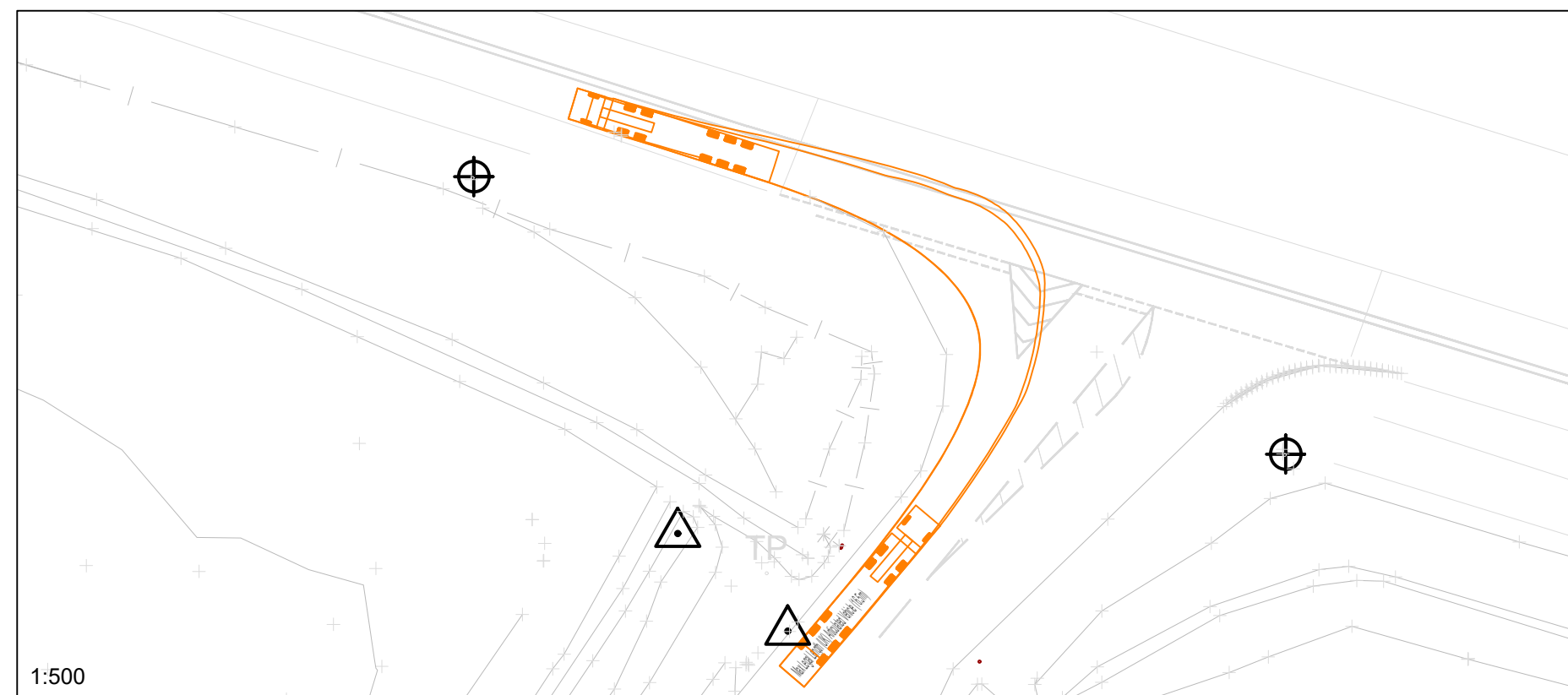
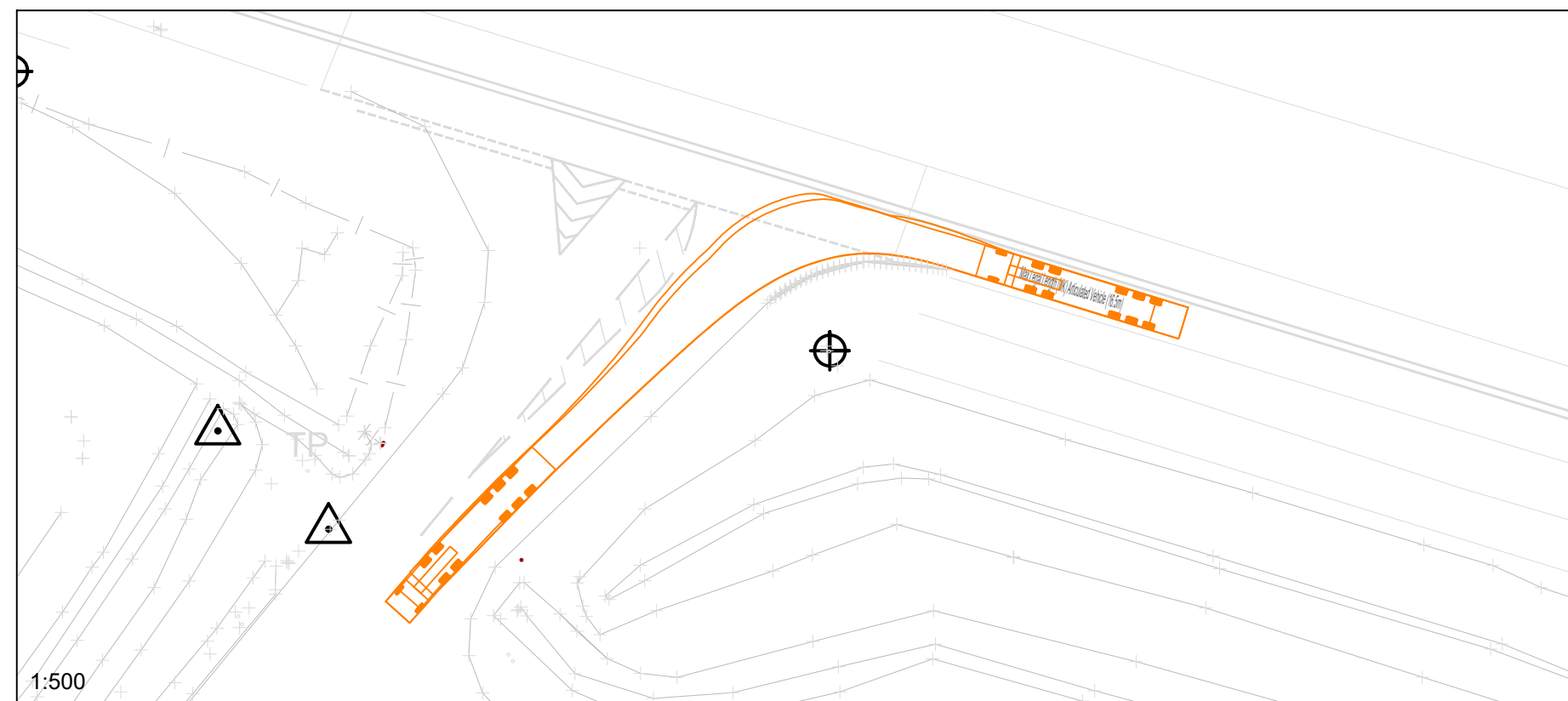
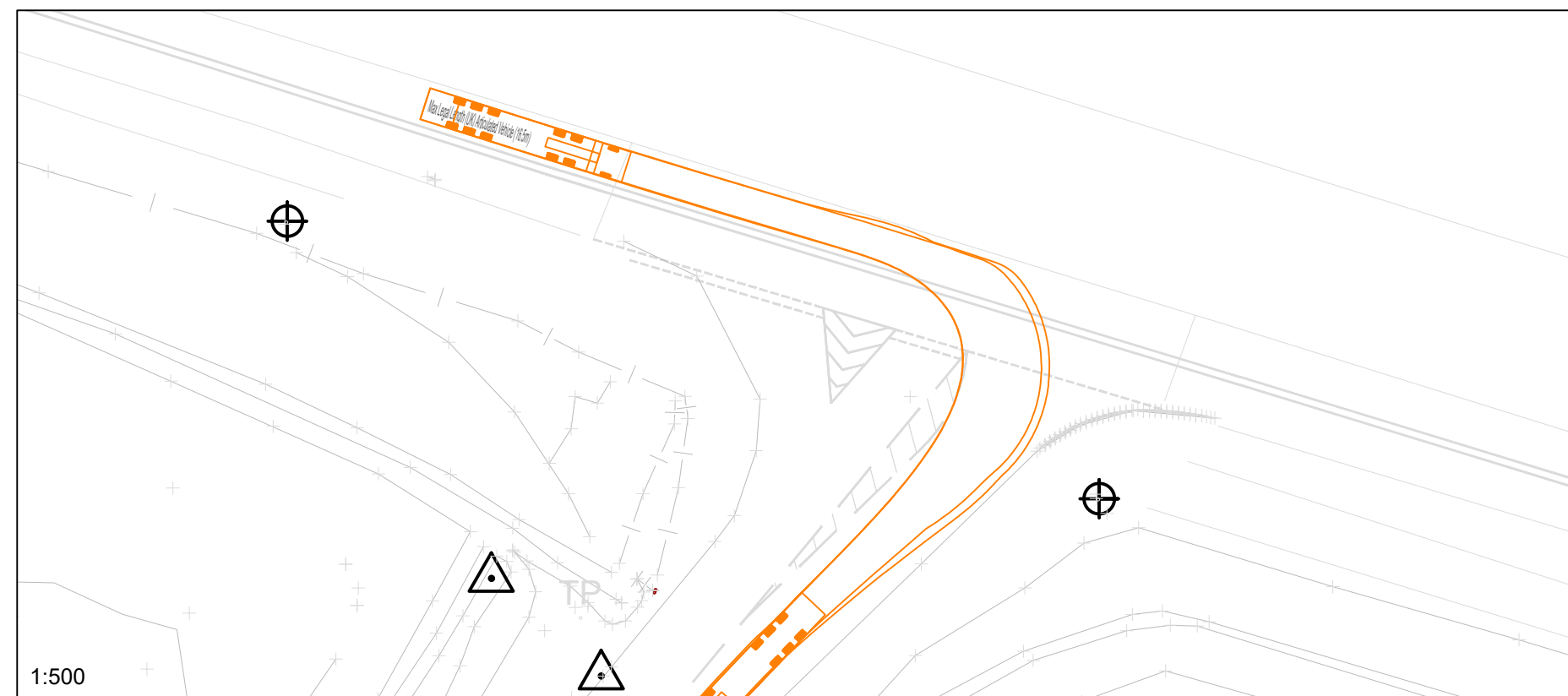
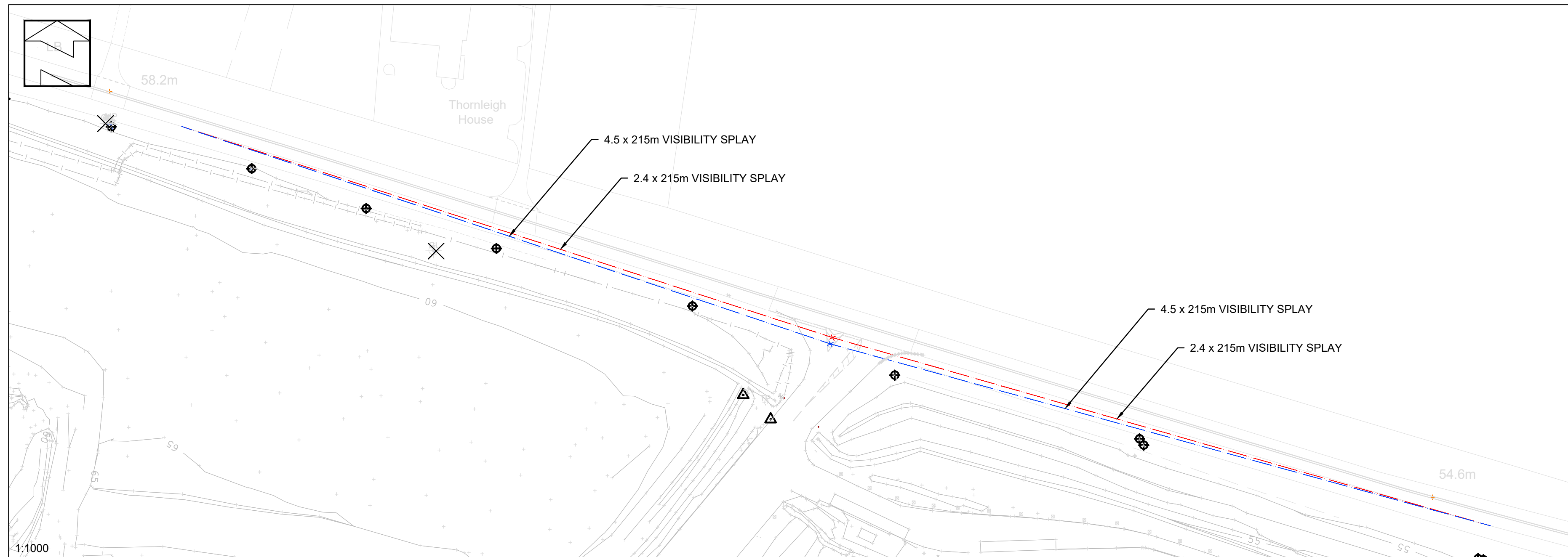
6.0 HIGHWAY IMPACT

- 6.1 The proposed development would generate on average 178 HGV movements a day and up to a maximum of 228 HGV movements a day depending on the need for materials etc at that time. As reported in Section 4, the proposed operations would generate a net reduction in HGV movements when compared to the 2004 permitted use and the forecast calculations from the 2015 Environmental Statement. In total the planned operations would generate on average 332 less HGV movements a day when compared with operations from 2004 and 58 less movements when compared with 2015. The table at paragraph 5.7 confirms that between 72-78% of HGV movements generated by the proposed development would originate at Augean's ENRMF site on Stamford Road.
- 6.2 The site is accessed via a large priority controlled simple T-junction on the A47 Leicester Road. Suitable visibility splays are achievable from the existing access and there is ample space within the site for HGVs to wait to be guided onto the weighbridge before entering the Cooks Hole or Thornhaugh sites. Accident records from the last five years confirm there have been no recorded incidents at the access or in the immediate vicinity of the site.
- 6.3 Overall, the site will continue to operate safely with HGV movements reducing from what it once generated. Operations are planned until February 2042 at which point the site will be fully restored.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 ADC Infrastructure Limited are commissioned by MJCA, on behalf of the applicant Augean South Ltd, to provide transport and highways advice in support of the proposal seeking to revise the restoration profile for Cooks Hole and Thornhaugh sites located in Peterborough to provide an integrated, coherent landform for both sites.
- 7.2 The restoration profile at Cooks Hole will be achieved through the importation of some 1.2million cubic meters of clean, naturally occurring materials. The landfilling operations at Thornhaugh will continue as currently. The scheme would retain the use of the existing access to both sites at Thornhaugh during operations, with post restoration amenity access being provided from the former Cooks Hole entrance.
- 7.3 Historic weighbridge data collected from 2004 confirms that the sites generated a maximum of 510 HGV movements per day. However, by 2015 HGV movements associated with the existing operations had reduced to around 236 HGVs per day. The planned operations to provide a coherent restoration scheme is expected to generate an average of 178 HGV movements per day (89 arrivals, 89 departures). This equates to around 332 less daily HGVs when compared to 2004 and 60 less daily HGVs when compared to 2015 operations.
- 7.4 Overall, the site provides safe and suitable access onto the A47, with adequate visibility in both directions. Once restoration has been completed, the existing site access will be closed with the exception of a pull in for one vehicle from the A47 to allow access for monitoring and maintenance. An amenity access will be provided at the former Cooks Hole access. The access will be provided with adequate visibility and will serve a small car park. Hence, it would be unreasonable to prevent the development on highways grounds.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P2	06.02.24	Topo survey included	MT	TC
P1	15.12.23	First issue	MT	TC

Client:

MJCA

Project:

Land at Cook's Hole and Thornhaugh, Peterborough

Title:

Existing Access Junction Layout & Swept Path Assessment



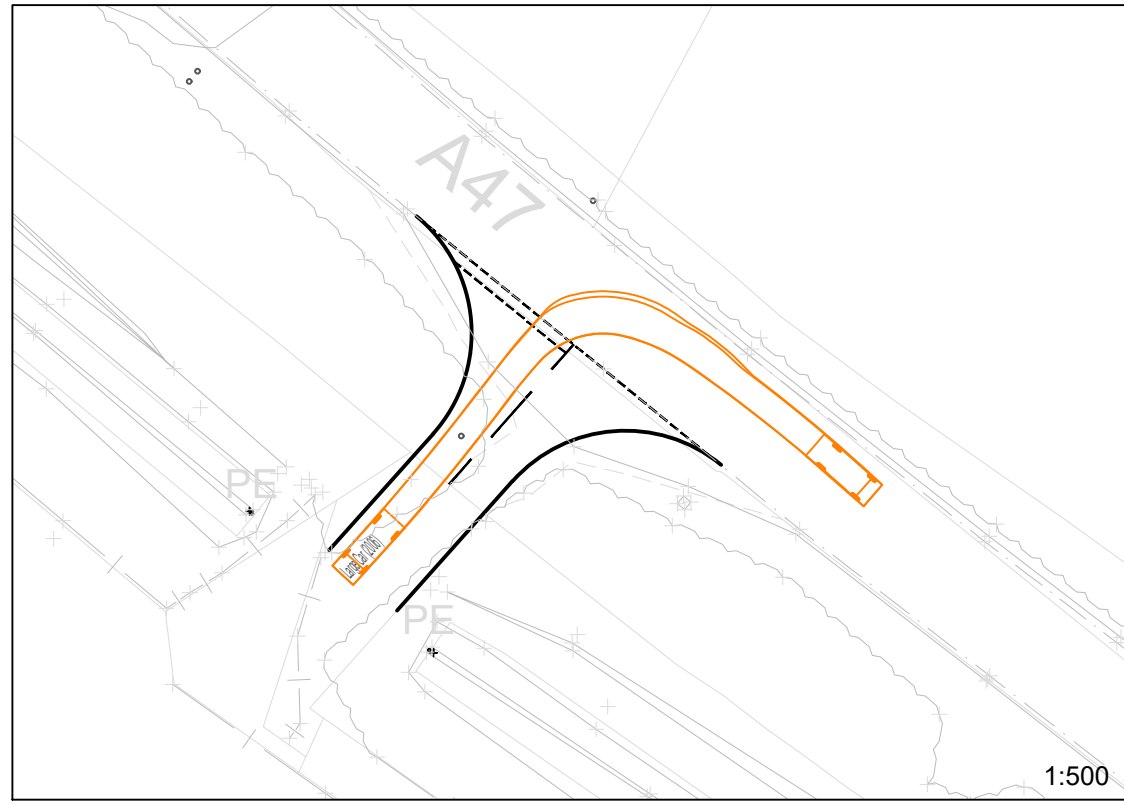
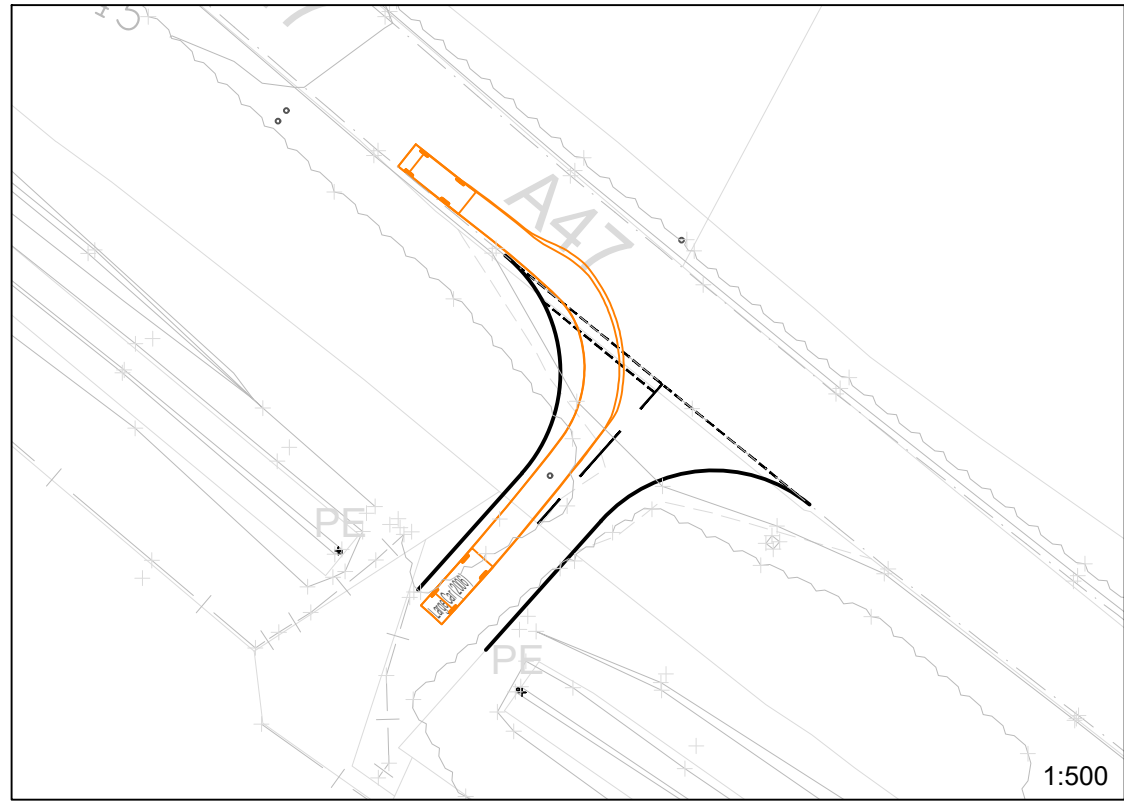
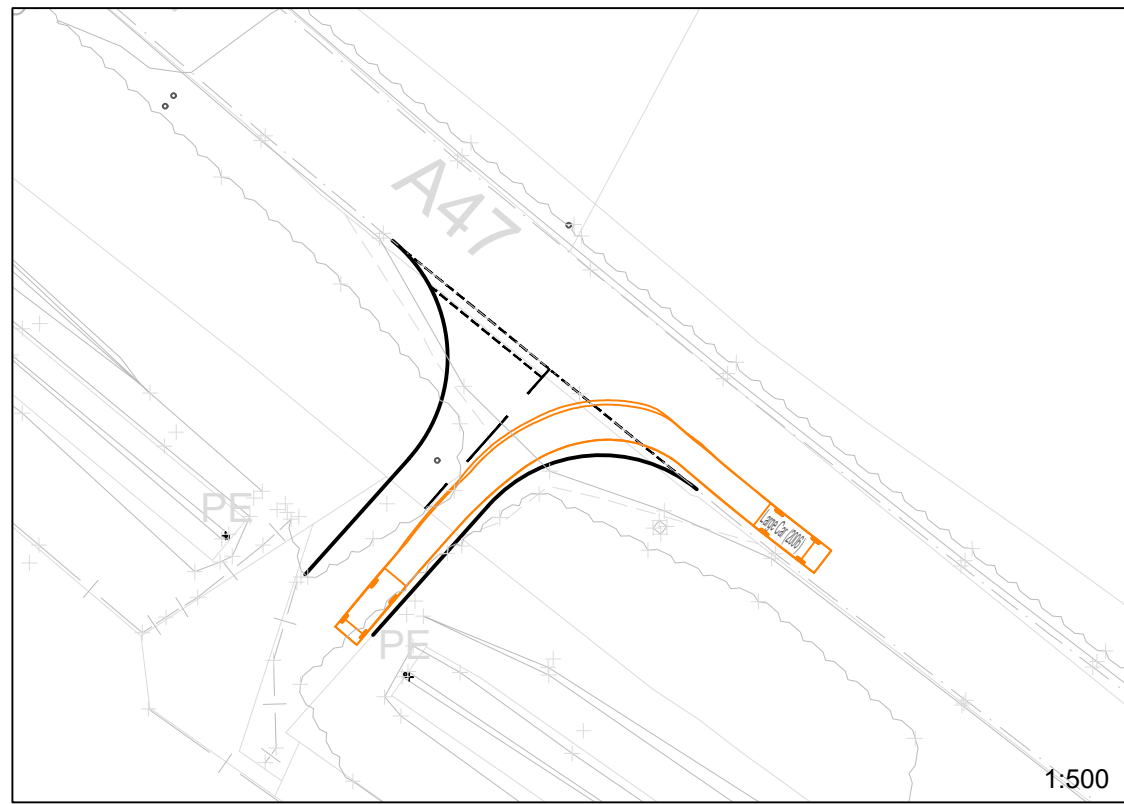
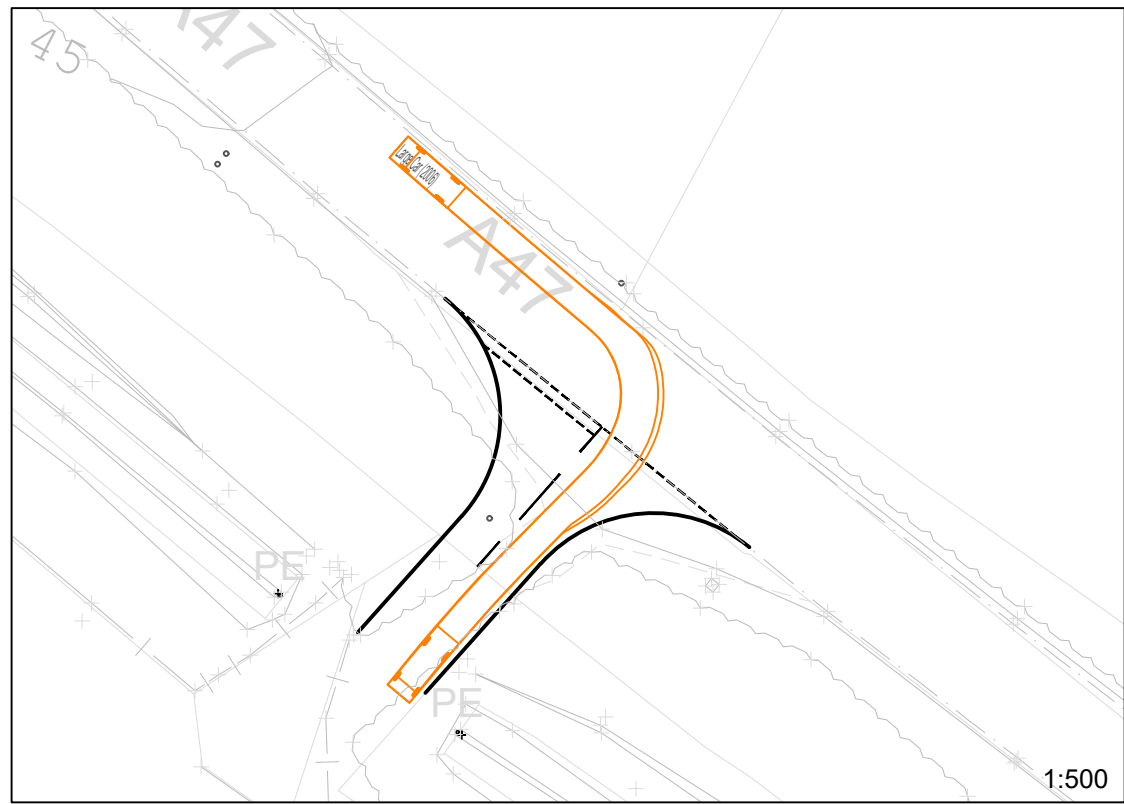
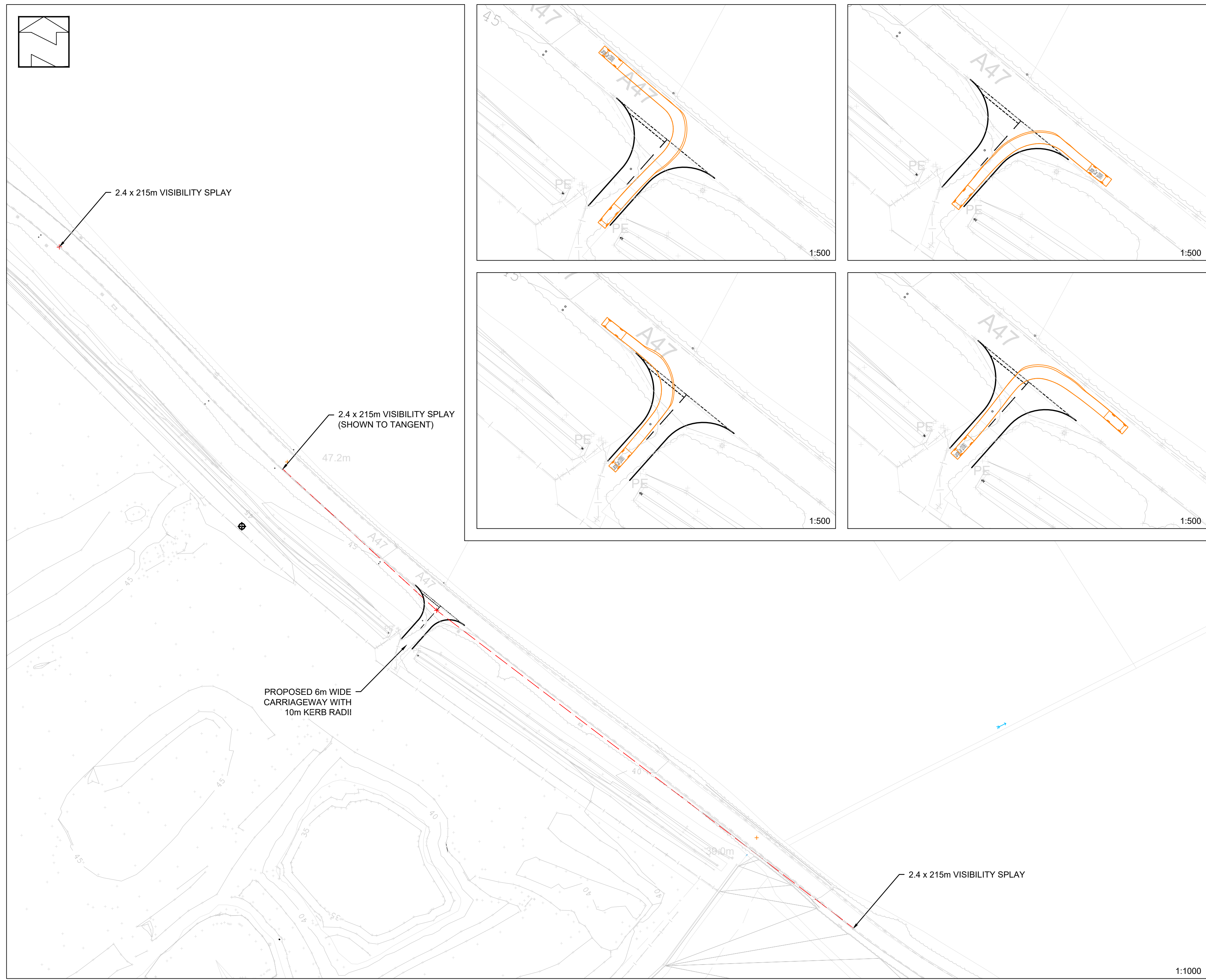
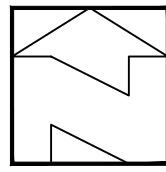
Drawn: M. Tatler
Reviewed: T. Cooke

Size: A2 Scale: As Shown Date: 15 / 12 / 2023

Status: PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3418-DR-	001		P2

ADC3418-DR- 001 P2



Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P2	06.02.24	Topo survey included	MT	TC
P1	15.12.23	First issue	MT	TC

Client:
MJCA

Project:
Land at Cook's Hole and Thornhaugh,
Peterborough

Title:
Proposed Amenity Access



Drawn: M. Tatler
Reviewed: T. Cooke

Size: A2
Scale: As Shown
Date: 15 / 12 / 2023

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3418-DR-	002		P2

1:1000

APPENDIX A

PETERBOROUGH CITY COUNCIL SCOPING OPINION

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PETERBOROUGH



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Ms Sophie Serdetschniy
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23 November 2023

Dear Sir/Madam

**Request for Scoping Opinion
Scoping opinion in respect of EIA for Revised Restoration Platform
Cooks Hole And Thornhaugh Landfill Site Leicester Road Thornhaugh Peterborough**

Further to your enquiry received on 16 October 2023, in respect of the above, the Local Planning Authority makes the following comments:

This Scoping Opinion is based on the following report (hereafter referred to as 'the report');

PROPOSALS FOR THE APPROACH TO AND SCOPE OF AN ENVIRONMENTAL IMPACT ASSESSMENT AND ENVIRONMENTAL STATEMENT TO ACCOMPANY THE PROPOSED PLANNING APPLICATION FOR A REVISED RESTORATION LANDFORM AT COOKS HOLE QUARRY AND THORNHAUGH LANDFILL SITE, LEICESTER ROAD, THORNHAUGH, PETERBOROUGH, Report reference: AU/CH/SPS/1774/01/SR/F, dated October 2023

Background

Thornhaugh I landfill and the neighbouring Cook's Hole Quarry are owned and operated by Augean South Ltd. Thornhaugh I has permission to accept non-hazardous and stable non-reactive hazardous waste

The proposal seeks to revise the restoration schemes for Cook's Hole and Thornhaugh I to provide an integrated, coherent land form for both sites. This will be achieved through the importation of some 1.35 million cubic metres of clean naturally occurring materials extracted as part of the existing landfill construction (at Thornhaugh I) and as part of the future construction operations for the landfill at the East Northants Resource Management Facility (ENRMF) operated by Augean at King's Cliffe (which lies some 3.5km to the west).

The proposal seeks the continuation of mineral processing from mineral stockpiles at Cook's Hole and the continuation of existing landfilling operations at Thornhaugh I (including the extraction and redeposition or processing of historically deposited waste, albeit there will be changes to the phasing of infill at Thornhaugh I. The maximum elevation of the highest point of the restoration landform at Thornhaugh I (71.5m AOD - pre-settlement) would not change.

The proposal would retain the use of the existing access (to both sites) at Thornhaugh I from the A47 during operations, with post restoration amenity access to be provided at the former Cook's Hole entrance alongside a car park for approximately 12 cars.

Ecology and biodiversity

Natural England have provided some generic advice with regard to the general principles of Environmental Impact Assessment, and specifically highlight the following Sites of Special Scientific Interest which may be affected by the development, including;

- Bedford Purlieus
- Bonemills Hollow
- Wansford Pasture
- West Abbot's and Lound Woods

and advise that an Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSIs and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects.

The Wildlife Officer has confirmed their agreement that the proposed scoped in aspects (in relation to the Ecology section) represent the full potential impacts of the development as outlined within the report.

It is noted and agreed that the Biodiversity Net Gain baseline for assessment is the currently approved restoration schemes for Cook's Hole and Thornhaugh I.

Landscape and visibility

The proposed scope of the Landscape and Visual Impact Assessment is acceptable, and the appropriate character areas identified. The proposed viewpoints have been discussed, and advice provided with regard to their suitability in an email to Sophie Serdetschniy 9 November 2023, albeit three of recommended viewpoints relate specifically to assisting with the visual assessment of the heritage setting of the Cook's Hole farmhouse.

Cultural heritage

It is acknowledged that there is no potential for buried archaeology to be present and therefore no requirement for assessment of potential impacts on buried archaeology.

The Conservation Officer (CO) advises that there are three separate aspects of the proposal which should be assessed from a conservation perspective; historical views between different heritage assets, specific views of the Listed Cook's Hole farmhouse, and views along public rights of way of the various heritage assets; these viewpoints have been identified and shared via email as for the LVIA.

It is acknowledged and accepted that there will be no discernible visible impact from proposed viewpoint number 5 (i.e. that from Thornhaugh village) and as such is it not considered necessary to demonstrate this, although an additional viewpoint from Sibberton Lodge (not 'Stibbington' as mistakenly called in the CO comments) is recommended. The three proposed additional viewpoints (on footpath numbers 2 and 4) are considered appropriate to assess how the Cook's Hole farmhouse will be appreciated at a closer location.

Water resources and Flood risk assessment

The Environment Agency have confirmed that no further groundwater assessments would be required, and it is accepted that assessments previously undertaken in 2015 for Thornhaugh and 2011 for Cook's Hole concluded there would be no significant risk to groundwater or surface water quality as a result of previously approved operations. The proposed scope focusing on surface water run off generation at the sites is therefore considered to be acceptable and consideration should be given to the potential effect of future climate change on the intensity of storm events.

Traffic and transport

The report does not clarify the proposal with regard to how the mineral to be processed at Cook's Hole will be used; it is expected that any application would be clear as to whether any minerals to be processed at Cook's Hole are intended to be exported from the site such that an accurate traffic assessment can be undertaken.

The Local Highways Authority have confirmed that the Environmental Statement should include a Transport Statement comparing the proposed development with the existing consents and the historic and current flows with regard to forecast traffic flows until 2042. Full details of the proposed access to the car park to be retained post restoration for amenity purposes should also be provided.

Noise

The Pollution Control Officer has not identified any issues with the proposed scope of the noise assessment. It is acknowledged that there have been no new developments or activities in the vicinity of the sites that would be considered significant enough to notably change the baseline acoustic environment and that noise sensitive receptor locations remain appropriate.

Amenity and dust

The Pollution Control Officer has confirmed that PM10 has not been identified as a significant risk to human health that requires further assessment as part of the proposals for the site, although a dust assessment will be required as set out in the report.

Climate change and major accidents

It is agreed that it is not necessary to provide a separate chapter on climate change, and instead ensure that the predicted effects of climate change are addressed in the flood risk and surface water assessments.

Given the sites location within an Aircraft Safeguarding Zone, sufficient information needs to be presented with any application to ensure compliance with the requirements of the safeguarding zone.

Other issues

The EA advise that Thornhaugh landfill site currently has an environmental permit which includes groundwater monitoring, and that the proposed restoration at Cook's Hole will also require a permit as it involves the use of quarry wastes and the importation of inert material. The permit application process may require additional groundwater assessment / monitoring.

Any application will require clarity as to the extent of mineral working, and whether this will be exported off site.

The proposal describes the continuation of landfilling at Thornhaugh; given that any new application would, if approved, result in a new permission, it is imperative that all aspects of the existing approved operations that are proposed for continuation are clearly set out, and will require sufficient information for assessment given the passage of time since original approvals may have been granted and any changes to the legislative framework in the intervening period.

Conclusion

Any planning application further to the 'Report' should be accompanied by an Environmental Statement covering the topic areas as set out above.

Notwithstanding the above comments, I would advise that the Local Planning Authority is not precluded from requesting additional information either in respect of the application, should it be made, or in relation to the determination of the planning application for which the proposal relates.

The above represents the opinion of the Local Planning Authority as to the scope of the issues likely to be of relevance within the local authority area which are to be addressed by any planning application. If you have any queries, please do not hesitate to contact me.

Yours faithfully



Adrian Chapman

Executive Director: Place and Economy

Planning Application Consultation Response

Peterborough City Council, Local Highway Authority (LHA)

Application No:	23/00001/SCOP	Case Officer:	Alan Jones
Address:	Cooks Hole Quarry And Thornhaugh Landfill Site, Leicester Road, Thornhaugh, Peterborough	Date:	30 th October 2023
Proposal:	Proposals for the approach to and scope of an environmental impact assessment and environmental statement to accompany the proposed planning application for a revised restoration landform		

Recommendation:

The EIA should include a TA relevant for reasons explained under Assessment/Comments.

Recommended condition(s) / Reason(s) for refusal:

Please provide condition(s) required, including reasoning or specific reason(s) for refusal

N/A

Required amendments/information:

N/A

Assessment / Comment

Para 4.1 of the Scoping Study (SS) states '***The detailed design for the proposed development is being finalised. The design development process is iterative and will continue until the submission of the planning application with continued dialogue with stakeholders.***' The scheme involves continued landfill, extraction, stockpiling of existing sites up until 2042. In particular, the schemes involves amendment of the restoration profiles for Thornhaugh and Cooks Hole to form one

integrated, coherent landform. Also of particular note from a highways point of view is that:

- a) The continuation of the use of the existing Thornhaugh access.
- b) The importation of in the order of 1.35 million m³ of clean, naturally occurring material from ENRMF to create the landform of Cooks Hole and to tie in with the landform at Thornhaugh.
- c) Use of amenity access from the A47 at Cooks Hole following restoration and the
- d) provision of a small car park for approximately 12 cars

Para 5.12 advises that: ***There are no changes proposed to the main site access as a result of the proposed development. Historically the vehicle movements associated with the sites have been up to 255 Heavy Goods Vehicles (HGVs) per day or 510 HGV movements (255 HGVs in and 255 HGVs out). In the assessments carried out as part of the 2015 Environmental Statement which was submitted with the planning application for planning permission reference 15/00230/MMFUL. it was assumed that the combined vehicle movements associated with the sites was 118 HGVs or 236 HGV movements (118 HGVs in and 118 HGVs out). It is anticipated that the HGV movements associated with the proposed development will not exceed the historical traffic movements associated with the operations of the site or the traffic numbers presented in 2015. Given that the vehicle numbers associated with the proposed development will not increase, it is considered that it is not necessary to assess the impacts of the proposed development on traffic therefore a transport statement is not included in the scope of the EIA.***

The A47 adjacent to the site is subject to a de-restricted speed limit. The carriageway width in the vicinity of the proposed site is approximately 8.4 metres. Footways are not provided on the A47. The site entrance to Thornhaugh Landfill Site which is also used to access Cooks Hole Quarry has a width of approximately 14 metres and is designed for simultaneous arrivals and departures of HGVs. The site access was improved a number of years ago to DMRB standards in accordance with the requirements of the Highways Agency. The access comprises of a wide bell mouth junction with visibility splays to full standards (4.5 x 215 metres) for vehicles emerging onto the A47 and a 25 metre exit taper for left turning vehicles.

I understand the current planning consent (i.e. 15/00230/MMFUL) related to completion of works at. The Transport Assessment (TA) pertaining to that consent considered a context relevant at that time. As such I consider that the EIA should produce, for completeness, a new TA that would relate to the current context in terms of forecast traffic flows up until 2042. This will include giving consideration to:

- a) assessing whether the existing access is fit for purpose up until 2042
- b) the forecast flows taking account of relevant committed development at the access and other relevant junctions within the schemes sphere of influence.
- c) the latest 5 year recorded accident data to examine themes and cluster if relevant.
- d) the adequacy of the routes taken by traffic that will be importing material

In conclusion, as the scheme has yet to be finalised I consider that its premature to assume that a TA will not be required. For completeness, a TA should accompany the EIA and its scope and content

should be agreed with the LHA through the local planning authority in advance of the submission of the planning application.

Planning Policies / Legislation


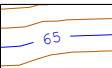













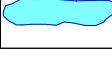


Reference to Local Plan or national planning policies/guidance

APPENDIX B

DEVELOPMENT MASTERPLAN



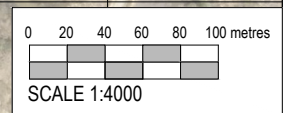
KEY

-  APPLICATION BOUNDARY
-  RESTORATION CONTOURS (m AOD, @ 1m INTERVALS)
-  EXISTING FOOTPATHS (AND ONE PERMISSIVE PATH, AS MARKED)
-  PROPOSED REINSTATED FOOTPATHS
-  PROPOSED PERMISSIVE PATHS
-  PROPOSED NATIVE WOODLAND BLOCKS
-  PROPOSED SHRUB/ SCRUB AREAS
-  PROPOSED OPEN SHRUB/ SCRUB MIX
-  PROPOSED HEDGEROWS
-  PROPOSED NEUTRAL GRASSLAND
-  PROPOSED CALCAREOUS GRASSLAND
-  WATER STORAGE LAGOON
-  EXISTING PONDS
-  PROPOSED NEW PONDS
-  COUNTY WILDLIFE SITE
-  AREA OF BARE/NATURALLY COLONISING GROUND FOR LITTLE RINGED PLOVERS
-  HIBERNACULA (20 - 40m long, 2m wide and 1m high, constructed using natural materials: wood, stones, turf etc.)
-  DETENTION AREA

Existing sections of stone wall along FP Th3 Sections 3 and 4 would be recovered and reinstated along the new route (exact location to be discussed and agreed) as part of the restoration works

Small car park
Access point following completion of operations

The existing diversion route for FP Th No4 Section 1 will be retained as a Permissive Path following restoration



Client 

Site COOKS HOLE QUARRY & THORNTAUGH LANDFILL SITE

Project PROPOSED REVISED RESTORATION LANDFORM

Drawing Title
RESTORATION PLAN FOR COOKS HOLE QUARRY AND THORNTAUGH LANDFILL SITE

Date FEBRUARY 2024 Drawing No. THORN036

Scale 1:4000 @ A3

File Ref. 2402_008.006_THORN036_Restoration Plan Revision 0

DB Landscape Consultancy  T: 01344 624 709 M: 07736 083 383 david@dblc.co.uk www.dblc.co.uk

APPENDIX C

2023 WEIGHBRIDGE DATA

Origin	Easting	Northing	Total	Percent
			4865	41.32%
			1488	12.64%
			747	6.34%
			480	4.08%
			350	2.97%
			281	2.39%
			217	1.84%
			179	1.52%
			153	1.30%
			143	1.21%
			141	1.20%
			123	1.04%
			123	1.04%
			118	1.00%
			93	0.79%
			80	0.68%
			76	0.65%
			66	0.56%
			65	0.55%
			60	0.51%
			57	0.48%
			52	0.44%
			49	0.42%
			49	0.42%
			47	0.40%
			46	0.39%
			43	0.37%
			42	0.36%
			42	0.36%
			40	0.34%
			37	0.31%
			37	0.31%
			36	0.31%
			36	0.31%
			35	0.30%
			35	0.30%
			32	0.27%
			31	0.26%
			30	0.25%
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			27	0.23%
			26	0.22%



7	0.06%
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