

For comments to be submitted by the named individual or by SPC on behalf of named individual regarding planning application; DCC/4365/2023

Name	
Address	
Email	



**Object or Support application?** (circle appropriate)

Please tick below which aspects you would like to include in your comments to support your decision.

Points of concern	Tick
<b>1 Truck Numbers &amp; Volumes</b> The removal of the 150,000 tonne annual limit will undoubtedly increase the amount of aggregates and HGVs out from the mine from circa 20 at present to the maximum allowed 50 loads (100 movements) per day using the biggest vehicles available (28 tonne) This will produce unacceptable levels of air pollution, noise, road congestion from 5.00am (heading towards the mine) for local residents, negatively impacting on our quality of life, in breach of Mineral Planning Policy M23.	
<b>2 The Need for Aggregates</b> The demand for aggregates is currently being met by a network of local suppliers to minimise the impact of haulage; this application breaches the principles set out in Mineral Planning Policy M22.	
<b>3 50 trucks a day, over 300,000 tonnes a year, where is going to go?</b> The volumes applied for are in excess of any possible local market demand in clear breach of Mineral Planning Policy M10.	
<b>4 Quantifying the impact of CO2 Emissions</b> The volume of aggregates being supplied against more local supplies across the South West will increase the CO2 outputs in clear breach of National Planning Policy Framework (NPPF) which includes 17 Goals for Sustainable Development, one of which is to "take urgent action to combat Climate Change and its impacts". The increase in CO2 is unsustainable and damaging to the climate.	
<b>5 Local Traffic Issues</b> The link road at the B3417 built to facilitate the opening of the mine was incorrectly specified by DCC at 6.0m instead of 7.3m (as specified by the planning inspector) this road is a danger to cyclists, pedestrians and motorists using it now, without any increase in HGV volumes. The proposal to widen it to 6.5m is needed for the existing level of traffic, this increase in HGV traffic requires the road to be widened to 7.3m for public safety especially in light of the possibility of larger vehicles being used if the tonnage limit is removed.	
<b>6 Economic Benefits</b> The proposal as presented fails to offer any economic benefits, no new jobs will be created as jobs and supplies can only move from one supplier to another. The concentrating of aggregate production at Hemerdon will further damage the local road network at the taxpayers expense.	
<b>7 Impact on Pollution Levels</b> Long haulage runs to market will incur additional road miles by HGV. Emitting pollutants known to cause disease and fatalities to its people and biodiversity. This is in clear breach of NPPF, Mineral Planning Policy M10, M16, M17, M18, M22 & M23.	
<b>8 Additional Comments (continue on back of form if required)</b>	

**Signature:** .....

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