

Deal Farm AD Plant

Shelfanger Parish Council reiterates their previous objection of the 24th July 2022 and wishes to make comments on the new Traffic Statement Addendum and Stage 1 Road Safety Audit from Royal Haskoning DHV on the 27th October 2022 and 8th of November respectively.

South Norfolk Council have a duty of care to South Norfolk residents to reject application 2022/1108 on grounds of highway safety and loss of amenity. Indeed it has not been demonstrated that road safety can be maintained. Should you agree to consent this AD Plant its resultant operation would have a detrimental effect on the amenity and health of many of our parishioners.

It is debateable that such a large AD Plant could work effectively with such a small amount of feedstock, therefore we have serious concerns that once consented the applicant will seek permits to increase the feedstock amount. This would result in a dangerous increase of heavy traffic through Shelfanger.

The two large digesters are capable of accepting upwards of 50,000t of feedstock. If the applicant does not intend to increase feedstock once consent has been granted why have they introduced a new route? Why have they proposed a massive upgrade on this new route with 37 passing places for 2.7 miles when they only have a feedstock limit of 23,950t? If this application is passed the council has no way of monitoring or enforcing any conditions.

We have now been alerted to retrospective application, 2022/1930 which currently produces in excess of 80 vehicle movements per day in the local area all coming from the Oaks farm where there are 14 units rented out with approximately 40 employees, all without planning permission.

None of the associated existing traffic movements are included in the current transport statement for 2022/1108 even though both applications are closely linked to the same landowner.

All undisclosed and excess traffic should be acknowledged within 2022/1108 and

included as having an overall added effect on the AD Plant's traffic movements and local road network.

The Stage 1 safety audit does an exceptional job of highlighting all the problems and hazards that the new 2.7 mile Halford Lane route currently has. All the routes to the AD Plant have similar problems and hazards. The map from the safety audit reveals just how big an upgrade is needed on the Halford Lane route, yet there are no upgrades proposed for any other routes through to the AD Plant. All routes are inadequate, narrow and winding with very poor sub-bases and a few uneven passing places, many have a 7.5 tonne weight limit.

The continual revisions to this application have gone on for too long now, no amount of modification to the figures or the routes will change the fact that this AD Plant was constructed without authorisation in an exceptionally poor location.