

Greatmoor EfW – Community Liaison Group

22nd March 2018

Attendees: list to be updated

- S Cooper-Evans Middle Claydon PC
- S D'Amon Charndon PC
- T Morrison Hogshaw PC
- N Payne Woodham PC
- I Smith Kingswood PC
- J Knox Quinton PC
- Dr Evershed Marsh Gibbon PC
- R Webster Edgcott PC
- J Riches Middle Claydon PC
- G Badhan BCC
- A Macpherson BCC
- G Sinclair FCC
- P Alvarez FCC
- J Elkin FCC
- M Nicholson FCC
- M Pollard Axis Planning Consultancy

Apologies

- P Smettem Twyford PC

Distribution:

- All Attendees
- Greatmoor CLG Mailing List



Actions Arising:

Action	Description
1.	
2.	
3.	
4.	

Item	Minutes
1.	<p>Attendance, Minutes of Previous Meeting</p>
2.	<p>Emissions Monitoring</p> <p>See attached presentation re Emissions monitoring</p> <p>Non – substantiated complaint was received re the dark colour of the plume.</p> <p>Action – Paula Alvarez to write wording re plume colour variations and Jez Elkin to upload to website</p> <p>D Evershed – What are the changes to the permit?</p> <p>Changes made in template by EA. Increase in maximum amount of waste to 345,000t</p>
3.	<p>Visitor Centre</p> <p>See attached presentation</p>
4.	<p>Matters Arising</p> <p>No questions were received in advance of the meeting</p>
5.	<p>Planning Application – Access Road</p> <p>Scoping Report has been submitted to BCC. FCC & BCC are in discussion.</p> <p>Original planning application contained limitations on number of HGVs on access road for EfW and landfill combined, based on use of landfill site at the time and predictions numbers for EfW. At the time landfill was operating at lower levels of waste and vehicle numbers were not expected to increase. The transport assessment was based on EfW traffic and minimal traffic to landfill.</p> <p>Since then, there has been increase in construction and demolition waste and increase in vehicles to landfill. Additionally there was the closure of another FCC landfill site, diverting traffic to Calvert.</p> <p>This highlighted the lack of flexibility in vehicle numbers to Calvert.</p> <p>Calvert limit was 138 movements in and out Now looking at 300 in and out as an upper limit – due to the nature of waste deliveries everyday numbers will fluctuate below this upper limit be lower</p> <p>FCC are producing a Planning Application with an addendum to the existing EIA based on 300 HGVs per day as a worst case scenario, this will take into account the recent increase in Permitted waste to EfW and associated changes to plant emissions</p>

Item	Minutes
	<p>resulting form this.</p> <p>In December 2017 – BCC responded with their scoping opinion</p> <p>Agreed themes</p> <ul style="list-style-type: none"> • Air quality – including aerial emissions from vehicles and EfW • Impacts on ecology and human health including disturbance, noise, light • Capacity and safety of roads • Environmental effects of traffic • All in combination with forecasts from HS2 and East West Rail • Impact of aerial emissions on heritage features and listed buildings <p>The original, remaining, EIA themes have been scoped out, in agreement with BCC planners, as there are no physical changes to the access road or other aspects of the EfW / landfill facilities as a result of the proposed increases in HGV movements.</p> <p>FCC are finding it difficult at the moment to get data from HS2 and East West Rail</p> <p>FCC are preparing their response to BCC demonstrating how the scoping requirements will be met (including impact on Bechstein’s Bat population)</p> <p>FCC are meeting with BCC and Natural England at end of April to finalise methodology</p> <p>Q Limited number of vehicles going to landfill – why is number higher? A: This is due to the soil lorries being counted in the road movements</p> <p>Q What difference will 300 vehicles make to landfill? A 3 train loads are 1200 t. 100 vehicles – 1500t</p> <p>Q Will the planning application refer to flexibility and the number of times the 300 vehicle movements will be necessary? Could an average figure be set in the application? A Unfortunately it will just state the maximum amount – due to the planning system. This is why the EIA addendum will be based on worst case scenario figures It would be difficult to set an average.</p> <p>Q What is the increase in terms of %age of lorry movements on A41 A The transport assessment will consider current movements on A41 and traffic counts have been carried out. There will also be a 5 year prediction – using forecasts of growth in housing/emerging plans etc</p> <p>Q. Conditions of access road and A41 will get worse as increase of lorries. Will there be further wheel washing facilities? A. There will be increased road sweeping Response – issue is not just road surface, but also on fences and verges</p> <p>Q – Will there be more noise barriers A. There are no further noise mitigation features planned. If, after the assessment it is necessary then they will be implemented</p>

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	<p>Q – Reason for increase of traffic is primarily for construction/demolition waste – where does it come from? A – General increase in construction. Also Pit 6 permit has been varied to predominantly allow just soil and construction demolition type materials. This change was made to enable completion of the landfill as an alternative source of waste had to be sourced to replace tonnages that have diverted to the EFW</p> <p>Q. Has the Ecological Management Plan (EMP) Review taken account of the Bechsteins Bat roosts? The review is a condition of original planning permission A. Current scoping report submission has taken this into account. FCC are in discussion with BCC Planning Dept about EMP review which is delayed due to the overlap with the ecological assessment work that is being carried out as part of the planning application</p> <p>There are planned site specific surveys of Bechsteins Bats. It is proposed to avoid duplication of effort that the EMP review will take place after the ecological assessments associated with the planning application have been completed</p> <p>Response: FCC are in breach of Planning Condition as not reviewed EMP.</p> <p>A. In discussion with BCC Planning and review will be informed by new ecology surveys and assessment being prepared for the planning application</p> <p>Q Are all the landfill lorries covered by s106 agreement? A. All are HGVs – so yes</p> <p>Q. Sherwoods lorries are still driving through villages A. April Rafferty and Gillian Sinclair respond to Fred Sherwood when complaints are received. Repeat drivers can be banned from site. Any issues – email both April and Gillian</p> <p>Q. Is there a possibility of a mobile aerial being attached to the stack? A At end of defect liability period in the Summer. Would need prior approval from Planning.</p> <p><u>Link to Scoping Document</u></p>
6.	<p>Any Other Business</p> <p>END</p> <p>DONM 28th June 2018 (To be held on the third floor in the Visitor Centre at Greatmoor EFW)</p>