

RYBURGH PARISH COUNCIL RESPONSE to :-

Applications PO/20/0523, PO/20/0524 and PO/20/0525

By Crisp Maltings Group

Background.

The Parish Council considers the device adopted by the Applicant of making two independent applications for its expansion of its site (PO/20/0523 and PO/20/0524) a device to secure expansion without the prior necessity of completing a fully functioning new HGV access, and that this approach is knowingly made as being to the detriment of the community and the advantage of Crisp.

The incremental historical development of the Applicant's site is well known. Originally, when served by the railway and, of a smaller scale, the enterprise represented an example of good planning. Over the years, with the growth of the tonnage and the introduction of heavier and heavier lorries the enterprise has become a planning anomaly. An excellent business in the wrong place, culminating in the conditions limiting the output tonnage of the site so as to limit the detrimental effect of traffic on the village (expressed as in the interests of highway safety). A restriction upon the output of a business, limiting what is fundamental to Crisp, is a draconian step putting the Applicant in an impossible position. Regrettably, compliance with the tonnage limit is not validated by anyone and the Parish Council has serious doubts whether it has in fact been complied with. **Attached to this response is a copy of a letter dated 26th May 2020 from the Parish Council to Crisp raising a query as to an anomaly in Crisp's figures of the number of movements of HGV's through the village and compliance with the tonnage limit. The response from Crisp dated 8th June 2020 is also attached.** Bidwells figure of an average of 114 HGV arrival/departures on a typical day should be compared with paragraph 6.5.1 Page 30 of the Traffic Assessment of PEP filed in support of the current applications. Reconciliation between Bidwells and PEP is impossible and the number of movements declared by PEP is extraordinary as are the number of movements within the village between the entrances, which Crisp declare in their reply. A limit to tonnage of Malt produced does not reflect the number of HGV movements suffered by the village.

Following the decision to grant planning permission to the Applicants in 2015 for expansion of the site, subject to the tonnage limit (115,000 tonnes of malt produced) the Parish Council sought the consensus of the village as to the future of the village by commencing preparation of a Neighbourhood Development Plan which Plan is in its final statutory stages and is currently with an examiner for confirmation of compliance before being put to the village by referendum. There is widespread support for the Plan and the Parish Council confidently expect it to be accepted by the community in the referendum. Crisp has been represented upon the committee preparing the Plan from the outset. The applications under consideration are in many respects in conflict with the Policies of the NDP. By virtue of the high degree of consultation required for the Plan the Parish Council considers it has a direct mandate from the community for its criticism of the present applications.

Having regard to the reasons given below, whilst the Parish Council supports the continuation of the Crisp Maltings business in Ryburgh and its development, regretfully appropriate regard has not been given in each of the applications to the amenities of the village therefore, the Parish Council **rejects** each of the current applications and requests that the District Council do the same.

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Mr Adrian Dyter
Managing Director
Crisp Maltings
Fakenham Road
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26/05/2020

Dear Adrian

We are concerned to understand what appears to be a discrepancy between the figures provided to us by Crisp's agent Bidwells on the 17th of January 2020 in relation to HGV movements through the village and figures contained in the traffic statement of Crisps agents Kingdom TP of June 2015, submitted in support of the Crisp planning application for its proposed specialist malting facility.

The Kingdom report seeks to identify the theoretical number of delivery vehicles associated with 115,000 tons of malt product being produced at the Ryburgh site. It arrives at a figure of 9842 movements.

Bidwells e-mail of 17th January advised that in October 2019 traffic surveys undertaken counted 114 HGV arrivals/departures from all three gates of the Ryburgh facility between 05.30 -18.30 on a typical day. Excluding weekends a typical year contains circa 260 working days, which gives us a figure of 29,640 HGV movements in a calendar year, considerably more than is required to deal with the planning limit imposed on the Ryburgh site of

115,000 tons in a calendar year.

It maybe that October 2019 was in some way an exceptional month? If so why is there no mention of exceptional periods of extreme number of movements in the experts report submitted in support of a planning application, in order to properly inform the planning authority?

It may also be that the actual number of movements is evidence of the annual Malt production at the Ryburgh plant being considerably greater than 115,000 tons.

We suggest that the disparity be best explained by disclosure of Crisps records of the actual annual output of malt from the site.

Having regard to this disparity being relevant to both the NDP and Crisps most recent planning applications, for which responses are required by the 18th June and the 30th June respectively, we shall need your reply within the next 14 days please, and reserve the right to disclose this e-mail and any reply to the NNDC after that period has expired.

Yours sincerely

Patsy Adams
Parish Clerk
On behalf of Ryburgh Parish Council

Response from Crisp Maltings received on 8th June 2020

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Patsy Adams
Ryburgh Parish Council
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8 June 2020

Dear Patsy

Great Ryburgh Planning Application

Thank you for your letter of 26 May 2020.

1. You make a number of points, and raise two questions, which I answer below.
2. The two questions are:
 - 2.1. October 2019, an exceptional month?:-
 - 2.1.1. October is busy; this is the time when grain is moved into store and we have a full intake as our carryover of the previous crop of barley is depleted and we have empty silos to fill.
 - 2.1.2. Many of our customers brew up for Christmas trade and export customers have a long delivery time. It is a busy month for malt despatch.
 - 2.2. Exceptional period not mentioned:
 - 2.2.1. The report is Kingdom's and, as noted above, reports on a relatively busy month; we agree that this is a better month to record, than a known quiet month.
 - 2.2.2. You will observe that there are three HGV entrances off Fakenham Road:
 - Gate III has the weighbridge and the main barley intake
 - Gate II is for loaded vehicles to exit
 - Gate I is the access for vehicles loading malt, either for domestic sale or export.
 - 2.2.3. A barley lorry will enter Gate III, is weighed and discharged, it is weighed out and leaves Gate III: thus 2 movements.
 - 2.2.4. A bulk malt-loading lorry enters by Gate III, is weighed, and leaves by Gate III; it enters Gate I; it leaves by Gate II having loaded; it enters Gate III, is re-weighed, and it leaves by Gate III: thus 6 movements.
 - 2.2.5. We also store bagged malt in the Metalrax store, and transfers to and from the bagging plant involve a number of movements in and out of that Gate, and into and out of Gate III.

Kingdom has recorded all the movements in and out of each gate.

You infer that annual production of finished malt at Ryburgh exceeds 115,000 tonnes. I can assure you and the Parish Council that we continue to operate within our current planning restrictions by not exceeding the output of 115,000 tonnes of malt produced from the site within any one calendar year. The current planning applications assess the anticipated transport movements based upon an increase in our output of malt to 175,000 tonnes per annum.

3.
Thank you for your interest in our three projects.

Yours sincerely

Adrian Dyter

Managing Director, Crisp Malt