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Recommendation Summary:

The report recommends that applications MW.0004/20 and MW.0008/20 be approved.

Part 1 – Facts and Background

Location

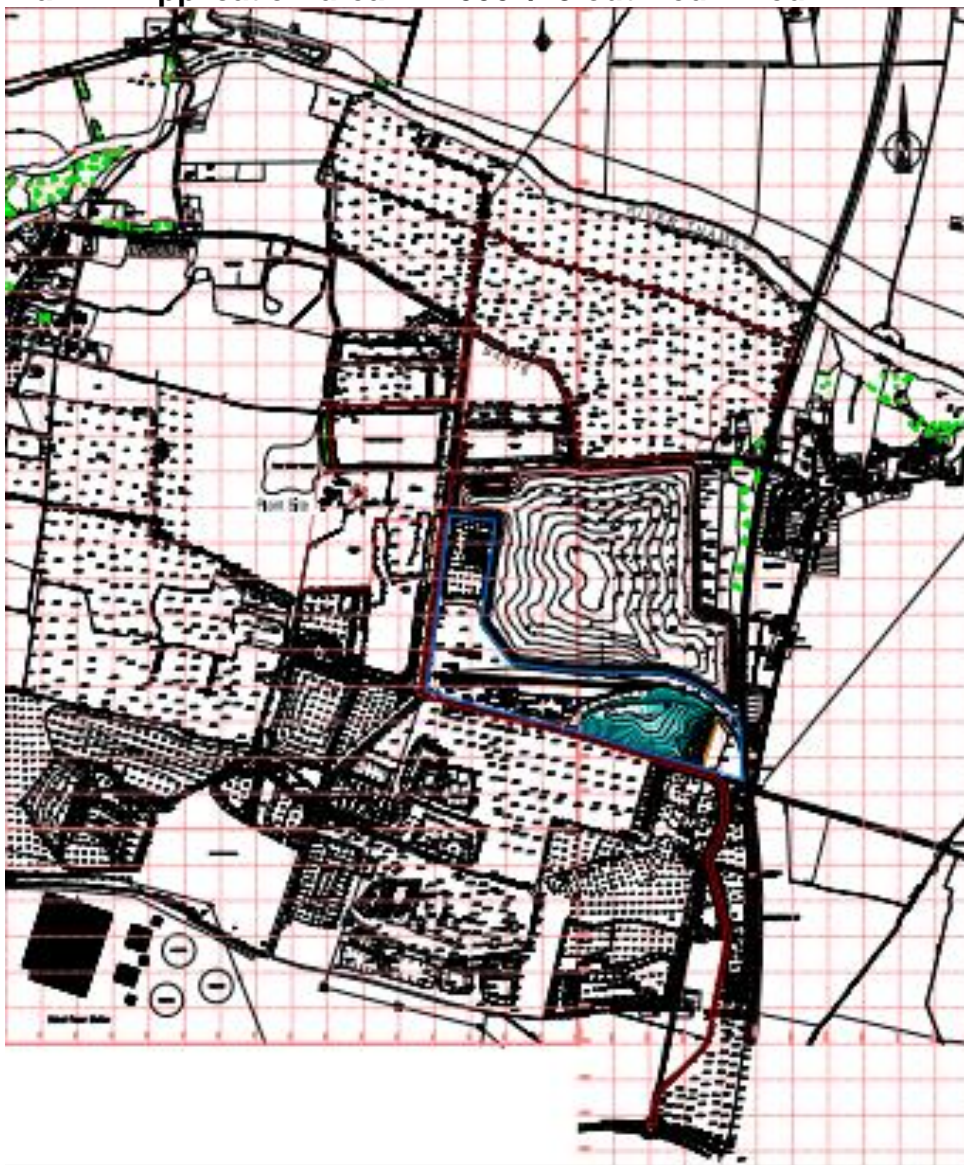
1. Bridge Farm Quarry lies to the north of the B4016 between the villages of Appleford and Sutton Courtenay. The quarry and the access from the plant site to the highway network contain land in both parishes. Phases 1 to 4b and 7 are in both Sutton Courtenay and Appleford parishes. Phases 5 and 6 are within Sutton Courtenay parish.

Site and Setting (Plans 1 and 2)

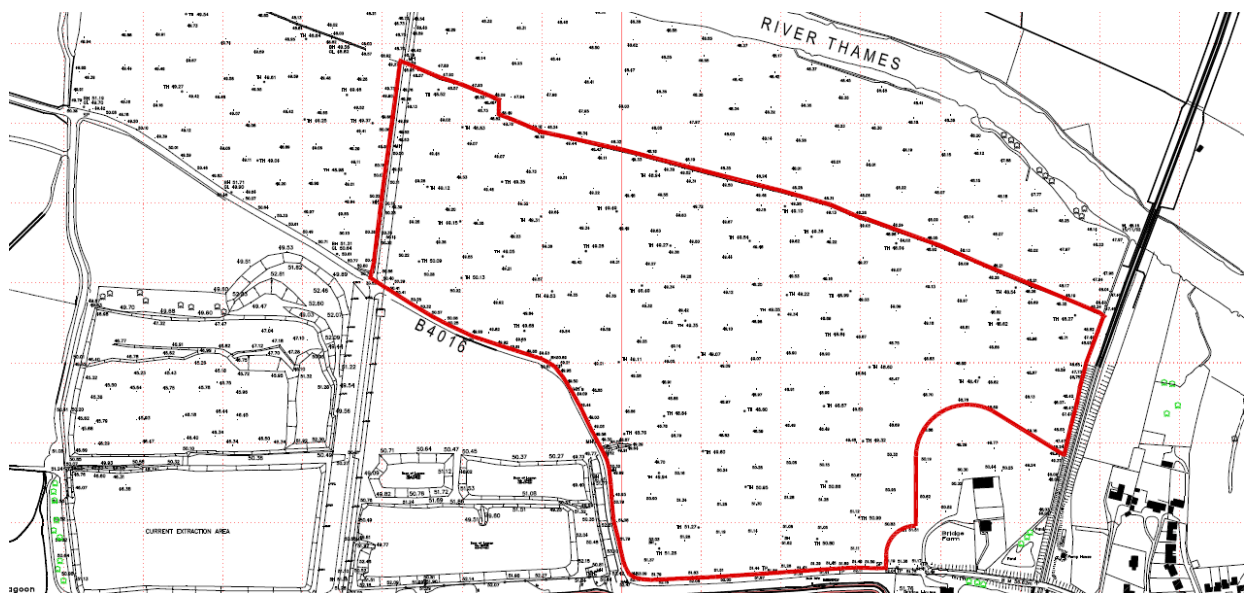
2. The site is a quarry which was previously agricultural land. Application 2 relates to phases 1-4b as approved under planning permission no. MW.0001/16. The stockpile area in Application 1 is confined to the western side of phase 1.
3. The River Thames lies immediately north of the quarry. The B4016 lies on the southern boundary and the railway line lies on the eastern boundary. Open agricultural land lies to the west.
4. Didcot Power Station lies approximately 2km (1.2 miles) south west of the quarry.
5. The closest dwelling to the quarry is Bridge Farm itself, which is immediately south east of phase 4b separated from the workings by a 100-metre buffer. Phase 4b has been worked and restored along with the other phases of the original quarry (phases 1-4). Bridge House is near Bridge Farm, on the other side of the road. A new residential development lies approximately 400 metres to the west, on the other side of the B4016. The quarry is located between the villages of Sutton Courtenay 700 metres to the west, and Appleford located approximately 150 metres to the south east.
6. There is a mineral processing plant 650 metres south of the quarry, south of the B4016 in the main Sutton Courtenay complex. This is connected to the extraction area by conveyor, which runs beneath the road. Processed mineral was exported from the plant site via an access to the south onto the A4130 Didcot Perimeter Road.
7. The safeguarded land for the Culham to Didcot Thames River Crossing in the Vale of White Horse District Local Plan passes through phases 1 to 4 and 7. The route of this development as proposed in planning application no. R3.0138/21 also passes across phase 1 to 4 and 7. This application has been called-in for the determination of the Secretary of State and is yet to be determined.



Plan 1 – Application area MW.0004/28 outlined in red



Plan 2 – Application area MW.0008/20 outlined in red



Plan 3 – Application area MW.0008/20 - detailed boundary of mineral extraction area phases 1 to 4B

Planning History

8. Planning permission for the extraction of sand and gravel from Bridge Farm quarry (phases 1 to 4b) was originally granted in August 2008. The application had been considered by Committee in December 2003, but there was a delay in issuing the consent as legal agreements were required. Operations commenced at the site in 2009. A Section 73 application (MW.0126/12) was made in 2012 to extend the timescales for extraction and restoration, as a result permission P12/V1729/CM was issued in September 2015 after the legal agreements had been updated.
9. An application to continue the development with changes to some conditions, including allowing an additional year for the completion of extraction and restoration, was issued in May 2016 (MW.0001/16).
10. The original quarry is subject to a routing agreement which requires that HGVs use the Didcot Perimeter Road and not travel through the villages of Sutton Courtenay, Appleford and Long Wittenham. It is also subject to a section 106 legal agreement including providing for long term management of the restored quarry. Both of these agreements have clauses in them such that they apply to any subsequent section 73 applications to planning permission no. MW.0001/16. There is a separate section 106 Agreement relating to the use of the conveyor running through the culvert under the B4016 for the conveyance of extracted mineral.
11. Planning permission MW.0127/16 (P16/V2694/CM) was granted in June 2018 for the extension to the quarry into a new area to the north and west of the original quarry area. This permission covers phases 5, 6 and 7. Extraction in this area commenced in June 2018. Extraction commenced initially and has only taken place in phase 7. Permission MW.0127/16 allows the removal of all mineral from the extension area (phases 5, 6 and 7) via an existing conveyor under the B4016 to the processing plant and the movement of excess soils and overburden from phase 7 to phase 5, to be used in restoration.
12. In August 2018, four further applications were submitted in relation to the quarry. The first (MW.0093/18) was for a new stockpile area to be used in conjunction

with the mineral extraction permitted by MW.0127/16, to allow continuous supply in case of flooding. This was approved in May 2019 for a temporary three-year period.

13. MW.0094/18 was a Section 73 application and was approved in May 2019. This extended the time period for restoration of phases 1-4b (permitted under MW.0001/16) so that they have the same completion date as the phases permitted under MW.0127/16 (i.e. within 3 years of the date of commencement of MW.0127/16).
14. MW.0095/18 was a Section 73 on permission MW.0127/16 seeking to amend the order of phased working and allow removal of material by road from phase 7. This application was withdrawn by the applicant when application MW.0049/19 was submitted for i) mineral to be removed from phase 7 via stockpile and haul road as permitted by planning permission no. MW.0093/18 (P18/V2145/CM); ii) mineral to be removed from phases 5 and 6 by road subject to separate grant of full planning permission, iii) amendments to order of phased working and restoration, iv) amendments to final restoration scheme to either a) restoration including importation of inert fill to phase 5 by road subject to separate grant of full planning permission or b) no mineral extraction from either phases 5 or 6 and replacement of stripped soils to original ground levels. This was submitted in May 2019 and approved in March 2020.
15. Planning application MW.0048/19 was made in May 2019 in order to move the mineral via HGV across the B4016 rather than use the existing conveyor under the highway and for the importation of inert fill material by road to phase 5. Planning application MW.0049/19 was approved in March 2020 and is subject to a separate section 73 application, MW.0067/22. Planning applications MW.0048/19 and MW.0067/22 are considered in a separate report to today's committee meeting.
16. MW.0096/18 was the final application submitted in August 2018. This was a full application for the installation of a temporary bailey bridge to allow plant to cross the fibre optic cable and other services running between phases 6 and 7. This was withdrawn in January 2019 as it was not possible to reach agreement with the owner regarding crossing the cable and services.

Details of the Proposed Developments

Application 1

17. Application 1 seeks permission to move the remaining stockpiled sand and gravel permitted under planning permission MW.0093/18 (Dist. Ref. P18/V2145/CM) using HGV movements instead of by the permitted conveyor tunnel beneath the B4016. There is no reference in conditions to the mode by which the material is to be taken to the processing plant, but it is stated in the documentation (Drawing No. S3/HAN/14/3A) that the material would be moved by conveyor.
18. The applicant states that the conveyor has suffered a major breakdown which will cost in the region of £30,000 to repair. The amount of mineral remaining in the stockpile is only around 10,000 tonnes and there is no other material to be removed from this part of the site, therefore no further requirement for the conveyor. Therefore, the applicant states it is impractical and uneconomic to expend thousands of pounds repairing the conveyor for the remaining mineral

to be moved to the plant site. The applicant states it is estimated to take approximately 12 days to move the remaining stockpile. It is intended that final restoration would then be completed by December 2025.

19. The permission for the wider area within which the stockpile is located (MW.0094/18) expressly permits vehicles to enter and leave the area, but only in relation to vehicles loaded with either clay or soil. The permission allowed the applicant to export topsoil to FCC's landfill site in exchange for clay coming the other way. The applicant states the principle of transportation of material across the B4016 from Bridge Farm and down the corridor road has therefore been established.
20. Therefore, the application seeks to vary condition 1 of permission MW.0093/18 to enable vehicles to transport the remaining sand and gravel from the stockpile to the plant site.
21. Condition 3 of the permission would be amended to require completion of restoration in line with that now proposed for the wider quarry in which it is situated in December 2025.

Application 2

22. Application 2 seeks permission to move the same remaining stockpiled sand and gravel in phase 4 as Application 1, but to vary the development permitted under planning permission MW.0094/18 (Dist. Ref. P18/V2171/CM) using HGV movements instead of by the permitted conveyor tunnel beneath the B4016.
23. The application seeks to vary condition 1 to allow for the completion of restoration by December 2025.
24. As mentioned above the existing conveyor is broken and the applicant states it is uneconomical to repair considering the amount of material needed to move. Planning permission MW.0094/18 covers the wider area within which the stockpile is located. The permission allows for loading of clay and soil but not sand and gravel. Therefore, the section 73 application seeks to vary condition 16 of permission MW.0094/18 to enable vehicles to transport the remaining sand and gravel from the stockpile to the plant site.
25. The applicant seeks to vary condition 16 as follows:
Condition 16 current wording:
"No lorries shall enter the working area unless loaded with clay and none shall leave the working area unless loaded with soil."
26. Proposed amended wording of Condition 16:
"No lorries shall enter the working area unless loaded with clay and none shall leave the working area unless loaded with soil. The exception shall be to allow for vehicles to transport remaining sand and gravel from the temporary stockpile located in the south western corner of Phase 4 across the B4016 and via the Corridor Road to the plant site for processing."
27. The proposals would result in additional HGV movements across the B4016 (Appleford Road). The two applications would create 42 HGV movements per day if carried out over 12 days.

28. The applicant has also submitted an updated restoration plan to reflect actual surveyed shorelines and landform created predominantly during earthworks in 2019, together with actual vegetation development and aftercare works implemented since this time along with a commensurately amended aftercare scheme. This will result in the variation of condition 2, which lists the approved plans and condition 32 which also references the plans and documents to be superseded. The proposed revised restoration of the entire Bridge Farm Quarry is attached as Annex 5.
29. In addition to the above, and following consultation with the Highway Authority the applicant would also accept the following conditions:
- Construction Traffic Management Plan
 - The submission of a plan to show Stopping Sight Distances based upon the 85th percentile speed between a predicted end of queue on both arms of the Appleford Road (B4016).
 - The provision of suitable temporary traffic control signals and associated signage at the cross roads junction of the B4016 Appleford Road with the haulage roads serving the minerals sites
 - Haulage movements are restricted between the hours of 0930hrs and 1530hrs during weekdays and between 0800hrs and 1300hrs Saturdays, with no Sunday working.
 - The implementation of temporary traffic control at the cross roads junction of the mineral site's north and south haulage roads with that of the B4016 Appleford Road. The traffic control is required to be during off peak hours only, therefore between the stipulated hours of 0930hrs and 1530hrs during weekdays and between 0800hrs and 1300hrs Saturdays, with no Sunday working.
30. In terms of the condition of the road, the applicant considers this would be covered by the reiteration of the existing condition 30 which reads as follows:” *A survey of the road surface at the point of crossing of the B4016 shall be undertaken and submitted to the Mineral Planning Authority within 1 month of the completion of restoration.*”

Part 2 – Other Viewpoints

Third Party Representations

31. Three letters of representation have been received in response to application no. MW.0008/20 commenting as follows :
- Need cycle lane between Sutton Courtenay (SC) & Appleford to protect cyclists from heavy trucks
 - Need a small bus service regularly from Didcot to Abingdon, through Appleford and SC and/or the bridge to Culham to mitigate traffic.
 - concerns about the impact of heavy vehicles on the B4016, including potential damage to the highways and disruption.
 - Nothing should be allowed to jeopardize the original requirement for the restoration design, landscaping and aftercare scheme to create a wildlife reserve. Work to do this has been already well advanced. Such a reserve is badly needed in this area.

Consultation responses

32. The consultee responses received are summarised in Annex 1.

Part 3 - Relevant Planning Documents

Relevant Development Plan and other policies

33. In accordance with Section 70 of the Town and Country Planning Act 1990, planning applications must be decided in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan Documents

34. The Development Plan for this area comprises:
- Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy (OMWCS)
 - Oxfordshire Minerals and Waste Local Plan 1996 (Saved Policies) (OMWLP)
 - The Vale of White Horse Local Plan 2031 Part 1 (VLP1)
 - The Vale of White Horse Local Plan 2031 Part 2 (VLP2)
35. The Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy (OMWCS) was adopted in September 2017 and covers the period to 2031. The Core Strategy sets out the strategic and core policies for minerals and waste development, including a suite of development management policies.
36. The Oxfordshire Minerals and Waste Local Plan 1996 (OMWLP) was adopted in July 1996 and covered the period to 2006. Most OMWLP policies were replaced following adoption of the OMWCS in 2017, but 16 policies continue to be saved.

Emerging Plans

37. Work had commenced on the OMWCS Part 2 – Site Allocations, although it was at an early stage. However, in December 2022, the Oxfordshire Minerals and Waste Local Development Scheme (13th Edition) (OMWDS) was approved at Cabinet. This sets out a process for pursuing a new Minerals and Waste Local Plan which will combine Part 1 and Part 2, and upon adoption will replace the OMWCS. The emerging OMWLP is scheduled for submission in March 2025 and there are no draft policies to consider at this time. The OMWCS remains part of the Development Plan, until the adoption of a new OMWLP.
38. South Oxfordshire and Vale of White Horse District Councils are working together to prepare a new Joint Local Plan 2041. Once adopted, the Joint Local Plan 2041 will replace The South Oxfordshire Local Plan 2035. As the draft plan progresses it will begin to carry some weight in decision making, according to its stage of preparation, the extent to which there are unresolved objections to relevant policies, and the degree of consistency with policies in the National Planning Policy Framework. A ‘Preferred Options’ consultation took place in early 2024. The Preferred Options document includes draft policies; however, these have very limited weight due to the stage that the plan is at. It is anticipated that a full draft plan will be published for a further consultation in autumn 2024.

Other Material Considerations

39. Other documents that are relevant to determining these applications include:

- National Planning Policy Framework 2023 (NPPF)
 - National Planning Policy for Waste 2014 (NPPW)
 - Planning Practice Guidance (PPG)
 - Didcot Garden Town Delivery Plan (DGTDP)
 - Sutton Courtenay Neighbourhood Plan (SCNP) (Referendum Version)
40. Sutton Courtenay Neighbourhood Plan (CNP) was made (adopted) in May 2024 and includes the majority of the areas of the application sites within the CNP boundary.
41. There is a current consultation on a revised NPPF. This is a material consideration which carries very limited weight and full weight should be given to the current version of the NPPF pending the completion of the consultation period and any revisions then made to it.
42. Relevant sections of the Planning Practice Guidance (PPG) include specific advice on matters including flood risk, minerals, determining a planning application and natural environment.

Relevant Policies

43. The relevant development plan policies are:

Oxfordshire Minerals and Waste Core Strategy (OMWCS)

- M10 (Restoration of Mineral Workings) □
- C1 (Sustainable development)
- C2 (Climate change)
- C5 (Local environment, amenity and economy)
- C10 (Transport)

Oxfordshire Minerals & Waste Local Plan (OMWLP) 1996

SC3 – Routeing agreements in the Sutton Courtenay area

Vale of White Horse Local Plan 2031 Part 1 (VLP1)

Core Policy 1 – Presumption in favour of sustainable development

Core Policy 17 – Delivery of Strategic Highway Improvements within the South East Vale Sub-Area

Core Policy 18 - Safeguarding of Land for Transport Schemes in the South East Vale Sub-Area

Vale of White Horse Local Plan 2031 Part 2 (VLP2)

Core Policy 18a - Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area

Development Policy 23- Impact of Development on Amenity

Development Policy 25- Noise Pollution

44. There is only one OMWLP saved policy relevant to the consideration of this application:
- Policy SC3: Routing agreements in the Sutton Courtenay Area

45. Although Neighbourhood Plans cannot cover minerals and waste development, the most relevant Sutton Courtenay Neighbourhood Plan policy is:

- SC11 (Former Mineral Workings)

PART 4 – ASSESSMENT AND CONCLUSIONS

Comments of the Head of Strategic Planning

46. Although two planning applications have been made, they cover what is essentially one development and therefore have been considered together below. The key policy issues to consider in determining these applications are:

- i. Need for the development and restoration of the site;
- ii. Traffic impacts
- iii. Amenity impacts;

Need for the development and restoration

47. OMWCS policy M10 states that mineral workings will be restored to a high standard in a timely and phased manner to an after-use that is appropriate to the location and delivers a net gain in biodiversity. It goes on to list a number of criteria which must be taken into account in the restoration and after-use of mineral working. OMWCS policy C7 seeks that proposals for mineral working shall demonstrate how the development will make an appropriate contribution to the maintenance and enhancement of local habitats & biodiversity. These should include a commitment to ecological monitoring and remediation. Biodiversity net gain should be delivered where possible. OMWCS policy C1 and VLP1 Core Policy 1 support sustainable development. OMWCS policy C2 requires climate change to be taken into account in the lifetime of minerals developments including the minimisation of greenhouse gas emissions.

48. Sutton Courtenay Local Plan policy SC11 covers afteruses on minerals and waste sites and supports development proposals for nature conservation and/or recreation following restoration. Criteria are then listed. Therefore, this policy only applies following the end of minerals and waste development and restoration of the site and is not (and cannot be) directly relevant to an application to extend the duration of a mineral or waste use, as minerals and waste developments are 'excluded development' which cannot be covered in Neighbourhood Plans.

49. The proposed changes to both applications are in order to allow transport of 10,000 tonnes of stockpiled mineral by HGV in order to complete the restoration of phases 1 to 4b which would take an estimated 12 days. The changes proposed to the restoration plans and aftercare scheme are limited and reflect the fine detail of the restoration that has already been carried out on the ground to phases 1 to 4b.

50. In terms of the amendments to conditions to allow until December 2025 to complete the proposed amended restoration, the applicant had stated that the date was chosen to reflect the high likelihood of the construction of the road bridge in relation to HIF1 and the use of the stockpiled material in the HIF1 proposal. The HIF1 planning application was called in for the determination of the Secretary of State following a public inquiry before an inspector appointed by him; the public inquiry closed in May 2024. At the public inquiry, the county council as applicant for HIF 1 set out in evidence its projected programme for the development should it be granted planning permission. This programme

projects the commencement of construction in January 2026 based on planning permission being granted by the end of September 2024. The application is yet to be determined and it is not known when the Secretary of State may make a decision on the application. The applicant has advised that whilst the justification for the extended time period proposed was initially based on planning permission being granted to the HIF1 planning application, as it is now known that the projected commencement date will be later than expected should planning permission be granted by the Secretary of State, the applicant advises it will explore other commercial opportunities for the extracted materials.

51. Even if the HIF 1 planning application were to be granted planning permission, then a further planning application would in any instance then need to be submitted to amend the restoration of Bridge Farm Quarry phases 1 to 4b and 7 to reflect the presence of the HIF 1 scheme and the merits of such an application cannot be taken into consideration at this time in the determination of the current applications. There is no guarantee that the HIF1 application will be granted planning permission and so it carries limited weight as a material consideration albeit that land crossing Bridge Farm quarry is also safeguarded under VLP1 Core Policy 18 and VLP2 Core Policy 18a in order to deliver such development in accordance with VLP1 Core Policy 17.
52. Considering phases 1 to 4b are largely restored and that restoration was required to be completed by June 2021, the applications would arguably not be in accordance with policy M10 although the amendments to the restoration are considered acceptable and in compliance with OMWCS condition C7. The very limited time that would be required for the removal of the limited amount of stockpiled mineral by road should facilitate the completion of the remaining restoration of the area where the stockpile is situated earlier than December 2025. It would seem to be more sustainable for the mineral that is already extracted and stockpiled to be permitted to be removed for use elsewhere rather than refusing planning permission and so requiring it to remain on the site which would also potentially conflict further with the completion of the restoration of the area where it is situated. It is therefore recommended that if planning permission is granted to these applications that it is subject to conditions requiring the completion of the developments and restoration by 30th June 2025 and conditions to this effect are proposed in the schedules of conditions attached to this report.

Amenity Impacts

53. OMWCS policy C5 states that proposals shall demonstrate that there will be no unacceptable adverse impacts on the environment, human health or residential amenity including from noise, dust and visual intrusion and traffic.
54. VLP2 development policy 23 states that development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses.
55. VLP2 development policy 25 states that noise generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation. Development will not be permitted if mitigation cannot be provided within an appropriate design or standard.
56. It is not anticipated that the proposals would have any significant impacts on amenity. The Environmental Health Officer at the Vale of White Horse District

Council has no objections to either application. The impacts of the removal of the stockpiled mineral by road over a period of around 12 days would be relatively intense in the short term but acceptable in the context of delivering the final restoration. The two applications are considered to be in accordance with OMWCS policy C5 and VLP2 development policies 23 and 25.

Traffic Impacts

57. OMWCS policy C10 states that minerals and waste development must make provision for safe and suitable access to the advisory lorry routes, in ways which maintain and where possible lead to improvements in the safety of road users, the efficiency and quality of the road network and residential and environmental amenity including air quality. OMWCS policy C5 states that proposals for minerals development shall demonstrate that they will not have an unacceptable impact on the environment or amenity in terms of traffic. Saved policy SC3 of the OMWLP 1996 states that planning permission will not be granted unless there is a routing agreement to encourage HGVs to use the Didcot Perimeter Road, prevent HGVs from entering local villages and limit HGV use of Culham Bridge.
58. The proposals would not increase the HGV movements leaving the development via the southern access once having been processed which would continue to be bound by the existing routing agreement. HGVs would only briefly cross the B4016, therefore there would be limited impacts on local residents and other road users.
59. OCC Transport Development Management (TDM) has no objections to either application, subject to conditions as set out in Annex 1 to include traffic controlled signals where the haul road would cross the B4016. These conditions should be attached to any planning permission granted to Application 1 (no. MW.0004/20).
60. Subject to these conditions, the applications are considered to be in accordance with OMWCS policies C5 and C10.

Climate Change

62. The planning system has an important role to play in meeting the challenge of climate change. Paragraph 159 of the NPPF makes this explicit, and states that development should be planned for in ways that:
 - (a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
 - (b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the government's policy for national technical standards.
63. OMWCS policy C2 states that minerals and waste proposals, including restoration proposals, should take account of climate change for the lifetime of the development. Applications for development should adopt a low carbon approach and measures should be considered to minimise greenhouse gas

emissions and provide flexibility for future adaptation to the impacts of climate change.

64. The applications are not for new development but rather for the completion of development previously permitted in amended terms with regard to the time periods for completion and minor amendments to the final proposed restoration scheme. It is not considered that this raises any additional issues in terms of the impacts of the developments in terms of climate change.

Sustainable Development

65. Policy C1 of the OMWCS takes a positive approach to minerals and waste development in Oxfordshire, which reflects the presumption in favour of sustainable development contained in the NPPF. Policy C1 states that planning applications which accord with the policies in this plan will be approved unless material considerations indicate otherwise. Core Policy 1 of the VLP1 makes similar provision.
66. The applications involve the movement of a relatively small quantity of minerals over the B4016 for period of 12 days which can be conditioned such as to limit any impacts on amenity and highway safety. It is the officer view that the required restoration of phases 1 to 4b can then be completed in accordance with the limited amendments to details proposed within the more limited time period of 30th June 2025. Subject to this, the applications are considered to constitute sustainable development in accordance with the NPPF and adopted Development Plan policies.

Conclusion

67. Planning applications MW.0004.20 and MW.0008/20 should be granted conditional planning condition as set out in Annexes 2 and 3 respectively.

Financial Implications

68. Not applicable as the financial interests of the County Council are not relevant to the determination of planning applications.

Legal Implications

69. Legal comments and advice have been incorporated into the report.

Equality & Inclusion Implications

70. In accordance with Section 149 of the Equality Act 2010, in considering this proposal, due regard has been had to the need to:
 - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.

Annex 1 - Consultation Responses Summary

County Councillor

Former County Councillor for the Division, Richard Webber, called the applications in for determination by the Planning and Regulation Committee.

Vale of White Horse District Council – Planning

No observations on either application, the application should be determined in accordance with the development plan and all consultation comments and comments from neighbours should be taken into account.

Vale of White Horse District Council – Environmental Health Officer

No objection to either application.

Appleford Parish Council

NB, comments made collectively with regard to these and applications MW.0048/19 and MW.0067/22 which are subject to a separate report to today's committee meeting

Appleford-on-Thames Parish Council (APC) discussed the applications at a meeting on 11 March and resolved to submit its concerns and expand on objections raised in previous correspondence dated 7 July 2022 and 16 May 2023. APC had no objection in principle to the proposed extraction works in 2022, however, the increased scale of activity and the HIF1 development (if approved) will both cause significant disruption for local residents and communities.

The applications are complex and interconnected with a history over many years. APC has repeatedly asked for connected applications to be dealt with by a single Case Officer. It is further concerned that the Case Officer for MW.0067/22 is representing OCC as LPA at the Planning Inquiry. This could potentially give rise to possible conflicts between the two applications.

We request the consultation is extended for the reasons below: -

APC is actively involved in the HIF1 Planning Inquiry which is not due to complete until end of April / early May.

Our local Councillor is indisposed and is standing down as Councillor in Oxfordshire County Council (and at the Vale). In the circumstances we are not able to liaise with him on this important matter for the local community.

The scale of activity proposed (e.g. 75,000 m3 infill in addition to extraction) is greater than originally proposed.

We request that the consultation is deferred for at least two months until a new Councillor takes office for the division. We also request that the application should ultimately be called in for consideration by the Planning & Regulation Committee (P&RC).

Departure Form - No exceptional circumstances exist to justify the assessment made in June 2022 and APC contend this should be reassessed in 2024.

EIA Screening Form - We contend that an EIA should be conducted given the scale of works proposed and time proposed to complete the extraction and rectification works by Dec. 2025.

The works will:

Impact all the people of Appleford – more noise and dust.

Impact of increased incidence of flooding due-to climate change (river and general localised flooding with high ground water levels).

Disruption to Appleford residents and east west traffic on the B4016. Many people will be affected by prolonged and ongoing work (see d below).

The impact of a large volume of HGV movements for gravel extraction and stockpile transfers (7 per hour) plus over 6,000 lorry movements for infill.

The danger of conflict with the HIF1 development including long term disruption.

Conditions

APC is concerned that Heidelberg (Hanson) along with other commercial operators have consistently failed to meet planning conditions, particularly completion deadlines. These seem to slide indefinitely and result in a new but different application.

Condition 2 – Remove all equipment by 31 May 2021 The Applicant is in breach of the deadline of 31 May 2021 (& previous legacy deadlines). Condition 39 We see no reason to extend timescale for aftercare and restoration of the land.

APC were advised by David Wilmington (then Manager) that Hanson did not intend to extract any remaining gravel from Sites 5, 6 or 7. Why then was rectification not undertaken?

Condition 42 – Planning Permission Phases 5 & 6 by 31 May 2021. This date has passed with Hanson in breach of this condition.

HIF1 Application

The proximity of the quarry for the HIF1 development is a spurious claim as material extracted will be of mixed quality and will need to be sorted, graded and washed offsite.

Objection - APC object to the application on the grounds that planning permission should not be granted to allow road movement across the B4016 given the volume of HGV traffic (overall movement and movements per hour).

Permission should only be considered if the applicant reinstates the conveyor traveller to transport all material (gravel extraction and infill) under the B4016 and the Applicant offers and provides a surety to meet relevant conditions and completion deadlines. The conveyor traveller has been allowed to fall into disrepair and must be reinstated or replaced if planning is to be granted.

All works and restoration should be concluded by December 2025. If these works cannot be completed in time, they will conflict with the HIF1 scheme (if approved). The latter currently before a Planning Inspector is due to be completed by December 2026 and if there is a risk of conflict with the HIF1 scheme or a risk that HIF1 cannot realistically be completed by that date on its own account or because of the parallel extraction or rectification works, then OCC as LPA has a duty to advise the Planning Inquiry accordingly.

APC has had sight of the concerns expressed by Sutton Courtenay Parish Council and is in agreement with them.

Sutton Courtenay Parish Council

NB, comments made collectively with regard to these and applications MW.0048/19 and MW.0067/22 which are subject to a separate report to today's committee meeting

SCPC has reviewed the additional information provided by Hanson in the above Bridge Farm applications. In its view, there is nothing further in these applications to change its earlier objections dated 19 January 2023.

MW.0067/22 and MW. 0048/19

Additionally, re-examining the applications has highlighted the statement in Hanson's letter to OCC dated 5 April 2023, which was not available when SCPC objected in the earlier consultations. This has led to SCPC firming its position into one of **strongly** objecting to these planning applications. In its letter Hanson states that:

“There are three relevant points related to this latter point regarding the infill. Firstly, the estimated 70 to 75,000 cubic metres that will be required for infill was originally to have been sourced from phase 7, but as material is no longer able to be moved from this phase, the inert material needs to be sourced and imported which may take a longer time period than the use of onsite overburden”.

That is in addition to the problems Hanson mentions of the length of time it would take to get EA determination and the seasonal constraints, which are likely to extend the timeframe for completion beyond Hanson's expectation of end 2025, which was originally meant to be August 2012! SCPC does not consider this acceptable, especially as Hanson is in breach of conditions imposed on the earlier applications, which have not been enforced.

A construction expert has indicated that using 12 cu metre lorries, importing 75,000 cu metres would involve 6,250 lorry loads. This would be in addition to the vehicles transporting the gravel, first across to the Hanson plant site, which would also require the additional access onto the B4106, and then on to uses such as HIF 1 and OFAS.

Application MW.0048/19 seeks to create a new access into Phase 5 which will be used to haul mineral across the road to the plant site, and to bring in inert fill material to supplement that available on site. We note the Applicant agrees to cease the use of this access upon completion of the restoration works and states that this can be controlled by a condition. Given the numerous s73 applications submitted over the years requesting suspension or modification of planning conditions – it is difficult to give any credence to the statement by Hanson. This strengthens the Parish Council's position into a recommendation that the application to extract further gravel from 5 and 6 in MW.0067/22 and MW. 0048/19 be robustly rejected.

MW.0004/20 and MW.0008/20

That rejection would leave the issue of hauling the existing stockpile across the B4016. For too long OCC and Hanson have prevaricated over this decision. SCPC's view is that Hanson should reactivate the original conveyor rather than transport the gravel across the B4106. Had that been done earlier, these applications would not have been necessary, and the Hanson breaches of conditions avoided.

However, providing the applications to extract gravel from 5 and 6 are rejected, SCPC is prepared to agree to the stockpile being moved across the B4016, to speed up the restoration of the site and ensure that is completed by the end of 2024.

Summary. SCPC asks that the Planning Committee agrees that it is time for the Bridge Farm site to be restored and that therefore MW.0048/19 and MW.0067/22 be rejected and MW.0008/20 and MW.0004/20 adjusted to ensure that the site is restored by the end this year.

SCPC also supports Appleford Parish Council's request dated 23 March 2024, for a deferment of at least two months for very valid reasons.

If the Officers, however, are minded to recommend, approval of these applications, the Parish Council requests that the Planning Committee calls them in for formal consideration.

Comment on application MW.0008/20

Concerned that the route the spoil would take was not clear. A number of local roads had already suffered significant damage from heavy vehicles associated with construction and other projects locally. Concerned that the route to be taken should be clearly defined and that the number and times of lorry movements should be kept to a minimum and be in social hours so as not to disrupt residents further.

Environment Agency

No objection to either application.

Natural England

No comment to make on either application.

OCC Transport Development Control

Section 73 applications MW.0004/20 and MW.0008/20

No objection to either application subject to conditions.

Should OCC be minded to grant permission, the following conditions should be met:

- The Applicant is required to provide a Construction Traffic Management Plan (CTMP) to be approved by the Local Highway Authority (LHA) prior to development.
Reason: to avoid damage to the highway and demonstrate that minimal disruption would occur to the network.
- The Applicant is required to provide a plan, demonstrating that Stopping Sight Distance (SSD), based on surveyed 85th percentile speed, is achievable between a predicted end of queue on both arms of the Appleford Road (B4016); This in order to ensure safe forward visibility for vehicles approaching stationary queuing traffic or primary signal heads.
Reason: In the interest of highway safety in accordance with Government Guidance laid down in the NPPF (2018)
- The Applicant is required to provide suitable temporary traffic control signals and associated signage at the cross roads junction of the B4016 Appleford Road with the haulage roads serving the minerals sites. Suitable plans/details are to be submitted to the Council for approval.
Reason: In the interest of highway safety in accordance and convenience with Government Guidance laid down in the NPPF (2018)
- Haulage movements are restricted between the hours of 0930hrs and 1530hrs during weekdays and between 0800hrs and 1300hrs Saturdays, with no Sunday working.
Reason: In the interest of highway safety and convenience in accordance with Government Guidance laid down in the NPPF (2018)

Detailed comments:

Upon further consideration, the Local Highway Authority (LHA) are of the view/acceptant that the following provision can be secured by way of a suitable

planning condition rather than through a formal S106 legal agreement as previously stipulated:

- The implementation of temporary traffic control at the cross roads junction of the mineral site's north and south haulage roads with that of the B4016 Appleford Road. The traffic control is required to be during off peak hours only, therefore between the stipulated hours of 0930hrs and 1530hrs during weekdays and between 0800hrs and 1300hrs Saturdays, with no Sunday working.

OCC Biodiversity

No objection but recommends conditions/informatives with regard to application no. MW.0008/20 for the aftercare scheme to be updated to define noxious weeds and that works take into account legal obligations with regard to protected species and breeding birds..

OCC Landscape

MW.0004/20

Understand the rationale of why the stockpile has not yet been moved, however, there is no certainty over whether or when HIF1 will be given planning permission. As such the moving of the stockpile and the finalisation of the restoration scheme might potentially be delayed for considerable time. Looking at the images provided I am satisfied that a large part of the restoration has already been carried out. I also don't consider the stockpile to cause additional unacceptable effects.

Having said this, I recommend that consideration is given to setting a time limit to when the stockpile has to be moved and the restoration be completed, taking account of progress and timings of the HIF1 application.

MW.0008/20

I do not envisage this S73 application to cause any significant landscape or visual impacts.

OCC Rights of Way

No objection to either application.

OCC Public Health

No response received to either application.

OCC Lead Local Flood Authority

No objection to either application.

Annex 2 - Conditions – MW.0004/20

1. The development shall be carried out strictly in accordance with the particulars of the development, plans and specifications contained in the application (and letter/e-mails of amendment) except as modified by conditions of this permission. The approved plans and particulars comprise:

- Application Forms dated 1st August 2018 and 19th December 2019
- Covering letters dated 31st July 2018, 19th December 2019, 21st December 2022, 5th April 2023 and 19th February 2024
- Hydro-Logic Services Flood Risk Assessment, Ref: K0915/pw dated 4th April 2019
- Application Plan - Drawing No. S3/HAN/14/4 dated 27/06/2018
- Covering Letter dated 19/12/19
- Application Form dated 19/12/19
- Proposed Gravel Stockpile Plan - Drawing No. S3/HAN/14/3 Rev B dated 19/12/19

Reason: To ensure that the development is carried out as proposed.

2. No further mineral shall be transported via the haul road and stockpiled other than mineral extracted following the lawful commencement of planning permission P16/V2694/CM (MW.0127/16) or any subsequent planning permission which may be granted for that development subject to different conditions.

Reason: To ensure that the development is carried out solely in association with mineral extraction which has the benefit of planning permission such that its environmental impacts are limited in accordance with the requirements of planning conditions (OMWCS policies C4, C5, C6, C7, C8 and C9).

3. The development shall cease, and the site shall be restored in accordance with the details approved pursuant to planning permission no. MW.0008/20 no later than 30th June 2025.

Reason: To ensure restoration takes place in accordance with the underlying mineral permission when working has ended (OMWCS policy M10).

4. Subject to the requirements of condition 13 of this planning permission, no operations authorised or required by this permission shall be carried out and plant shall not be operated, other than during the following hours:

- 0700 and 1800 hours Mondays to Fridays;
- 0800 hours to 1200 hours on Saturdays.
- No such operations shall take place on Sundays or bank or public holidays or on Saturdays immediately following Bank Holiday Fridays.

Reason: In the interests of the amenities of the residents of Bridge Farm, Bridge House and the residential development approximately 400 metres to the west of the application area (OMWCS policy C5).

5. No reversing beepers or other means of warning of reversing vehicles shall be fixed to, or used on, any mobile site plant other than beepers that use white

noise.

Reason: to protect the residents of Appleford and Sutton Courtenay from noise intrusion (OMWCS policy C5).

6. No plant, machinery or vehicles shall be used on site unless fitted with effective silencers.

Reason: To safeguard the amenity of the area and of local residents. (OMWCS policy C5).

7. The equivalent continuous noise level, LAeq, 1 hour, free field at noise sensitive premises including Bridge Farm and Bridge House and the residential properties approximately 400 metres to the west shall not exceed 50dB(a) (freefield and at a measurement height of 1.5 metres, at a point 1 metre from the face of the dwelling.) Any measurement taken to verify compliance shall have regard to the effects of extraneous noise and shall be corrected for any such effects.

Reason: To safeguard the amenity of the area and of local residents. (OMWCS policy C5).

8. No vehicle shall exceed 25 kph on site

Reason: To aid in dust suppression in the protection of the amenities of local residents (OMWCS policy C5).

9. Material shall not be handled and moved if conditions are such that this creates a visible dust cloud.

Reason: To aid dust suppression in the protection of the amenities of local residents (OMWCS policy C5).

10. A Construction Traffic Management Plan (CTMP) shall be submitted and approved by the Mineral Planning Authority prior to moving the mineral stockpile by HGV. The approved CTMP shall be implemented thereafter for the duration of the development.

Reason: to avoid damage to the highway and demonstrate that minimal disruption would occur to the network (OMWCS policy C10).

11. Prior to the stockpiled mineral being moved by HGVs, a plan demonstrating that the Stopping Sight Distance (SSD) based on surveyed 85th percentile speed, is achievable between a predicted end of queue on both arms of the Appleford Road (B4016) in order to ensure safe forward visibility for vehicles approaching stationary queuing traffic or primary signal heads shall be submitted to and approved in writing by the Mineral Planning Authority.

Reason: In the interest of highway safety (OMWCS policy C10 and NPPF (2023)).

12. Prior to the stockpiled mineral being moved by HGV, details of the temporary traffic control signals and associated signage to be provided at the crossroads junction of the B4016 Appleford Road with the haulage roads to the north and south of the B4016 over which the stockpiled mineral will be transported shall be

submitted to and approved in writing by the Mineral Planning Authority.

Reason: In the interest of highway safety (OMWCS policy C10 and NPPF (2023)).

13. No haulage of the stockpiled mineral all take place other than between the hours of 0930 hours and 1530 hours Mondays to Fridays and between 0800 hours and 1200 hours on Saturdays. No haulage of the stockpiled mineral shall take place on Sundays or bank or public holidays or on Saturdays immediately following Bank Holiday Fridays.

Compliance with National Planning Policy Framework

In accordance with paragraph 38 of the NPPF Oxfordshire County Council takes a positive and creative approach and to this end seeks to work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. We seek to approve applications for sustainable development where possible. We work with applicants in a positive and creative manner by:

- offering a pre-application advice service
- updating applicants and agents of issues that have arisen. Concerns around highway safety raised in the processing of the applications were addressed through amendments proposed following discussions with the Transport Development Control officer.

Annex 3 - Conditions – MW.0008/20

1. The development shall cease, and the site shall be restored in accordance with the approved details no later than 30th June 2025.

Reason: To ensure restoration takes place in accordance with the underlying mineral permission when working has ended (OMWCS policy M10).

2. The development shall take place only in complete compliance with the approved plans and particulars except as they are modified by conditions of this permission. The approved plans and particulars comprise:

- Application forms dated 19/07/12,
- Planning Statement S55/P15 dated July 2012,
- Borehole Summary Plan and Mineral Resource Area A and B Drawing Ref S55m/85,
- Working Proposals Drawing Ref S55m/86,
- Cross Sections Drawing Ref S55m/88,
- Assessment Area Plan Drawing No S55m/89,
- Application Plan Drawing No S55m/90,
- Cross Sections A-A & B-B Drawing No: S55m/91,
- Cross Sections C-C & D-D Drawing No: S55m/92,
- Layout of Proposed Conveyor from Bridge Farm to Plant - Drawing No: S55m/105, Supporting Statement 2003,
- Application Form 2003,
- Drawing S1234,
- 'Sutton Courtenay Quarry Bridge Farm– Dust Control Scheme' dated 10/07/07.
- 'Hanson Aggregates Sutton Courtenay Sand and Gravel Project Sightline data on 90 deg Bend on B4016 SC to Appleford',
- Drawing No. 25033-01N 'General Arrangement and Long Section' and 'Hansons Aggregates Bridge Farm,
- Written Scheme of Investigation for an Archaeological Strip, Map and Record Exercise.
- Revised working scheme for phase 4B (stage 1) Drawing No S3/HAN/10/11A
- Revised working scheme for phase 4B (stage 2) S3/HAN/10/12B
- Revised working scheme for phase 4B (stage 3) S3/HAN/10/13B
- Bridge Farm and River Fields Revised Landscaping and Restoration Plan – S55m/217 dated Feb 2024
- Bridge Farm and River Fields Revised Restoration Design NMA – S55m/209 dated Aug 2023
- Sutton Courtenay Quarry Bridge Farm Phases 1 to 4 Amended 5 year outline aftercare scheme - S055/a Bridge Farm 1-4 outline aftercare dated Feb 2024.
- Cross Sections B-B through typical excavation and restoration profiles in Area 4B (Revised Scheme) S3/HAN/10/08D
- Application form dated 15th December 2015
- Document titled 'Details of Soil Storage, Required by Condition 24 of

Planning Permission MW.0126/12'

- Document titled 'Scheme of Soil Movements Required by Condition 25 of Planning Permission MW.0126/12'
- Hydrogeological impact assessment for the proposed deepening of the southern phase 4b extension area of Sutton Courtenay Quarry – v2
- Water Monitoring Borehole Location Plan with Replacement Boreholes Drawing No S3/HAN/10/15
- Supporting Statement 'Application to OCC to vary planning permission Application number MW.0126/12 (District Ref P12/V1729/CM)' dated December 2015
- Application form dated 1st August 2018
- Covering letter dated 31st July 2018
- Application Form dated 14th January 2020
- Covering letters dated 14th January 2020, 31st May 2022, 21st December 2022, 5th April 2023 and 19th February 2024
- Additional Info June '22 - Covering Letter dated 31/05/22

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

3. No development shall take place other than in complete accordance with the approved Hydrogeological Impact Assessment for the proposed deepening of the southern phase 4b extension area of Sutton Courtenay Quarry – v2 including the mitigation measures set out in section 5.

Reason: To ensure that the working of mineral beneath the water in phase 4b does not put groundwater quality at risk (OMWCS policy C4).

4. No working shall take place except in accordance with approved working plans S55m/86A, S3/HAN/10/11A, S3/HAN/10/12B and S3/HAN/10/13B, except as modified by other conditions of this permission.

Reason: For the avoidance of doubt and to ensure that the development is carried out as proposed (OMWCS policy C5).

5. No operations authorised or required by this permission shall be carried out and plant shall not be operated, other than during the following hours:
 - 0700 and 1800 hours Mondays to Fridays;
 - 0800 hours to 1200 hours on Saturdays.
 - No such operations shall take place on Sundays or bank or public holidays or on Saturdays immediately following Bank Holiday Fridays.

Reason: In the interests of the amenities of the area. (OMWCS policy C5).

6. No development shall take place other than in complete accordance with the approved Written scheme of Investigation for an Archaeological Strip, Map and Record Exercise approved pursuant to condition 6 of planning permission no. P16/V0077/CM (MW.0001/16).

Reason: To safeguard the recording and inspection of matters of archaeological importance on the site (OMWCS policy C9 and NPPF chapter 16).

7. A full report for publication based on the staged programme of archaeological evaluation and mitigation carried out in accordance with the approved Written Scheme of Investigation approved pursuant to condition 6 of planning permission no. P16/V0077/CM (MW.0001/16) shall be produced and submitted to the Minerals Planning Authority within 3 months of it being produced.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2021) (OMWCS policy C9).

8. No reversing beepers or other means of warning of reversing vehicles shall be fixed to, or used on, any mobile site plant other than beepers that use white noise.

Reason: to protect the residents of Appleford and Sutton Courtenay from noise intrusion (OMWCS policy C5).

9. No plant, machinery or vehicles shall be used on site unless fitted with effective silencers.

Reason: To safeguard the amenity of the area and of local residents (OMWCS policy C5).

10. Noise levels from site activities during the 'temporary operations' of stripping the overburden and construction and removal of the southern and eastern bunds shall not exceed 57dB_LA_{eq}(1 hour.) The 'temporary operations' shall not occur for more than 28 days at one time with a gap of at least 28 days between 'temporary operations.'

Reason: To safeguard the amenity of the area and of local residents (OMWCS policy C5).

11. Noise levels from site activities during the 'temporary operations' of stripping the overburden and construction and removal of the southern and eastern bunds shall not exceed 57dB_LA_{eq}(1 hour.) The 'temporary operations' shall not occur for more than 28 days at one time with a gap of at least 28 days between 'temporary operations.'

Reason: To safeguard the amenity of the area and of local residents (OMWCS policy C5).

12. Except for the defined temporary operations, the equivalent continuous noise level, L_Aeq, 1 hour, free field at noise sensitive premises, Bridge Farm and Bridge House, as marked on approved plan S55m/86A, shall not exceed 50dB(a) (freefield and at a measurement height of 1.5 metres, at a point 1 metre from the face of the dwelling.) Any measurement taken to verify compliance

shall have regard to the effects of extraneous noise and shall be corrected for any such effects.

Reason: To safeguard the amenity of the area and of local residents (OMWCS policy C5).

13.No vehicle shall exceed 25 kph on site

Reason: To aid in dust suppression in the protection of the amenities of local residents (OMWCS policy C5).

14.No development shall take place other than in accordance with the approved scheme for the minimisation of the emission of dust 'Sutton Courtenay Quarry Bridge Farm – Dust Control Scheme' dated 10/07/07. The approved scheme shall be implemented in full and the suppression equipment thereafter maintained in accordance with the manufacturer's instructions for the duration of the permission.

Reason: To protect the amenities of local residents (OMWCSP policy C5).

15.Material shall not be handled and moved if conditions are such that this creates a visible dust cloud.

Reason: To aid dust suppression in the protection of the amenities of local residents (OMWCS policy C5).

16.No lorries shall enter the working area unless loaded with clay and none shall leave the working area unless loaded with soil other than to allow for vehicles to transport the remaining sand and gravel from the temporary stockpile located in the south western corner of Phase 4 across the B4016 and via the Corridor Road to the plant site for processing.

Reason: To reduce the number of vehicle movements across the B4016 (OMWCS policy C5).

17.No HGVs shall cross the B4016 from and to the site unless temporary traffic lights and associated signage are installed and operated in accordance with the requirements of planning permission no. MW.0004/20.

Reason: In the interests of highway safety (OMWCS policies C5 and C10).

18.Sight lines shall be maintained in accordance with approved details 'Hanson Aggregates Sutton Courtenay Sand and Gravel Project Sightline data on 90 deg Bend on B4016 SC to Appleford' until the bund is removed.

Reason: In the interests of highway safety (OMWCS policy C5).

19.No import of clay to the working area or export of soil from it shall take place except during the months of June, July and August.

Reason: To reduce the potential for mud on the road and limit the duration of HGV's crossing the B4016 (OMWCS policies C5 and C10).

20.All work of soil stripping, stockpiling and reinstatement should be carried out when the material is in a dry and friable condition.

Reason: To minimise structural damage and compaction of the soil and to aid the final restoration of the site (OMWCS policies M10 and C6).

21. Plant or vehicle movement shall be confined to clearly defined haul routes agreed in writing by the Minerals Planning Authority, or to the overburden/infill surface and shall not cross areas of topsoil and subsoil except for the express purpose of soil stripping or replacement operations.

Reason: To minimise structural damage and compaction of soil and to aid the final restoration of the site (OMWCS policies M10 and C6).

22. All topsoil, subsoil, and soil making material which is not to be exported to the adjoining FCC landfill site for beneficial use in agricultural restoration shall be retained on the site.

Reason: Soils are required on site to ensure a satisfactory restoration of the land. (OMWCS policies M10 and C6).

23. Soil storage bunds shall not exceed 3m in height and all bunds intended to remain in situ for more than 6 months or over the winter shall be grassed over/vegetated and kept weed free.

Reason: To reduce the impact of the development on the locality (OMWCS policy C5).

24. No development shall take place other than in accordance with the approved Document titled 'Details of Soil Storage, Required by Condition 24 of Planning Permission MW.0126/12'.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity (OMWCS policy C4).

25. All soil movement shall be carried out in complete accordance with the approved Document titled 'Scheme of Soil Movements Required by Condition 25 of Planning Permission MW.0126/12'.

Reason: To ensure the development is carried out in a manner that minimises impact on the environment and amenities of the local area (OMWCS policy C5).

26. In any part of the site where differential settlement occurs during the restoration and aftercare period, the applicant, where required by the Minerals Planning Authority, shall fill the depression to the final settlement contours specified with suitable imported soils, to a specification to be submitted to and approved in writing by the Minerals Planning Authority.

Reason: To ensure that the final landform is acceptable (OMWCS policy C5).

27. The access road, visibility splays and manoeuvring provision shall be laid out, constructed, surfaced, retained and maintained in accordance with the approved scheme Drawing No. 25033-01N 'General Arrangement and Long Section'.

Reason: To ensure the access road is constructed with due regard to highway safety and the local environment (OMWCS policies C5 and C10).

28. The surfacing of the site access shall be maintained in a good state of repair and kept clean and free of mud and other debris at all times until such time as it is no longer required for these operations or the completion of site restoration and aftercare, whichever is sooner.

Reason: In the interests of highway safety and safeguarding the local environment (OMWCS policies C5 and C10).

29. All reasonable steps shall be taken to ensure that all vehicles leaving the site are in such condition as not to create dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site.

Reason: In the interests of highway safety and to prevent mud and dust getting on the highway (OMWCS policies C5 and C10).

30. A survey of the road surface at the point of crossing of the B4016 shall be undertaken and submitted to the Mineral Planning Authority within one month of the completion of restoration.

Reason: In the interests of highway safety and safeguarding the local environment (OMWCS policies C5 and C10).

31. Signage shall be maintained alongside the B4016 warning of vehicles crossing, for the duration of the operation.

Reason: In the interests of highway safety (OMWCS policies C5 and C10).

32. Restoration of the site shall be in complete accordance with approved plans Bridge Farm and River Fields Revised Landscaping and Restoration Plan – S55m/217 dated Feb 2024, Bridge Farm and River Fields Revised Restoration Design NMA – S55m/209 dated Aug 2023 and approved Sutton Courtenay Quarry Bridge Farm Phases 1 to 4 Amended 5 year outline aftercare scheme - S055/a Bridge Farm 1-4 outline aftercare dated Feb 2024.

Reason: To ensure that the site is restored in an orderly manner to a condition capable of beneficial afteruse and in the interests of the amenity of local residents. (OMWCS policy M10).

33. Notwithstanding condition 32 no hedgerow restoration shall take place along the B4016.

Reason: In the interests of highway safety (OMWCS policies C5 and C10).

34. At any one time no more than two phases as shown on approved plan S55m/86A, as amended by the approved amended working schemes for phase 4B, shall be other than restored or not yet worked.

Reason: To reduce the impact of the development on the amenities of local residents and to ensure the progressive working and restoration of the site (OMWCS policies C5, C6 and M10).

35. No later than three months from the date of this permission, the approved aftercare scheme Sutton Courtenay Quarry Bridge Farm Phases 1 to 4 Amended 5 year outline aftercare scheme - S055/a Bridge Farm 1-4 outline aftercare dated Feb 2024 shall be updated to define the noxious weeds to be controlled and submitted to and approved in writing by the Mineral Planning Authority. The approved aftercare scheme shall be fully implemented for a 5 year period following the completion of restoration.

Reason: To comply with the requirements of Schedule 5 of the Town & Country Planning Act 1990 and to ensure that the reclaimed land is correctly husbanded and to bring the land to the standard required for agriculture and nature conservation (OMWCS policies C6 and C10).

36. There shall be no raising of existing ground levels on the site.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity (OMWCS policy C4).

37. No spoil or materials shall be deposited or stored on that part of the site lying within the area of land liable to flood.

Reason: to prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity (OMWCS policy C4).

38. Groundwater monitoring shall take place in accordance with approved plan Water Monitoring Borehole Location Plan with Replacement Boreholes Drawing NoS3/HAN/10/15 and 'Bridge Farm Sutton Courtenay Groundwater Monitoring Scheme in accordance with condition 38'.

Reason: To assess the risk of effects arising from changes in groundwater levels (OMWCS policy C4).

39. Any oil, fuel, lubricant and other potential pollutants shall be handled on the site in such a manner as to prevent pollution of any watercourse or aquifer. For any liquid other than water, this shall include storage in suitable tanks and containers which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain 110% of the total contents of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both water and oil. The pipes should vent downwards into the bund.

Reason: To minimise the risk of pollution of watercourses and aquifers (OMWCS policy C4).

Informatives

Protected Species

If any protected species (e.g. reptiles, amphibians, bats, badgers, dormice, otters, water voles, breeding birds) are found at any point, all work should cease immediately. Killing, injuring or disturbing any of these species could constitute a criminal offence. Before any further work takes place a suitably qualified ecological consultant should be consulted for advice on how to proceed. Work should not recommence until a full survey has been carried out, a mitigation strategy prepared and licence obtained (if necessary) in discussion and agreement with Natural England.

Breeding Birds All bird nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended) which makes it illegal to intentionally take, damage or destroy the nest of any wild bird while it is use or being built. Therefore, no removal of [trees, scrub, hedgerows, grassland] should take place between 1st March and 31st August inclusive to prevent committing an offence under the Wildlife & Countryside Act 1981 (as amended).

Compliance with National Planning Policy Framework

In accordance with paragraph 38 of the NPPF Oxfordshire County Council takes a positive and creative approach and to this end seeks to work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. We seek to approve applications for sustainable development where possible. We work with applicants in a positive and creative manner by:

- offering a pre-application advice service
- updating applicants and agents of issues that have arisen. Concerns around highway safety raised in the processing of the applications were addressed through amendments proposed following discussions with the Transport Development Control officer. Amendments to the proposed restoration end date were also made following discussions with officers.

Annex 4 – European Protected Species

The Local Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Species & Habitats Regulations 2017 which identifies 4 main offences for development affecting European Protected Species (EPS).

1. Deliberate capture or killing or injuring of an EPS
2. Deliberate taking or destroying of EPS eggs
3. Deliberate disturbance of a EPS including in particular any disturbance which is likely a) to impair their ability –
 - i) to survive, to breed or reproduce, or to rear or nurture their young, or
 - ii) in the case of animals of a hibernating or migratory species, to hibernate or migrate; orb) to affect significantly the local distribution or abundance of the species to which they belong.
4. Damage or destruction of an EPS breeding site or resting place.

Our records, survey results and consideration of the habitats within the site area indicate that, with appropriate mitigation, European Protected Species are unlikely to be harmed as a result of the proposals set out in these applications.

Annex 5 – Proposed revised restoration of Bridge Farm quarry phases 1 to 4B

