

To: Members of the Planning & Regulation Committee

Notice of a Meeting of the Planning & Regulation Committee

Monday, 24 October 2011 at 2.00 pm

County Hall, New Road, Oxford



Peter G. Clark
County Solicitor

October 2011

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Members are asked to contact the case officers in advance of the committee meeting if they have any issues/questions of a technical nature on any agenda item. This will enable officers to carry out any necessary research and provide members with an informed response.

Membership

Chairman – Councillor Steve Hayward
Deputy Chairman - Councillor Mrs Catherine Fulljames

Councillors

Alan Armitage	Ray Jelf	John Sanders
Roger Belson	Peter Jones	Don Seale
Tony Crabbe	David Nimmo-Smith	John Tanner
Anda Fitzgerald-O'Connor	Neil Owen	
Jenny Hannaby	G.A. Reynolds	

Notes:

- ***A site visit is required for Item 6 (Peppard CE Primary School). Members are asked to meet on site at 10.30 am***
- ***Date of next meeting: 5 December 2011***

Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Part 9.1 of the Constitution for a fuller description.

The duty to declare ...

You must always declare any "personal interest" in a matter under consideration, i.e. where the matter affects (either positively or negatively):

- (i) any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
- (ii) your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

Whose interests are included ...

"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

When and what to declare ...

The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".

In making a declaration you must state the nature of the interest.

Taking part if you have an interest ...

Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

"Prejudicial" interests ...

A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

What to do if your interest is prejudicial ...

If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

Exceptions ...

There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

Seeking Advice ...

It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declarations of Interest - see guidance note opposite**
3. **Minutes (Pages 1 - 16)**

To approve the minutes of the meeting held on 12 September 2011 (**PN3**) and to receive information arising from them.

4. **Chairman's Updates**
5. **Petitions and Public Address**
6. **Relocation of Peppard CE Primary School to land adjacent to the B481. (Pages 17 - 40)**

The proposed development includes: construction of 903 sq metres single storey school building; new and improved vehicle and pedestrian access arrangements onto the B481; 14 on-site car parking spaces (including 2 spaces for the disabled) and cycle parking; on-site drop off area; hard and soft play areas and grass playing pitch; landscaping, new fencing and retention/improvements to existing boundary treatments – land north of the former Dog public house, Rotherfield Peppard – Application No R3.0065/11

Report by the Deputy Director for Environment & Economy (Growth & Infrastructure) (**PN6**)

This application seeks permission to relocate Peppard CE Primary School 300 metres to the north of the existing school on Church Lane to a parcel of land adjacent to the B481 Nettlebed to Reading Road. The development involves the creation of a new primary school incorporating a main school building, outdoor play areas, playing field, parking and drop-off areas, a new vehicle and pedestrian access from the B481, landscaping and other associated works. The school consider that a replacement site is needed due to the unsuitability of the existing site and buildings and the limited space with which to redevelop. The application has generated letters of both objection and support. The objections include on the grounds of highway safety and the impact on the character and appearance of the existing village and surrounding area, including the Chilterns AONB. These objections are summarised in the report, along with the responses from other consultees.

It is RECOMMENDED that subject to a unilateral undertaking being first agreed to

ensure that a contribution is made towards the provision of improved highway safety measures in the local area Application No. R3.0065/11 be approved subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth and Infrastructure) to include the following matters:

- 1. The development must be carried out strictly in accordance with the particulars contained in the application and the plans accompanying.**
- 2. Commencement of the development within 3 years.**
- 3. Submission and agreement of the external materials.**
- 4. Retained trees and hedges to be protected during construction works.**
- 5. Submission and agreement of a landscaping scheme - to include species mix, plant size, planting layout and spacing.**
- 6. Landscaping scheme to be implemented within first planting season following the completion of the development.**
- 7. Removal of hedgerow to be carried out outside of the bird breeding season.**
- 8. Submission and agreement of external lighting details and hours of use.**
- 9. Submission and agreement of land contamination assessment. Should contamination be found on site the submission and agreement of remedial strategy.**
- 10. Relocation of electricity transformer before the proposed development is brought into use.**
- 11. Submission and agreement of full details of proposed renewable energy technologies within the development.**
- 12. Submission and agreement of fencing details.**
- 13. External play areas and sports pitches to be used during school hours only.**
- 14. The school's existing Travel Plan to be updated to take account of the proposed new location.**
- 15. Submission and agreement of the detailed design of the scheme of highways safety mitigation measures, including the submission of a Road Safety Audit which shall be used to inform the final detailed design of such measures.**
- 16. Scheme of final highways safety mitigation measures to be implemented before use of the school.**
- 17. Submission and agreement of the final details of parking, drop-off and turning areas. Such areas shall be implemented before use of the school.**

18. ***Submission and agreement of cycle parking facilities.***
19. ***Submission and agreement of construction traffic management plan.***
20. ***Submission and agreement of a drainage scheme, including the use of SUDS.***
21. ***Submission and agreement of final details of footways surfacing.***

Informatives:

Archaeological informative – If archaeological finds do occur during development, the County Archaeologist shall be notified in order that he may visit the site and advise as necessary.

Contaminated land informative – If contamination is found to be present on site the applicant is requested to liaise with South Oxfordshire District Council's Environmental Health team prior to the submission of a remedial strategy.

7. Construction of storage bays and lorry wash down area, extension of concrete pad and relocation of fuel tanks at Worton Farm, Yarnton - Application No (Pages 41 - 50)

Report by the Deputy Director for Environment & Economy (Growth & Infrastructure) (PN7)

This is an application for permanent consent for a covered storage building, extension of existing concrete pad, provision of lorry wash down facility and relocation of existing fuel tanks from southern to the northern part of M&M site at Worton Farm, Yarnton. The site already contains a range of permanent structures related to the waste management activities. This proposal is intended to improve management of the existing waste activities on the site. There would be no increase in the permitted throughput and no change to existing lorry movements associated with the site.

The main issues to consider in deciding this application are its location in the Green Belt, the need for the development, its impact on the local residents and impact on the rural landscape. The report explains that there is a need for this development as it would increase the efficiency of the operation by improving the management of the site and would assist in improving recycling rates. However, the advantages of the scheme must be balanced against its location in an area of open countryside and in the Green Belt. It must be considered whether there are very special circumstances to warrant permitting this development in such a location.

It is RECOMMENDED that, planning permission for application no. MW.0116/11 is granted subject to conditions to be determined by the Deputy Director for Growth and Infrastructure dealing with matters outlined below:

1. ***Detailed compliance condition***

2. ***Commencement date – within 3 years***
 3. ***Standard operating hours.***
 4. ***Existing vegetation to be retained and protected***
 5. ***Tree planting and boundary fencing scheme to be carried out as agreed.***
 6. ***Bund specifications (including height, angles and maintenance requirements) to be implemented as agreed.***
 7. ***Effective silencers on vehicles, plant and equipment to be implemented***
 8. ***External building materials to be agreed***
 9. ***Site signage on A40 to be kept to a minimum***
 10. ***Sweeping of access road and adjacent site to be carried out at regular intervals as required.***
 11. ***Existing dust control measures to be maintained***
8. **Construction of temporary works compound (for a period of 2 years) in association with the redevelopment of Didcot Parkway station forecourt - land at Station Road, Didcot - Application No. R3.0103/11 (Pages 51 - 58)**

Report by the Deputy Director for Environment & Economy (Growth & Infrastructure) (PN8)

Planning permission was granted in 2009 for the redevelopment of Didcot Parkway Railway Station forecourt as part of a programme of investment in strategic transport infrastructure in the county in general and Didcot in particular. Work on the project is due to commence shortly and a contractor's compound is required as part of the management of the project. The site the subject of this current application, off Station Road in Didcot, has been used as a contractor's compound previously (as part of the redevelopment of Didcot Town Centre). The compound would be required for a temporary period of 2 years, the timescale for the forecourt redevelopment works. The application has been brought to the Planning & Regulation Committee because of an objection and concerns raised by local residents and those are outlined in the report along with responses from other consultees.

It is RECOMMENDED that Application No. R3.0103/11 (for the construction of a temporary works compound (for a temporary period of 2 years) in association with the redevelopment of the Didcot Parkway Station forecourt) be approved subject to conditions to be determined by the Deputy Director (Growth and Infrastructure) but to include the following matters:

1. ***Detailed compliance.***
2. ***Temporary permission – 2 years only.***

3. ***All activities relating to the compound shall be carried out in accordance with the submitted Construction Environmental Management Plan and Site Waste Management Plan.***
4. ***No screening or crushing of aggregate in the compound.***
5. ***No maintenance of vehicles or heavy machinery to take place within the compound.***
6. ***Site entrance/exit gates to open inwards only.***
7. ***Details of works to site entrance/exit points (e.g. provision of dropped kerbs) to be submitted, agreed and implemented before site brought into use.***
8. ***Measures to be implemented to ensure there is no mud/debris brought onto the highway.***
9. ***No parking of vehicles on Station Road particularly opposite the site entrance.***
10. ***Existing shrubs/trees on site perimeter to be retained.***
11. ***Working hours be restricted to 08.00-18.00 hours Monday-Friday, 08.00-13.00 hours Saturdays. No Sunday or Bank Holiday working.***
12. ***Existing boundary fence to be repainted and repaired where necessary.***
13. ***Surface water drainage details to be submitted and agreed.***
14. ***Any stockpiles of materials shall not exceed 3m in height.***
15. ***Lighting details to be submitted and agreed before site is brought into use.***

Archaeological Informative.

9. Minerals & Waste Site Monitoring and Enforcement (Pages 59 - 86)

Report by the Deputy Director for Environment & Economy (Growth & Infrastructure) (PN9)

The report updates the Planning & Regulation Committee on regular monitoring of minerals and waste planning permissions and progress on enforcement cases.

It is RECOMMENDED that the Schedule of Compliance Monitoring Visits in Annex 1 and the Schedule of Enforcement Cases in Annex 2 to the report PN9 be noted.

10. Relevant Development Plan and other Policies (Pages 87 - 100)

This papers sets out the policies referred to in Items 6 to 9 and should be regarded as an Annex to each.

Pre-Meeting Briefing

There will be a pre-meeting briefing at County Hall on **Thursday 20 October 2011** at **10.00 am** for the Chairman, Deputy Chairman and Opposition Group Spokesman.

This page is intentionally left blank

PLANNING & REGULATION COMMITTEE

MINUTES of the meeting held on Monday, 12 September 2011 commencing at 2.00 pm and finishing at 6.50 pm

Present:

Voting Members: Councillor Steve Hayward – in the Chair

Councillor Mrs Catherine Fulljames (Deputy Chairman)
Councillor Alan Armitage
Councillor Tony Crabbe
Councillor Patrick Greene (In place of Councillor Roger Belson)
Councillor Jenny Hannaby
Councillor Peter Jones
Councillor Stewart Lilly (In place of Councillor Ray Jelf)
Councillor Charles Mathew (In place of Councillor Mrs Anda Fitzgerald-O'Connor)
Councillor David Nimmo-Smith
Councillor Neil Owen
Councillor G.A. Reynolds
Councillor John Sanders
Councillor Don Seale
Councillor John Tanner

Other Members in Attendance: Councillor Melinda Tilley (for Agenda Item 9)

Officers:

Whole of meeting G. Warrington and J. Crouch (Law & Governance); R. Dance and D. Groves (Environment & Economy)

Part of meeting

Agenda Item	Officer Attending
6 & 8	A. Divall (Environment & Economy)
7	J. Duncalfe (Environment & Economy)
9	J. Hamilton (Environment & Economy)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

29/11 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

(Agenda No. 1)

Apology for Absence

Temporary Appointment

Councillor Anda Fitzgerald-O'Connor
 Councillor Ray Jelf
 Councillor Roger Belson

Councillor Charles Mathew
 Councillor Stewart Lilly
 Councillor Patrick Greene

30/11 DECLARATIONS OF INTEREST - SEE GUIDANCE NOTE OPPOSITE

(Agenda No. 2)

Councillor	Item	Interest
Mrs C Fulljames	6. Construction of a household waste and commercial waste recycling centre – Langford lane, Kidlington - Application R3.0167/10	Personal. Member of Cherwell District Council Planning Committee. She advised that she had not expressed an opinion on the application in that capacity and therefore intended to participate in discussion and voting on that item.
Reynolds	6. Construction of a household waste and commercial waste recycling centre at Langford lane, Kidlington - Application R3.0167/10	Personal. Member of Cherwell District Council Planning Committee. He advised that he had not expressed an opinion on the application in that capacity and therefore intended to participate in discussion and voting on that item.
Tanner	6. Construction of a household waste and commercial waste recycling centre at Langford lane, Kidlington - Application R3.0167/10	Personal. Member of the Oxfordshire Waste Partnership. He had also submitted a motion to Council to be discussed on the 13 September which welcomed proposals for this facility. He considered that neither affected his discretion to participate in discussion and voting on this item.

Hannaby	7. Mechanical and biological treatment facility at Sutton Courtenay landfill site - Application SUT/APF/616/64-CM	She advised that after making a statement she would leave the meeting for the remainder of the item on the grounds that she had as a member of the Vale of White Horse District Council's Planning Committee predetermined the application.
Jones	7. Mechanical and biological treatment facility at Sutton Courtenay landfill site - Application SUT/APF/616/64-CM	Personal. Member of the Vale of White Horse District Council. He advised that he had not expressed an opinion on the application in that capacity and therefore intended to participate in discussion and voting on that item.
Lilly	7. Mechanical and biological treatment facility at Sutton Courtenay landfill site - Application SUT/APF/616/64-CM	Personal. Local County Councillor for Sutton Courtenay. He advised that he had not expressed an opinion on the application in that capacity and therefore intended to participate in discussion and voting on that item.
Mathew	7. Mechanical and biological treatment facility at Sutton Courtenay landfill site - Application SUT/APF/616/64-CM	Personal. He advised that he had had previous dealings with WRG with regard to another site at Dix Pit. However, he did not consider that affected his discretion to participate in discussion and voting on this item.

31/11 MINUTES
(Agenda No. 3)

The minutes of the meeting held on 18 July were approved and signed.

32/11 CHAIRMAN'S UPDATES

(Agenda No. 4)

The Committee were advised as follows

Waterstock Golf Course – A three day hearing had taken place the previous week into the continued failure of the Wyatt Brothers to remove illegally tipped waste from their Golf Course situated in the green belt near the village of Waterstock, in Oxfordshire. Oxfordshire County Council had brought the case back to the Royal Courts of Justice, where Mrs Justice Thirlwall had concluded that Ron and Michael Wyatt were in contempt of an earlier Court Order issued by Mr Justice Crane in 2006. This had required the Wyatt Brothers to remove large quantities of waste materials from the golf course site. The Judge held that previously determined prison sentences for contempt of court by Mr Ron Wyatt (6 months) and Mr Michael Wyatt (4 months) should be further suspended to give them time to appoint a contractor to set out a written specification for the work they would do to remove the waste, and further to then make a start on that work. The Court would reconvene later in November of this year to examine what has then been done to comply.

The Chairman reported he had attended the Summer Planning School in Swansea.

33/11 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 5)

<i>Speaker</i>	<i>Item</i>
Paul Williams Gareth Jones Andrew Pau David Mason)) 6. Waste recycling centre, Langford) Lane, Kidlington – Application) R3.0167/10
Nicola Beaumont Dr Pauline Wilson Robin Draper David Mckenzie Dr Nick Hards Dr Angela Jones Kenneth Dijksman Gervaise Duffield Alan Bulpin)))) 7. MBT facility, Sutton Courtenay) landfill site -) Application SUT/APF/616/64-CM)))
Daniel Hopkin Joy Farrell Jeremy Flawn)) 8. Aston Rowant CofE Primary) School – Application R3.0056/1
Robert Mattock Councillor Melinda Tilley) 9. Swannybrook Farm, Kingston) Bagpuize – Application MW.0049/11

34/11 CONSTRUCTION OF A HOUSEHOLD WASTE AND COMMERCIAL WASTE RECYCLING CENTRE - LANGFORD LANE, KIDLINGTON, OXFORDSHIRE - APPLICATION R3.0167/10

(Agenda No. 6)

The Committee considered an application for the change of use of land to the north of Langford Lane, Kidlington for development as a household and commercial waste recycling centre.

Paul Williams addressed the Committee on behalf of Eskmuir properties (TV Police Headquarters). He referred to the negative impact of this bad neighbour development on neighbouring properties and workers, the quality of the environment from noise and smell and impact on the openness of the green belt. Eskmuir properties had concerns regarding the robustness of the selection process for this site and felt the process had been fundamentally flawed. To illustrate that point he highlighted an alternative site at Worton Farm, which, despite meeting all the criterion, had been discounted because a small part of the site was in a flood zone 1 area. They did not accept that Langford Lane was the only suitable site and therefore there were no special circumstances to allow this development in the green belt. All of these factors meant that any decision to approve this application would be open to challenge.

He responded to questions from:

Councillor Mathew – any delays to journey times resulting from increased traffic accessing this development would be of great concern to his clients.

Gareth Jones addressed the Committee on behalf of Inchscape properties. Endorsing the comments of the previous speaker he queried compliance with development plans and the appropriateness of this development in the green belt. Its impact on the green belt and neighbouring properties would not be satisfactorily addressed by proposed screening. Alternative sites were available and no special circumstances had been proven. There had been no balancing exercise of harm against benefit. PPS10 stated that effects of traffic, noise, smell and dust were critical in site selection and in view of the likely significant impact of this facility on neighbouring properties he urged refusal.

He responded to questions from:

Councillor Mathew – he confirmed that there were concerns regarding levels of traffic generated by the development.

Andrew Pau (Oxfordshire County Council) and David Mason (Mouchel) responded to questions on behalf of the applicants from:

Councillor Hayward – Mr Mason confirmed that Mouchel and officers from the County's planning and waste management teams had prepared the site selection criteria. These were clearly set out in the report. Although 150 sites had been listed initially there were in reality few sites that could be considered because of the constraints, which needed to be imposed, such as proximity to centres of population and the need to avoid flood zone 2 areas. As a waste site it demonstrated special circumstances for development in the green belt and could be delivered quickly.

Councillor Tanner – traffic levels had been calculated using capacities at existing junctions and the applicants were satisfied that increased traffic levels could be accommodated.

Councillor Mathew – site selection criteria had been used consistently for all sites. The process had taken into account the close margins in the final ranking of sites in addition to other issues such as deliverability.

Councillor Seale – the principal disadvantage of many of the sites had been access whereas in this regard Langford Lane had been the most suitable as access could be taken immediately off the highway. Further advantages were that it was available, deliverable and away from residential properties.

Councillor Jones - the site had been identified in the Minerals & Waste Local Plan in 1996 long before other businesses such as Mercedes Benz had relocated. It was proposed to provide a canopy in order to provide state of the art facilities and to meet the needs of the public and it was not the first of its kind to provide such a facility.

Mr Dance confirmed the need for a facility on the north side of Oxford and the opportunity which this site provided. He commended the proposal to the Committee and advised that the development was part of a strategy for the future and not an isolated proposal. County planning officers were satisfied that the search carried out demonstrated that there were no more acceptable sites for this facility than the Langford Lane site and Cherwell District Council's environmental health officer had been satisfied regarding issues of noise and dust.

Mr Groves confirmed the following projected increases in traffic levels, which had been based on existing traffic flow at existing junctions: all traffic on the Banbury Road weekday 0.2% and Saturdays 1.2%. A44 junction weekday 4.5% and Saturday 10%. It was reasonable to estimate that levels on Langford Lane would not be materially any greater than the above.

Mr Mason confirmed that some of the existing hedge would have to be removed because of its poor condition and in order to provide access but the applicants were happy to retain as much of the boundary hedge on the southern side along Langford Lane as it was possible to do.

Councillor Mrs Fulljames appreciated that this was green belt but pointed out that those offices/businesses who had objected had also been built in the green belt. A full and comprehensive search for alternative sites had been carried out and whilst loss of another green field site was to be regretted she supported the development. She moved, and Councillor Armitage seconded that the revised officer recommendation as set out in the addenda sheet to include, on a motion by the Chairman, seconded by Councillor Hannaby, an additional condition to retain the existing hedgerow bordering the southern side of the site (Langford Lane) and other planting as far as was possible to still enable a safe access be approved.

Responding to concerns from Councillor Lilly that this site might prejudice local wildlife habitats and SSSIs Mr Divall reiterated that neither the County Ecologist or Natural England had objected.

Councillor Mathew stressed the potential effect on neighbouring businesses which employed 5,000 and generated £500 million pa. In 1996 when the Minerals & Waste Local Plan had identified this site there had been no other buildings in the vicinity but that 15 year gap had seen intensive development and that should have been taken into account. There were many aspects of this proposal: threat of bird strike, screening, drainage and necessity for provision of a canopy, which needed to be reconsidered. Also the ability to deliver was now in question because of doubts regarding ownership of the strip of land between the site and Langford Lane. He considered another site should be considered or existing facilities upgraded.

Councillor Armitage referred to the benefits of this site. The grain silo was also in the green belt and numerous developments had been approved for that site. A 4% increase in traffic levels could be supported.

Councillor Crabbe felt that this facility was needed to serve this area. Bird strike would not be a problem, as evidenced at the Oakley Wood site, which was near to RAF Benson, and neither would odour. He considered the benefits far outweighed the disbenefits and he supported the proposal.

The motion by Councillor Armitage, incorporating the motion by the Chairman was then put to the Committee and –

RESOLVED (by 9 votes to 6): that subject to:

- (a) the development not being called in by the Secretary of State;
- (b) authorising the Director for Environment & Economy in consultation with the Chairman of the Planning & Regulation Committee to consider any comments which might be received in response to the landowner notification process to establish ownership of the strip of land between Langford Lane and the application site;

that Application No R3.0176/10 be approved subject to:

- (i) conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the following matters:
 1. That the development must be carried out strictly in accordance with the particulars contained in the application and the plans accompanying (as amended) subject to conditions covering matters below.
 2. That the development should commence within 3 years of the date of the permission.
 3. That samples of the external materials (including roof materials) proposed to be used should be submitted and approved prior to the commencement of development.
 4. That the final details and location of the design of waste skip canopies should be submitted and approved prior to the commencement of the development.

5. That details of the sustainable features of the proposed building should be submitted and approved prior to the commencement of the development.
6. That no development should take place until the trees, bushes and hedgerows on and immediately adjacent to the site which were to be retained and which were adjacent to or within the development area, had been protected during building operations by means of a protective fence or other suitable measures.
7. That the site be landscaped and planted with trees and shrubs in accordance with a comprehensive planting and landscaping scheme submitted and approved prior to the commencement of the development.
8. That all planting, seeding or turfing comprised in the approved details of landscaping should be carried out in the first planting season following the occupation of the buildings or the completion of the development, whichever was the sooner.
9. The development permitted should only be carried out in accordance with the Flood Risk Assessment submitted with the application.
10. A surface water drainage scheme should be submitted and approved prior to the commencement of the development (in consultation with the Environment Agency and Natural England). Drainage from the site should not link into any ditches or watercourses which might lead directly or indirectly to the Rushy Meadows SSSI. Measures should be secured to ensure the proposal did not cause contamination to ground water which might in turn pollute the SSSI.
11. Vegetation should only be removed between 1 September and 31 March as this was outside of the bird breeding season.
12. Ramps should be installed into any deep excavations left open overnight to ensure wildlife can escape.
13. That details of bat roost features on the proposed building should be submitted and approved prior to the commencement of the development.
14. An Ecological Management Plan should be submitted and approved prior to the commencement of the development.
15. A Construction Phase Management and Travel Plan should be submitted and approved prior to the commencement of the development (in consultation with the local highway authority). The Plan should include details of measures to reduce dust from construction activities.

16. That the final details of site access from Langford Lane should be submitted and approved prior to the commencement of the development (in consultation with the local highway authority).
17. That a scheme of directional signage for vehicles accessing the site should be submitted and approved prior to the commencement of the development (in consultation with the local highway authority). The scheme should be implemented prior to the first use of the site.
18. That the details of the routes used by site operator heavy goods vehicles accessing the site should be submitted and approved prior to the commencement of the development (in consultation with the local highway authority). Heavy goods vehicles should not access the site through Kidlington via the A4260.
19. Within 3 months of the first use of the site the bus stop adjacent to the site should be moved to a location approved by the local highway authority.
20. Within 3 months of the first use of the site a travel plan statement should be submitted to and approved by the local highway authority.
21. That the details of the proposed lighting columns, their cowlings and predicted light overspill levels should be submitted and approved prior to the commencement of the development.
22. Details of measures to control noise from the site (as set out in paragraph 2.4.2 of Addendum to Environmental Noise Survey Report dated April 2010 – August 2011) should be submitted and agreed prior to the commencement of the development. All measures to control noise should be implemented for the life of the development.
23. Details of measures to control dust and odour from the site (as set out in paragraphs 6.1 to 6.2.4 of Air Quality Statement dated July 2010) should be submitted and agreed prior to the commencement of the development. All measures to control dust and odour should be implemented for the life of the development.
24. That the details of coverings for waste containers should be submitted and approved prior to the commencement of the development.
25. The existing hedgerow bordering on the southern side of the site (Langford Lane) be retained along with other planting as far as was possible to still enable a safe access.
26. Hours of use of the site should be restricted to the following times:
 - Public opening hours to be between the hours of 8.00am to 5.00pm
 - Operating hours to be between the hours of 7.00am to 7.00pm

In addition:

- Public opening hours to be between the hours of 8.00am to 8.00pm on Thursdays (1 April – 30 September)
- Operating hours to be between the hours of 7.00am to 8.30pm on Thursdays (1 April – 30 September)

No operations on Christmas Day, Boxing Day or New Year's Day.

Informatives

Environment Agency:

- The site would require an environmental permit
- It was a legal requirement to have a site waste management plan for all new construction projects worth more than £300,000.

Ecological

If any protected species were found all work should cease immediately and no further work should take place until the protected species officer had been consulted.

Archaeological

If archaeological finds did occur during development, the County Archaeologist should be notified in order that he might visit the site and advise as necessary.

35/11 A MECHANICAL AND BIOLOGICAL TREATMENT (MBT) FACILITY, WITH AN OPERATING CAPACITY OF 220,000 TONNES OF WASTE PER ANNUM PLUS ANCILLARY DEVELOPMENT. THE FACILITY WILL INCLUDE AUXILIARY SYSTEMS SUCH AS AIR TREATMENT (BIOFILTERS), LEACHATES/CONDENSATES TREATMENT, ELECTRICAL AND AUTOMATION SYSTEMS. THE DEVELOPMENT WILL ALSO EXTEND THE USE OF RAIL SIDINGS FOR THE EXPORT OF SOLID RECOVERED FUEL (SRF) FROM THE SITE AT SUTTON COURTENAY LANDFILL SITE - APPLICATION NO SUT/APF/616/64-CM

(Agenda No. 7)

The Committee considered (PN7) an application to construct a mechanical biological treatment facility at Sutton Courtenay landfill site.

Nicola Beaumont stated that it was not correct to describe this proposal as a new waste facility in an existing site when in fact it was a green field site and would have an immense impact on the surrounding area. It appeared that no alternative sites had been considered. The planned closure of Didcot A in 2015 presented an opportunity to reclaim this lowland area for the benefit of local communities.

Pauline Wilson considered the report did not justify the need for this development over a need to retain the landscape gap between Sutton Courtenay and Appleford. Offering unsubstantiated opinions as to the need for this type of facility the report referred to a requirement of 190,000 tonnes of commercial and industrial waste for

Oxfordshire, which was considerably less than the 905,000 tonnes demanded by the application and was vague and speculative as to where that shortfall would be found. Rather than meeting a local need it seemed to provide a convenient solution for London until it could deal with its own waste. There was concern that the applicants were unwilling to agree a hinterland policy and therefore traffic assessments in the report were at best a guess. There was no justification to overturn the current planning restriction on this site and if approved would be robustly challenged.

Robin Draper expressed concern that there seemed to be a bias towards the applicants position and a closeness between the County Council and WRG. There was no overriding need for the facility with a shortfall in levels of commercial and industrial waste. Ardley had been expected to accept all of that type of waste. No hinterland agreement meant that this would be a dumping ground for waste from other areas and that was unacceptable. The County Council had a legal and moral responsibility not to place commercial profits against the needs of local residents.

David Mckenzie stated that this development was a purely commercial venture for the benefit of the company's shareholders. It presented no benefit to 30,000 local residents or other Oxfordshire residents and there was no support locally for developing this green field site. Referred to hundreds of infringements by WRG which had been logged nationally he called for tighter controls to be imposed on WRG. The County Council needed to put residents first and suggested that as the great bulk of waste would be imported from London then a site closer to London should be found.

Nick Hards questioned the suitability of Sutton Courtenay for this type of development and plans to import waste from London and Berkshire. When Didcot A was closed and demolished 3,300 homes to be built west of Didcot would have open views. However, if this went ahead they would look down on this enormous facility which could not be screened effectively. There was no guarantee that the facility would be completely risk free which could put the River Thames at risk from pollution. There was uncertainty as to the source of waste and the desirability and sustainability of transporting waste 50 miles and then onwards again after processing needed to be questioned.

Dr Angela Jones questioned the environmental credentials of this process and the need to import waste from outside Oxfordshire. Appleford Parish Council had opposed proposals for a waste incinerator but this facility would be worse. No hinterland had been identified with greater movements of waste. The site had been established as greenfield and should only be developed if an overriding need had been identified – this had not been done. Original proposals had stipulated landfill should end by 2012 and returned to farmland but this had been pushed on to 2020, then 2031 and now, should this proposal go ahead, to 2036 with a massive building on open space. The original proposal had had the floor area of Heathrow's terminal 5 and, although reduced, was still $\frac{3}{4}$ of that area. It offered no benefit to the local or wider community, had been based on a waste strategy still in draft form, was against local planning policy and no consideration had been given to finding alternative sites. She urged that the application be refused on those grounds used to reject the previous energy for waste application at this site.

Responding to Councillor Mathew she read out the Planning & Regulation Committee's reasons for refusal of the energy for waste application in October 2009.

Ken Dijksman advised that a proposal to build a facility as enormous as this needed to stand up to scrutiny. This did not. No clear evidence of need had been identified and no effort made to find potential alternative sites. The Committee were perfectly entitled to take a different view from that recommended in the report and should do so.

Responding to Councillor Owen he reiterated that this facility was proposed in this location purely for commercial reasons. There were no planning reasons for this to be sited here. Whether that would apply at other sites he couldn't say because no such investigation had been carried out but Sutton Courtenay Parish Council considered there was no justification for it to be sited here.

Gervaise Duffield stated that the Vale of White Horse District Council had been unanimously opposed to this proposal as had other local councils in the area. He highlighted 4 major concerns. Views from Wittenham Clumps would remain compromised even after the demolition of Didcot A. The opinion of County officers was that a huge regional waste site was required in south Oxfordshire. However, an application for such a site had been submitted for Chieveley, which was just over the border and could meet that need making this venture superfluous. There was no benefit to local residents only WRG shareholders and was against the principle of localism. It was a greenfield site and there was no confidence locally that WRG would ever complete its landfill operations.

With regard to Minute 30/11 above Councillor Hannaby advised that as a member of the Vale of White Horse District Planning Committee she had voted against this proposal. She endorsed all that the previous speakers had said and referred to the long term suffering by the local community. She then left the meeting for the remainder of the item.

Alan Bulpin speaking for WRG emphasised that the site was neither green belt nor an area of outstanding beauty but was remote and within an established industrial and waste site. There had been no objections from statutory consultees and although there had been local objections and concerns he was confident the scheme would meet those to a great extent. There was a need for this type of facility and stressed that its operation was not wholly dependent on the continuing importation of London waste. By diverting waste from landfill the proposal supported the aims of PPS10 by using residual waste, which would otherwise go to landfill as a resource/fuel and would help reduce the carbon footprint. For 20 years Oxfordshire had been net self sufficient for commercial and industrial waste. The building would contain all waste treatment and the environmental impact had been fully assessed and described in the report along with flood risk proposals. The proposal was for a temporary facility on a remote site. The operation, which would be regulated by the Environment Agency under its permit regime, formed an important element of the draft waste strategy. Although it was not an easy decision there was an identified and clear need for this facility and therefore a balance needed to be reached between that and the needs of the local area. WRG considered this proposal did that. Solid recovered fuel was classified as a renewable energy form and the facility would operate to the highest environmental standards.

He responded to questions from –

Councillor Greene – the application was for 25 years and although he could not foresee what conditions would prevail in 2036 any decision to extend that time would need to be the subject of a further application and ultimately, therefore, a decision for the County Council to make.

Councillor Tanner - this was the only site considered in Oxfordshire although other sites had been assessed details of which were in the planning application. The company had felt this was the best option for a site in the south of England. There were a number of schemes nationwide and it was sensible to locate these facilities within existing sites. It was a speculative development insofar as it was a commercial venture but waste was currently coming to Sutton Courtenay and this proposal looked to deal with the commercial and industrial element. It was a biological process which included a drying stage. The proposal was for a throughput of 220,000 tonnes. The current limit was 905,000 tonnes with a road limit of 504,000 and the rest by rail. There was no increase over current landfill levels proposed.

Councillor Mathew – the site could provide a facility to deal with waste from Oxfordshire, Berkshire and London. However the estimated need was for Oxfordshire and Berkshire's waste and it was possible that levels of waste from London could fall away over the next 2/3 years.

Mr Duncalfe presented the report, referred to additional information set out in the addenda sheet and a further letter received from Ed Vaizey MP, which had been tabled. In response to members' questions he set out as a comparison the existing permitted and proposed activities which indicated there would be no overall increase in waste throughput to the Sutton Courtenay site.

Councillor Lilly commended the points raised by the previous speakers. There was no direct benefit to Oxfordshire ratepayers and certainly not to local residents. In the 1970s it had been proposed to restore this area by 2000 now, if this goes ahead, that would extend to 2036. He could not understand why increased levels in traffic on A34 was considered to be acceptable. He chaired the local liaison committee and referred to a constant stream of complaints. Conditions imposed on current operations at the site were not enforceable so it seemed unrealistic to expect this facility to be conditioned any more effectively. Didcot A was to be demolished and with Didcot itself expanding there was a need to retain open space and although the original scheme had been revised it was not, in real terms, that much smaller. There was huge opposition to this from Milton Park neither would the facility support the Science Vale UK LEP initiative. The promise of more night rail activity was appalling and the County Council needed to echo the opposition expressed by all local councils and support the needs of local communities.

Councillor Tanner agreed. The application was for a large building in a rural area and questioned its temporary nature. He felt there was little choice but to refuse.

Councillor Mathew felt need had not been substantiated and proposals to move waste around in this fashion were extraordinary. If permission was granted then

waste should be restricted to the Berkshire, Buckinghamshire and Oxfordshire region with working hours restricted and restoration plans agreed.

Councillor Crabbe had visited the site which prompted him to conclude that the impact of the facility would not be as great as some felt. He questioned the impact on the Western Park housing development and referred to continuing development at Milton Park. The application site was not his idea of a green field site and he felt that pylons across the site were more visually intrusive than this facility, which was a processing building for a waste operation, which would be entirely enclosed within the building with the site itself well screened.

RESOLVED: (on a motion by Councillor Armitage, seconded by Councillor Mathew and carried by 9 votes to 4): that Application SUT/APF/616/64-CM be refused for the following reason:

The proposal was for a large building in the countryside. The need for a waste management facility in this location had not been demonstrated such as to justify overriding the conflict with Countryside and Landscape policies GS2, NE9, NE10 and NE11 of the Vale of White Horse Local Plan 2011 and harm to the landscape and countryside in this immediate area.

36/11 CHANGE OF USE OF LAND FROM PASTURE TO SCHOOL PLAYING FIELD, INTRODUCTION OF LAND DRAINAGE SYSTEM, FENCING, LANDSCAPE PLANTING AND INTRODUCTION OF NEW VEHICULAR ACCESS FOR MAINTENANCE AND EMERGENCY PURPOSES AT FIELD TO THE NORTH OF ASTON ROWANT C OF E PRIMARY SCHOOL, SCHOOL LANE, ASTON ROWANT, WATLINGTON - APPLICATION R3.0056/11

(Agenda No. 8)

The Committee considered (PN8) an application to change the use of land from agriculture to a school playing field.

Daniel Hopkin understood the school's desire for a soft play area but felt the amount of land in question to be disproportionately large for the school's requirements. The field offered privacy for his property. Preliminary proposals for planting were not enough and he sort assurances that the western portion of the field would be retained as it was, the football pitch kept to minimum size, screening between pitch and the rest of the field, a restriction on the number of matches and hours of use to weekdays until 5 pm with no weekend use.

Joy Farrell confirmed that the school had applied for the whole site in order to secure access. It was not intended to use the whole site for playing field purposes and therefore there seemed room for compromise. The school were willing to include hedge planting behind the Old School House property.

RESOLVED: (on a motion by Councillor Mathew, seconded by Councillor Mrs Fulljames and carried by 9 votes to 0) that Application No. R3.0056/11 be approved subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth and Infrastructure) to include the following matters:

1. The development must be carried out strictly in accordance with the particulars contained in the application.
2. The development should commence within 3 years.
3. Submission of details for the protection of retained trees and hedgerows.
4. Submission of a planting and landscaping scheme.
5. Implementation of landscaping scheme.
6. Submission of details of the location and type of fencing to include proposals for hedge planting alongside that section of the application site which was adjacent to the Old School House.
7. The school should update their Travel Plan.
8. Submission of a Construction Traffic Management Plan
9. The playing field should only be used by the school as a school playing field and/or recreational/teaching space.
10. Submission of a surface water drainage scheme.
11. Submission of details of the type and location of storage sheds.
12. Submission of details of the new footpath link between the two sides of the school.

37/11 CHANGE OF USE FROM AGRICULTURE TO SITE FOR THE IMPORT, STORAGE AND SCREENING OF WASTE SOILS TO CREATE TOPSOIL AT SWANNYBROOK FARM, KINGSTON BAGPUIZE - APPLICATION NO MW.0049/11

(Agenda No. 9)

The Committee considered (PN9) an application to change the use of land from agriculture to a site for the import, storage and screening of waste soils.

Robert Mattock spoke in support of the application which would be for a small scale grading and screening operation with no crushing carried out on site. He lived 650 yards from the site and was happy to accept the results of assessments which showed that noise and dust levels would be within acceptable levels.

Responding to Councillor Mathew he confirmed that the applicant had previously operated on another site without planning permission.

Councillor Tilley referred to a number of complaints which had been received to a previous operation but the monitoring officer had confirmed that that operation had ceased and there would be no crushing on site. She asked that if permission was granted then conditions should be strictly monitored and enforced.

Officers were asked to make representations to the Vale of White Horse District Council to try to secure improvements to the general appearance of the Swannybrook Farm complex.

RESOLVED: (on a motion by Councillor Mrs Fulljames, seconded by Councillor Nimmo-Smith and carried 9 votes to 0) that planning permission be granted for the development proposed in Application number MW.0049/11 subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the matters set out below:

1. Complete compliance-detailed plans.
2. Commencement date- 3 years.
3. Operating hours (8am-6pm Monday- Friday, 8am-1pm Saturday, no public/bank holiday working).
4. No hazardous substance to be brought onto the site.
5. No crushing or grinding on site.
6. Additional planting to be carried out along the northern boundary of the site.
7. Detail of the planting to be submitted and agreed.
8. Existing vegetation to be retained and protected.
9. Effective silencers to be used.
10. Noise level not to exceed agreed level.
11. Maximum 6 HGV movements per day. Records of HGV movements to be maintained and accessible for inspection.
12. No reversing beepers or other means of warning of reversing vehicles to be fixed or used on site.
13. No floodlighting to be erected.
14. Internal access road to be kept free from mud and debris.
15. The access road to be sprayed with water to ensure that the passage of lorries does not cause dust to rise into the air.
16. No material to be deposited or stockpiled to height exceeding 3 metres.
17. Access to the site only via access road serving Swannybrook Farm.
18. Signs to be installed and maintained to inform the vehicle drivers about the Rights of Way.

..... in the Chair

Date of signing

Division(s): Sonning Common

Contact Officer: Naomi Woodcock: Oxford 815708

PLANNING & REGULATION COMMITTEE – 24 OCTOBER 2011

RELOCATION OF PEPPARD CE PRIMARY SCHOOL TO LAND ADJACENT TO THE B481. THE DEVELOPMENT PROPOSED INCLUDES: CONSTRUCTION OF 903SQM SINGLE STOREY SCHOOL BUILDING; NEW AND IMPROVED VEHICLE AND PEDESTRIAN ACCESS ARRANGEMENTS ONTO THE B481; 14 ON-SITE CAR PARKING SPACES (INCLUDING 2 DISABLED SPACES) AND CYCLE PARKING; ON-SITE DROP OFF AREA; HARD AND SOFT PLAY AREAS AND GRASS PLAYING PITCH; LANDSCAPING, NEW FENCING AND RETENTION/ IMPROVEMENTS TO EXISTING BOUNDARY TREATMENTS

Report by Deputy Director for Environment & Economy (Growth & Infrastructure)

Location: Land north of the former Dog Public House, Rotherfield Peppard, Henley-on-Thames, Oxfordshire.

Applicant: Oxfordshire County Council

Application No: R3.0065/11

District Council Area: South Oxfordshire

Introduction

1. This application seeks planning permission to relocate Peppard CE Primary School 300 metres to the north of the existing school on Church Lane to a parcel of land adjacent to the B481 Nettlebed to Reading Road.

Location (see site plans)

2. The application site is within the Chilterns Area of Outstanding Natural Beauty (AONB) and located on the northern edge of Rotherfield Peppard. The village conservation area lies immediately to the south of the site.

Site and Setting (see site plans)

3. The application site is a triangular shaped area of open agricultural land which rises by approximately 3 metres from south to north. It is bounded by playing fields (used by Rotherfield United Football Club) to the north, Greys Green golf

course to the east and a restaurant and houses to the south. The B481 runs immediately west along the site.

4. There are a number of dwellings located beyond the B481 to the west, the nearest dwelling is approximately 45 metres from the site boundary. Other nearby dwellings are located immediately to the south of the application site and on Dog Lane. The former Dog Inn (now a restaurant) is the nearest property to the south of the site (approximately 25 metres in distance).
5. Along the eastern boundary of the site runs a public footpath, beyond this to the east is a dense wooded area which partly screens the site from those dwellings to the south of Dog Lane. A mature hedgerow runs along the length of the western boundary which partly screens the site from the B481. The northern boundary is generally open albeit there is an area of low level planting and a cherry tree in the northern corner.
6. The main entrance to the site is situated within its south west corner and is onto the B481/Dog Lane junction via a small access road/lay-by.

Background and Details of the Development

Reasons for proposal

7. Peppard Primary school is currently located on a small site off Church Lane, approximately 300 metres south of the proposed site. It has been there since 1871 and comprises a mix of Victorian and more recent buildings and includes a temporary classroom. The total existing school site area is approximately 800sqm.
8. The school have explained that the existing accommodation is in poor condition and provides poor functional suitability in being structurally unsound and failing to meet modern school accommodation standards. Although on site options of redevelopment/refurbishment have been considered the school explain that due to the small size of the existing site and the constraints of developing within a conservation area it is not feasible to improve the existing school accommodation on site. The school therefore propose to relocate in order to enhance the scale and quality of education provision which can be offered. The County Council as the local educational authority has established that there is a need to maintain the school within the village.
9. A full educational statement has been submitted giving justification of the need to relocate the school, it includes the following reasons:
 - (i) The opportunity to re-launch the school with a new image and vision;
 - (ii) Lack of space in existing buildings to accommodate future curriculum changes;
 - (iii) High maintenance and heating costs of existing accommodation;
 - (iv) Lack of on-site parking and drop off areas at the existing site;

- (v) The existing temporary classroom building has exceeded its life expectancy and is no longer fit for purpose;
 - (vi) Existing outdoor play and learning space is limited as there is no playing field for physical education lessons and the existing playground is cramped;
 - (vii) There is currently no school hall for assemblies, plays or school lunches;
 - (viii) Existing disabled and staff facilities are inadequate;
 - (ix) Outside toilets are still in use;
 - (x) Difficulties during the construction phase of redeveloping the existing site, for example disruption to pupils and disturbance to local residents.
10. Building Bulletin 99¹ sets out space requirements for primary schools and based on the projected pupil numbers the school require a site of 6,800 sq m. The proposed site measures some 8,176 sq m. This is 1,400 sq m above the minimum statutory requirement. This is in part because a drop-off/pick up area is provided, and also simply because of the shape of the site.
11. The existing school currently has some 80 pupils but has the capacity to take 105. The school's catchment area principally consists of Rotherfield Peppard, Rotherfield Greys and Highmoor although some pupils are drawn from further a field. The development proposed is for a replacement school and not a facility designed to take an increase in pupil numbers above the present school capacity.

Proposed school buildings

12. The proposal would provide approximately 900 sq m of buildings accommodating four classrooms, a hall, support areas for special educational needs (SEN), a library and ICT area, staff room, office and reception areas, storage and ancillary circulation areas.
13. The applicant explains that the development has been designed to respect the setting of the village within the AONB and the fact that this is a greenfield site. The proposed building would be located on the eastern boundary of the site and would be single storey extending to 5 metres in height. The building would be cut into the slope of the site to enable it to have a low profile and limit its impact on the surrounding area. The building has been designed to respond to the site characteristics and a key component of this is the use of a long curved wall running through the building and on to the western boundary of the site, this would flow up and down in height and would be visible above the main building roofline by some 1.5 metres. The wall is intended to soften the straight lines of the mono-pitched and flat roofed elements of the building. Gateways for vehicular and pedestrian access would be incorporated in the wall. A curved administration/reception building would signify the entrance to the school.

¹ Building Bulletin 99: Briefing Framework for Primary School Projects (Department for Education and Skills)

14. The choice of materials for the building has been selected both to compliment its setting in the AONB and to be sustainable. The majority of the building elevations (including the curved wall section) would be clad in vertical larch timber with a green staining. The aim is to make the building part of the landscape. Other elevations would be covered using render and cladding panels of various colours. The roof coverings would include the use of raised seam or profiled coated grey steel. The south eastern elevation would have long glazed windows. The aim is to achieve a building with a BREEAM rating of 'Very Good'. This would, in part, be achieved by air source heat pumps and the use of sustainable materials that may be recycled, for example timber.

Parking and vehicle and pedestrian access

15. The vehicle and pedestrian access would be provided at the southern tip of the site from the existing B481/Dog Lane junction through a "lay-by" area from the B481. This lay-by forms part of the public highway. The vehicle access into the site would lead to a turning circle with drop-off/pick up areas alongside. Low level bollard lighting would be used alongside the vehicle and pedestrian access. The drop-off/pick up area would principally be used for pre-school children. Otherwise parents would be expected to use parking on Church Lane (as at present) and walk to the new school site via improved footways (referred to as 'park and stride' in the planning application). The school propose to police the lay-by area during school start and finish times to ensure that it is not used for drop-off/pick and remains clear for access to the school and neighbouring properties.
16. Fourteen car parking spaces for staff and disabled users would be provided within the site adjacent to the western boundary. Although onsite parking for parents is not proposed, the hard play area could be used for over flow parking when events and open evenings are held at the school. Cycle parking would be provided adjacent to the staff car park. The pedestrian entrance would use traditional 5 bar fencing and gates, including a lych gate (a gateway covered with a roof) as a reference to traditional features of Peppard village.
17. The applicant has set out a package of highway safety measures. These include: measures to reinforce the existing speed limits and reduce speed on the adjacent B481 (for example using speed activated signs, buff coloured surfacing with 30mph roundels on the road surface and the creation of village entrance gates); the provision of school warning signs; resurfacing of the carriageway, footways and layby area to improve safety for vehicles, pedestrians and cyclists; realignment of kerbs and the provision of bollards to protect pedestrians and improve driver awareness when accessing the site; the improvement of existing signage to neighbouring uses (for example the adjacent golf course) and improvements to drainage to reduce the risk of ponding on the carriageway surface.

Hard and soft landscaping

18. To accommodate the new vehicle and pedestrian access it would be necessary to remove a section of the hedge along the western site boundary adjacent to

the B481. The remainder of this hedge would be retained. Four new cherry trees and one beech tree would be planted alongside this boundary to compensate for the section of hedgerow lost. A new hedgerow is proposed along the eastern boundary with a cherry tree and two beech trees also being planted along the northern boundary. Two copper beech trees would be planted in the middle of the vehicle turning circle. Hard surfaces for vehicles, parking and play areas would be constructed using tarmac which would be broken up with grassed areas and other artificial surfaces.

19. 1.8 metre and 2 metre high green weldmesh fencing would be erected along the eastern and northern boundaries of the site respectively. New timber gates would be used at the main entrance to ensure site security outside of school hours. Inside the site low level fencing would be provided to separate play space/areas and a 1.8 metre high weldmesh fence would be erected around the hard play area.

Outdoor learning and play

20. Each classroom would have its own outdoor space for external play and learning. A dedicated foundation play area would be created adjacent to the building. A hard play area would be located adjacent to the western site boundary and a grassed sports pitch close to the north east boundary (north of the new buildings). An open area of playing field would be created between the two.

Documents submitted with the planning application

21. The application includes the following supporting documents:
 - Design and Access Statement
 - Justification Statement
 - Statement of Community Involvement
 - Landscape Proposals
 - Transport Assessment and proposed Highways Mitigation Measures
 - Travel Plan
 - Flood Risk Assessment
 - Ecological Assessment
 - Drainage Assessment
 - Sustainability Statement
 - Archaeology Statement

Consultations

22. The application was originally submitted to the Planning Authority in May 2011. As a result of responses to the first consultation further information from the applicant was submitted in relation to proposed highway safety measures. This amended information was available for further comment during September 2011.
23. A summary of the consultation responses and third party representations is set out in Annex 1. Copies of all responses are available in the Member's Resource Centre.

Development Plan and other Policies

24. Planning applications should be decided in accordance with the development plan unless material considerations indicate otherwise. The relevant development plan documents are:

South Oxfordshire Local Plan 2011 (SOLP). The relevant policies are as follows: CF2, C1, C2, G3, G4, G6, D1, T1, T2, T3, EP2, EP3, EP6, EP8.

The South East Plan 2026 (SEP). The relevant policies are as follows: S3, S6, C3.

The South East Plan (SEP) forms part of the Development Plan, however, the Government has made it clear that it intends to abolish regional strategies. Whilst this intention is a material consideration, legislation to achieve this is at an early stage of development in the parliamentary process, and therefore the weight attached to that intention is limited accordingly.

25. Planning Policy Statement 23 – Planning and Pollution Control (PPS23) and Planning Policy Statement – Planning for Schools Development (August 2011) are also relevant.
26. All relevant policies are set out in the Policy Annex attached to this Agenda.

Comments of the Deputy Director for Environment & Economy (Growth and Infrastructure)

27. The key planning issues to be considered with this application are:

- (i) Need for a new school;
- (ii) Proposed location and design of the development;
- (iii) Traffic and highways matters;
- (iv) Other environmental matters;
- (v) Other matters.

- (i) Need for a new school

28. The school has identified a need to relocate as the existing school buildings have structural problems and the site is cramped. Policy CF2 of the SOLP supports additional community facilities provided that there are no overriding amenity, environmental or traffic objections or conflicts with other policies in the plan. Policies S3 and S6 of the SE Plan support the provision of additional educational and community facilities. Policy C3 of the SE Plan encourages proposals which support the social well-being of communities within AONBs provided that they do not conflict with the aim of conserving and enhancing natural beauty. The Government's policy Statement on Planning for Schools Development states that *'the planning system should operate in a positive manner when dealing with proposals for the creation of state-funded schools'* and that *'local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their*

planning decisions'. One of the policy statements principles is that *'there should be a presumption in favour of such development'*.

29. Concern has been raised as to whether the village needs a new school of this size. However, many local residents support the application and comment that the existing school site is cramped and unfit for its purpose. These residents have also expressed concern that parents are sending their children to schools outside of the village and therefore this development would positively support the local community.
30. In my view there is a well established need for the provision of a replacement school given that there is insufficient space on the existing school site to improve accommodation either through extensions or redevelopment. Providing a replacement school within the village would be more sustainable and would enable and encourage parents to send their children to the local primary school. Although concerns have been raised about the need for a school of the size proposed the development will in fact be for a like-for-like replacement school rather than for a larger capacity intended to draw children from a wider catchment. The nature of the site allows for a school layout that will exceed minimum space standards and that can be viewed as a positive benefit to the local community. I therefore consider that the application is strongly supported by policies in the SOLP and SE Plan that seek to improve facilities within existing settlements where there are clearly deficiencies. The development is also strongly supported by the Government's policy statement on the development of state-funded schools.
31. Whilst the need for the development is established, amenity, environmental and traffic implications must be assessed and these are dealt with below.

(ii) Proposed location and design of the development

32. The application site is on the edge of the existing village and is undeveloped; it is in the Chilterns Area of Outstanding Natural Beauty (AONB). Policy C3 of the SE Plan requires proposals for development in AONB's to have regard to their setting and for the emphasis to be on small-scale developments that are sustainably located and designed. This policy also supports developments that support the well being of communities in AONB's provided that it does not conflict with the aim of conserving and enhancing natural beauty. Policy C2 of the SOLP advises that development that would harm the beauty of the AONB will not be permitted. Policy G4 of the SOLP seeks to protect the countryside by restricting new development within the countryside, in open gaps between settlements and on the edge of settlements where the built up area would be extended. Policy C1 of the SOLP seeks to conserve and enhance local landscape. All new built development should incorporate good design and this is particularly relevant for this proposal given its location. Policies G6, C2 and D1 of the SOLP seek to ensure design is appropriate and sympathetic to the site and surrounding local area.
33. Objectors argue that the development will harm the character of the area. On the other hand the District and Parish Councils are supportive of the proposal. Whilst the Chilterns AONB authority does not object to the development in

principle they are concerned with the use of some of the proposed materials, namely coloured cladding panels. Other concerns have been expressed that the zinc roof would not be in keeping with the surrounding area and that the proposed building would be visible from the B481. The District Council are supportive of the development in its location given the educational need; they also consider that the design reflects the proposed location. Residents who support the application have commented that the design and materials would be sympathetic to the AONB and in keeping with the village.

Location of the development

34. Turning first to the issue of whether the development would be on the edge of the existing settlement extending its built-up area. Whilst the application site is situated between a golf course, the local football club and residential development the site cannot be considered to be within the built-up area of the existing village. It is a greenfield site that is on the edge of the existing area of *built* development. In my opinion the proposal would extend the built up area of the existing settlement into the countryside. Policy G4 of the SOLP seeks to restrict such types of development. However, it has been clearly established that there is a need for this proposal in order to support the local community from an educational perspective. The site is well located in relation to the existing village and as discussed in paragraph 35 below the visual impact of the new school buildings would not be significant. In my view the educational need for the school to relocate and within a location that is central to the existing village outweighs any conflict with policy G4 of the SOLP in terms of extending the village's built-up area.
35. The application site is within the Chilterns AONB and it is important that the proposal should not conflict with policies that seek to protect such areas. To be acceptable the development must be of a scale and type appropriate to the area. In my view, in the context of its location in the village this proposal does not represent a major development within the AONB and the building proposed is of a scale that is in-keeping with the existing settlement and this part of the AONB. The proposed building has been designed to have a generally low profile by keeping roof lines low and by cutting the building into the slope of the site. It would be set back from the B481 towards the eastern boundary adjacent to mature and dense woodland planting. I agree with the applicant's justification that visually the new development would not be prominent in the landscape or when viewed from the surrounding area given: its position on the site; the low profile of the building; the backdrop of woodland to east and the retained hedgerow planting along the western boundary of the site adjacent to the B481.

Design of the development

36. Policy CO2 of the SOLP requires development in the AONB to be sympathetic in terms of design and materials used. The buildings design and materials are proposed to reflect traditional elements of the Chilterns and the surrounding area whilst providing a modern appearance to an educational facility. In my opinion the overall design of the building is acceptable and features such as the curved wall add interest to its appearance whilst ensuring it maintains of low profile and limited in its scale.

37. The majority of the building would be clad in green timber panels which I consider to be an appropriate material for this location given the rural feel. It would also limit its appearance in the landscape. The elevations would incorporate some sections of coloured render and cladding to break up each elevation and to add interest. The Chilterns AONB Conservation Board argues that more traditional materials such as brick or flint would be more appropriate. Whilst these traditional materials would work I consider that the use of coloured cladding and render sections would be appropriate given that they are small in their size (the majority of the elevations would be timber clad and/or glazed) and would seek to break up the elevations by using a mix of materials. The majority of these sections would also be along the south east elevation. This elevation is screened from the woodland to the east and not visible from other view points around the site. A small section of coloured cladding would be used in the south west elevation but this should not be visible due to the mature hedgerow along the western site boundary. Overall these coloured sections would add interest to but not dominate the appearance of the building.
38. The proposed roof materials include the use of grey coloured steel to the pitched sections. In order to maintain the buildings low profile these pitches have been kept shallow and this ensures that the appearance of the roof materials would be limited. Whilst overall the choice of materials for the building is considered to be acceptable in principle I recommend a condition to require the final specification of each material to be submitted and agreed. In particular the roof finish to ensure that the grey steel has a dull finish as opposed to being 'shiny' or 'reflective' and the coloured sections of the elevations are sympathetic. This should ensure that all materials are appropriate and sympathetic to the AONB and the wider area and therefore there would be no conflict with policies G6, C2 and D1 of the SOLP.
39. Overall the visual impact of the development in the landscape would be limited due to the design and position of the school building, the use of materials sympathetic to the AONB and the use of the existing landscaping to set the building against and screen it from the surrounding area. Other features of the development such as parking areas and play spaces would also be well screened by existing planting. In my view therefore the development would not harm the special landscape character, setting and beauty of AONB and the proposal does not conflict with policy C3 of the SE Plan or C1 or C2 of the SOLP. The development incorporates high quality design and materials and is sympathetic to the AONB and the surrounding area; it is therefore consistent with policies G6, C2 and D1 of the SOLP.

(iii) Traffic and highways matters

40. The application effectively means moving the existing school from one part of the village to another. There are no proposals to increase the pupil capacity of the school. Nevertheless, the traffic and highway implications of this relocation need to be considered carefully to ensure that the development can be acceptable.

41. Policy T1 of the SOLP requires developments to provide a safe and convenient access to the highway network for all movements. Policy T2 also requires developments to incorporate provision for parking and turning/drop off areas whilst Policy T3 of the SOLP requires a transport assessment for proposals that have significant transport implications. Policy CF2 of the SOLP supports additional community facilities provided there are no overriding traffic objections whilst policy G3 favours development proposals which are well related to existing services and facilities and would not give rise to increases in traffic in rural areas.
42. A number of detailed objections have been raised in relation to highways safety, these points are summarised in Annex 1. Residents and parents who support the application have commented that the parking and vehicular arrangements have been well thought out and that parents who walk to the existing school site would continue to walk to the new site. Transport Officers originally had concerns that the change in location of the school had not been fully mitigated in terms of highways safety. For example how parking and drop off areas would be managed and what measures would be introduced to reduce speed on the B481.

Increase in traffic within the village

43. In my view the development would not have a significant negative impact in terms of increasing traffic within the village given that the development is for a replacement of the existing school only. The school would continue to serve the existing village and surrounding catchment parishes and provides a sustainable location for access to the community. This is in accordance with policy G3 of the SOLP.

Parking and drop-off

44. It is important that children that walk to the existing school can continue to do so to the new school and that the change in location does not raise highways safety issues for all concerned locally within the village, including neighbouring residents and businesses.
45. Although no formal parking would be provided for parents on the school site, a drop off and pick up area would be created on the school site for parents of pre-school age and school buses. This can ensure that there are limited impacts on the B481. Parents with non-preschool age children would be encouraged to park on Church Lane and walk to the school and I consider that this can be done so safely with the proposed improvements to the footways in place. Measures are also proposed which would reduce the speed of traffic on the B481 past the school site and where children would walk from Church Lane.

Site access

46. Some local residents have expressed concerns regarding the safety of the proposed access from the B481 into the site but again the design of the access in conjunction with the safety measures proposed should allow safe and convenient access for all users of the school and those neighbouring residents and businesses. The peak flow of movements to and from school would not

conflict with peak flow of movements visiting the neighbouring restaurant and golf course.

47. The applicant has carried out considerable work prior to the application being submitted and during consultation in order to overcome highway safety concerns. The application was accompanied by a full transport assessment. Transport Officers have carefully considered the merits of this application and taking account of the additional measures proposed have come to the view that the proposed highways safety measures would allow for the safe operation of the school. They have no objections subject to a number of conditions. Taking into account the matters raised as discussed above and subject to the inclusion of conditions to ensure that all the proposed highways safety measures are implemented prior to the first use of the development I consider that the proposals are consistent with policies T1, T2 or CF2 of the SOLP and the development is acceptable in traffic and highway safety terms.

(iv) Other environmental matters

Impact on neighbouring land uses and residents

48. The new school would be located on a greenfield site on the edge of the existing settlement and currently not in use for activities that generate noise and disturbance. Those residential properties nearest to the development site are to the west and south beyond the B481 and Dog Lane whilst there is a restaurant located immediately to the south of the site.
49. Policies EP2 and EP3 of the SOLP seek to protect existing occupiers from noise and light associated with new development whilst policy CF2 supports the provision of new community facilities provided that there are no overriding amenity objections. Some concern has been raised regarding the impact of the school on those nearest residential properties, including increases in light pollution. The District Council have no objection from an amenity point of view and do not consider the development would be oppressive for adjoining neighbours.
50. The site would only be used during normal school hours. The school have not asked to make the school buildings or external play areas available for wider community use during evenings or weekends. In my view the use proposed on the site does not raise significant issues in terms of noise particularly since activities on the site as a whole would be undertaken during school hours only. Those properties potentially most affected by the development (see paragraph 4) are also located beyond and adjacent to the B481 meaning that they are not immediately adjacent to those noisiest activities that would take place, for example out door play and sports. The actual school building is also well set back from these dwellings. Existing landscaping would be retained around the western perimeter of the site and would provide some privacy to those properties to the west.
51. No floodlighting is proposed for the external play and sports areas. Lighting is proposed around site access areas but this would be in the form of low level bollard style lighting to assist pedestrians.

52. In my view the development does not conflict with policies EP2, EP3 and CF2 of the SOLP as I do not consider there to be any overriding harm to residential amenity by way of noise or light pollution. Conditions can be imposed to restrict the use of external play and sports areas to school hours only and the final details of the proposed external lighting can be agreed.

Landscaping

53. The development proposes the removal of a section (approximately 15m in length) of the mature hedgerow along the western boundary of the site to create the new access. The remainder of this hedge would be retained. The site is currently an open grassed field so no other planting would be lost to development. New tree, hedgerow and shrub planting are proposed in various locations across the site. Policies C1 and D1 of the SOLP seek to protect existing landscaping and ensure new developments include high quality new landscaping.
54. One respondent has expressed concern that cutting back part of the hedgerow along the western boundary would affect the rural appearance of the entrance to the village. In my view the removal of a small section of the existing boundary hedgerow would have only a limited impact on the overall rural appearance of the village.
55. The proposal seeks to make use of existing landscape features such as hedgerows and woodlands to ensure that the site as a whole fits into the surrounding landscape. The new landscaping proposed across the site would include a new hedgerow along the eastern boundary and new beech and cherry tree planting along the northern and western boundary. This new landscaping is beneficial and would help soften and enhance its overall appearance in the village context. Conditions can be imposed to require the final details of the proposed landscaping scheme to be submitted and agreed.
56. It will be important to ensure existing trees and hedgerows are protected during the construction works. Details can be required through condition.
57. Overall I do not consider that the proposed development raises significant issues in relation to landscaping (either proposed or existing) and as such there is no conflict with policies C1 and D1 of the SOLP.

Biodiversity

58. The Council's Planning Ecologist has no objection to the application. She has assessed the application in terms of its impact on European Protected Species such as great crested newts and bats. She considers they are unlikely to be present. In such circumstances no further consideration of the Conservation of Habitats & Species Regulations is necessary. The Ecologist considers that the landscape proposals have the potential for biodiversity enhancements and recommends a number of conditions to ensure protection and enhancement of biodiversity. These are set out in the recommendation.

Drainage

59. Policy EP6 of the SOLP requires development proposals to demonstrate that surface water management systems would effectively mitigate any adverse effects from surface water run off. The County Council's Drainage Engineer has no objection to the development in principle but has requested that the final drainage scheme for the development is submitted and agreed prior to the commencement of the development. It should incorporate the use of a Sustainable Drainage System (SUDS).

Land contamination

60. Policy EP8 of the SOLP prevents development on contaminated land unless the contamination is effectively treated by the developer. The Environmental Health Officer at the district council has requested that a land contamination condition should be imposed requiring the applicant to investigate for contamination before the development commences and if necessary, remediate the site before the development is occupied. This is necessary because school development is regarded in Planning Policy Statement 23 – Planning and Pollution Control (PPS23) as a particularly sensitive use to any land contamination. Although previous uses of the site suggest that contamination is unlikely an investigation of the site should be carried out before development starts.

Street furniture

61. Comments have been made expressing concern about the use of school/road signage and bollards as it would urbanise the village. The proposed highways safety measures (see paragraph 17) would affect the appearance of the street scene in the village. Nevertheless, the highway advice is that these measures are necessary to discourage speeding and help reduce the likelihood of accidents, particularly important around a school. I consider that the need for such street furniture outweighs any harm that it would have on the appearance of the village.

(v) Other matters

62. One resident has expressed dissatisfaction about the length of the consultation period and the level of publicity undertaken. The consultation period ran for the statutory period of 21 days and was supplemented with a second period to allow comment on the set of highway safety measures. Site notices were erected around the proposed site and an advert was placed in the local newspaper in the normal way. Notification letters were sent to adjacent landowners and residents who live close to the proposed site and the existing school site. Responses received during and after the 21 day consultation periods have been summarised at Annex 1. It is also noteworthy that the applicant carried out pre-application engagement with the local community, statutory consultees and other bodies.

63. A neighbouring landowner has put forward alternative land adjacent to the application site where they consider a new school could be built and/or where parking and drop areas for parents could be provided. These options have been forwarded to the applicant. The application before you is for the development of a new school on the land within the submitted planning application and therefore the merits of this site only need to be considered. There is no policy requirement for the applicant to assess alternative sites in order to establish whether other sites might also be suitable for the development proposed.

Conclusion

64. The need for the replacement of the existing school has been clearly identified. Relocation of the school would allow it to secure its long term future and ensure that those pupils within its catchment attend their local school helping to maintain the viability of Rotherfield Peppard and by ensuring that the village school remains an integral part of the existing community.
65. The impact of the development on the edge of the existing village and within the AONB is limited due to the design of the development as a whole, including the height of the building, its materials and the use of existing and proposed landscaping. The scale of the development proposed is appropriate to this part of the AONB. The development would not lead to an increase in traffic on the local highway network. There are genuine concerns about highway safety. However, the applicant has carried out extensive work to ensure that these concerns can be fully mitigated.
66. The impact on a number of neighbouring dwellings and businesses has been fully considered. Whilst the nearest dwellings and properties are less than 45 metres from the proposed site I do not consider that there would be undue noise or other amenity impacts given the types of activities that would be carried out on site limited to normal school operating hours.
67. In my view the application does not raise any overriding issues that would conflict with the requirement of a *'presumption in favour'* of this type of development as set out in the Government's policy statement on schools development. The policy statement also requires all parties to work together at an early stage to plan for such developments and to shape strong planning applications. The applicant has carried out extensive work in order to ensure that this is the case. Overall I consider that the development is consistent with this policy statement and in my view there is no conflict with policy CF2 or other relevant development plan policies in the SOLP as I do not consider there to be any overriding amenity, environmental or traffic objections to the development.

Recommendation

68. **It is RECOMMENDED that subject to a unilateral undertaking being first agreed to ensure that a contribution is made towards the provision of improved highway safety measures in the local area Application No. R3.0065/11 be approved subject to conditions to be determined by the**

**Deputy Director for Environment & Economy (Growth and Infrastructure)
to include the following matters:**

- 1. The development must be carried out strictly in accordance with the particulars contained in the application and the plans accompanying.**
- 2. Commencement of the development within 3 years.**
- 3. Submission and agreement of the external materials.**
- 4. Retained trees and hedges to be protected during construction works.**
- 5. Submission and agreement of a landscaping scheme - to include species mix, plant size, planting layout and spacing.**
- 6. Landscaping scheme to be implemented within first planting season following the completion of the development.**
- 7. Removal of hedgerow to be carried out outside of the bird breeding season.**
- 8. Submission and agreement of external lighting details and hours of use.**
- 9. Submission and agreement of land contamination assessment. Should contamination be found on site the submission and agreement of remedial strategy.**
- 10. Relocation of electricity transformer before the proposed development is brought into use.**
- 11. Submission and agreement of full details of proposed renewable energy technologies within the development.**
- 12. Submission and agreement of fencing details.**
- 13. External play areas and sports pitches to be used during school hours only.**
- 14. The school's existing Travel Plan to be updated to take account of the proposed new location.**
- 15. Submission and agreement of the detailed design of the scheme of highways safety mitigation measures, including the submission of a Road Safety Audit which shall be used to inform the final detailed design of such measures.**
- 16. Scheme of final highways safety mitigation measures to be implemented before use of the school.**

17. **Submission and agreement of the final details of parking, drop-off and turning areas. Such areas shall be implemented before use of the school.**
18. **Submission and agreement of cycle parking facilities.**
19. **Submission and agreement of construction traffic management plan.**
20. **Submission and agreement of a drainage scheme, including the use of SUDS.**
21. **Submission and agreement of final details of footways surfacing.**

Informatives:

Archaeological informative – If archaeological finds do occur during development, the County Archaeologist shall be notified in order that he may visit the site and advise as necessary.

Contaminated land informative – If contamination is found to be present on site the applicant is requested to liaise with South Oxfordshire District Council's Environmental Health team prior to the submission of a remedial strategy.

MartinTugwell
Deputy Director (Growth & Infrastructure)

File Ref: R3.0065/11 8.3/7182/2

October 2011

Consultation Responses and Third Party Representations

(Copies of all responses are available in the Member's Resource Centre)

An initial period of consultation and notification was carried out in May/June 2011. A further period of consultation was carried out in September 2011 on amendments to the applicaiton. A summary of all responses is set out below:

1. Consultations

May/June 2011 comments:

a) South Oxfordshire District Council – No objection. The site lies within the Chilterns AONB and would extend the limits of built development at Peppard. However, the development is to serve the educational needs of the local parishes which is considered to be a material planning consideration and the impact on the AONB would not be as great as other sites given that it is contained within existing hedges and woodland. The existing school has been demonstrated to be inadequate for modern education and other locations are likely to be less sustainable. Do not consider that the school would overlook or be oppressive to the adjoining properties. The design of the school has been formulated to reflect its location. The accommodation should be restricted to state education only, external lighting should be controlled and the pole mounted transformer at the front of the site should be removed to enhance the sites setting.

b) South Oxfordshire District Council Environmental Health Officer – No objection. Should any land contamination be found on the site it should be remediated before the development is occupied.

c) Rotherfield Peppard Parish Council – No objection. Comment that access via the B481 lay-by should be dependant on disciplined behaviour from parents when dropping off and collecting children. Suggest that: i) any required road safety measures should not detract from the rural appearance of this part of the B481, ii) measures should be put in place to protect the access to Dog Lane, the golf course and Ruchetta Restaurant, iii) adequate parking arrangements be put in place for existing users of the lay-by (e.g walkers and restaurant customers).

d) Rotherfield Greys Parish Council – No objection. The design of the proposed building is much liked. Have concerns about the parking provision during school peak periods but understand that this issue is being resolved.

e) Highmoor Parish Council – No objection.

f) Chilterns AONB Conservation Board - No objection to the principle of the development. The building has adopted a generally low profile and this is welcomed. Users of the site should be guided to the entrance by the layout of the paths within the site. Objects to the use of large, coloured mineral fibre wall cladding panels. Suggests that: i) these are replaced with materials that are in keeping with the local contexts (e.g. brick, traditionally constructed flint work or wood), ii) lime based render

is used rather than light coloured render as it would weather better and improve the environmental credentials of the building, iii) specific conditions are imposed to make the scheme as sustainable as possible.

g) Nettlebed and District Commons Conservators – The relocation of the school does not affect the village Common. The School Travel Plan is very thorough and its objectives and actions are welcomed.

h) English Heritage – The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

i) Environment Agency – No objection.

j) Sport England – No objection. The proposed development would not impact on any existing sport facilities.

k) Archaeology – The proposal does not appear to directly affect any presently known archaeological sites. If archaeological finds do occur during the development the applicant should notify the County Archaeologist so that he can advise as necessary. This only need be an informative.

l) County Planning Ecologist – The ecological survey indicates that European Protected Species are unlikely to be present. No further consideration to the Conservation and Habitat Regulation is necessary. The landscaping scheme has potential for ecological enhancements. Suggests that a landscaping scheme is submitted for approval and that trees/hedgerow felling or coppicing should not be undertaken during the bird breeding season.

m) Rights of Way – The application does not affect any recorded public rights of way. However care should be taken for fencing and landscaping to avoid the footpath that runs down the eastern boundary of the site. There has been a history of poor surface water drainage of the lay-by section of the roadway from the B481 and this should be improved.

n) Transport Development Control – Submit a holding objection as the proposals do not adequately address the different context in which the proposed school would be situated compared to the existing village green location. The change to the location of the new school has not been mitigated for in terms of highway safety design measures, including dropping off facilities and the need to reduce speed of passing traffic on the adjacent B481.

September 2011 comments:

a) South Oxfordshire District Council - No comments to make on the amendments.

b) Rotherfield Greys Parish Council – Support proposed changes with one comment as to whether the proposed white gates on the highway will effectively reduce speed.

c) Sonning Common Parish Council - Concerned that the provision for off-road parking for parents dropping off and picking up their children are inadequate. Consequently there is a serious risk of on road parking on the B481 on either side of

the school by parents not wishing to park in locations well away from the school. The B481 is a major link road and is busy at all times and this will inevitably cause congestion and traffic hazards at either end of the school day.

d) Chilterns AONB Conservation Board – No comments to make on the amendments.

e) Nettlebed and District Commons Conservators – No objection to the proposed safety measures. Any surfacing of footways on the common should not be tarmac.

f) English Heritage – No comments to make on the amendments.

g) County Forester – Any agreed landscaping scheme must have a built in aftercare programme, preferably for three years.

h) Transport Development Control – No objection subject to conditions to cover the following matters:

- Travel Plan – shall be provided for the encouragement of the use of sustainable modes of transport to the development;
- Road Safety Audit, Highways Mitigation and Access Measures – a detailed design to deliver these highway safety measures shall be submitted for approval in line with the principles already established in the proposed highways measures drawing;
- Parking – final details of parking and turning areas shall be submitted and approved;
- Drainage – a Sustainable Drainage System (SUD's) for the site shall be submitted and approved;
- Cycle Parking Facilities – details of which shall be submitted and approved;
- Construction Traffic Management Plan – shall be submitted and approved.

2. Third Party Representations

May/June 2011 comments:

35 letters have been received from local residents and other third parties supporting the application. They make the following points:

- The existing school is cramped and not fit for purpose;
- The school has outgrown the existing site and needs updating;
- The development would help secure the long term future of the school;
- Existing school numbers are decreasing as the school lacks the complete range of educational facilities. The new school site would encourage parents to send children to the local primary school;
- The development would be beneficial to the whole community;
- The proposed parking arrangements and vehicular access have been well thought out;
- The site is well located in the village so parents would continue to walk to school;
- The design and materials of the new building would be sympathetic to the AONB and would be in keeping with the village;
- The visual aspects of the unused field would be greatly improved;

- Warning signs around the school would improve road safety and discourage drivers from speeding along the B481.

11 letters objecting to or expressing concern about the application have been received from local residents and other third parties. They make the following points:

- No provisions to mitigate the impact of traffic and road safety issues;
- Environmental and visual impact on the character and appearance of the village, Peppard Common and AONB;
- The use of the lay-by for access is not safe and will block access to Dog Lane;
- The application does not consider the unpredictable behaviour of small children when considering whether drop off areas area safe;
- The application must be considered in the same way as any other application;
- Proposals for access and staff and bus parking are inadequate;
- The drop off area is not practical and will be difficult to police;
- The development will make it unsafe for users of the adjacent bridleway;
- The park and stride proposal will not work in practice given how far children will have to walk;
- Congestion at drop-off times is already considerable and this will continue;
- Pedestrian routes to the site will be unsafe;
- The new access would have an impact on the adjacent golf course business, for example parents cars would block the route into the golf course;
- Parents may use the golf course car park;
- No specific details are provided of the new access into the site;
- The surface of the lay-by needs to be maintained during construction works;
- Previous planning applications for the golf course have been refused due to traffic and highways reasons. OCC now seem to consider the proposals are acceptable;
- It is unclear why a school of this size is needed;
- The development would lead to an increase in parking on grass verges on the Common;
- The proposed development does not seem to resolve the issues relating to playing field access;
- Speeding needs to be addressed and an opportunity to calm traffic by using a roundabout has been missed;
- Impact on local businesses;
- Residents should be informed of any travel improvements proposed as part of the school travel plan;
- The site is not suitable. The school should move to the south of Drays Lane and east of Church Lane;
- The coloured cladding, zinc roof and school signs would be harmful to the rural character of the village;
- It is unclear how the building would be low lying on the site;
- New landscaping should be mature and deciduous to provide an effective screen in autumn and winter;
- The lights would increase light pollution;
- Road signs, bollards and other street furniture would urbanise the village;
- Wildlife may be affected by the development;
- The culvert at the entrance to Dog Lane overflows when it rains, additional hard surfacing would exacerbate this issue;

- It is unclear whether Scottish and Southern Electricity are happy to reposition the electricity transformer and how this would be achieved;
- Concerns about the level and timing of the consultation on the application.

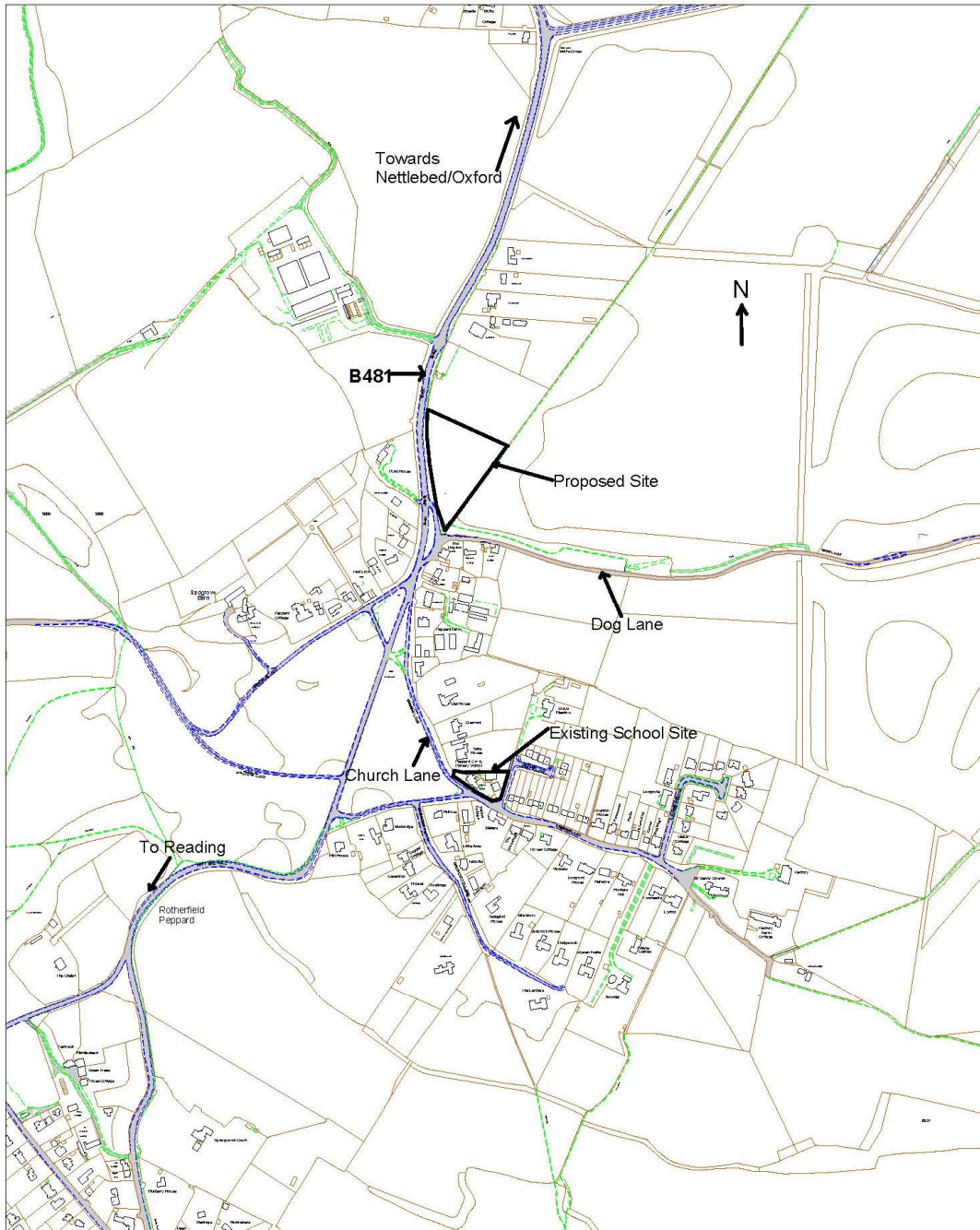
September 2011 comments:

44 letters have been received supporting the proposed highways measures from local residents or other third parties. They make the following points:

- The highways measures will seek to reduce and calm traffic speed on the B481 and benefit children attending the school and the community as a whole;
- They will improve vehicle access onto the B481 by reducing speed;
- The measures will not detract from the appearance of the village;

7 letters objecting or expressing concern to the proposed highways measures have been received from local residents or other third parties. They make the following points:

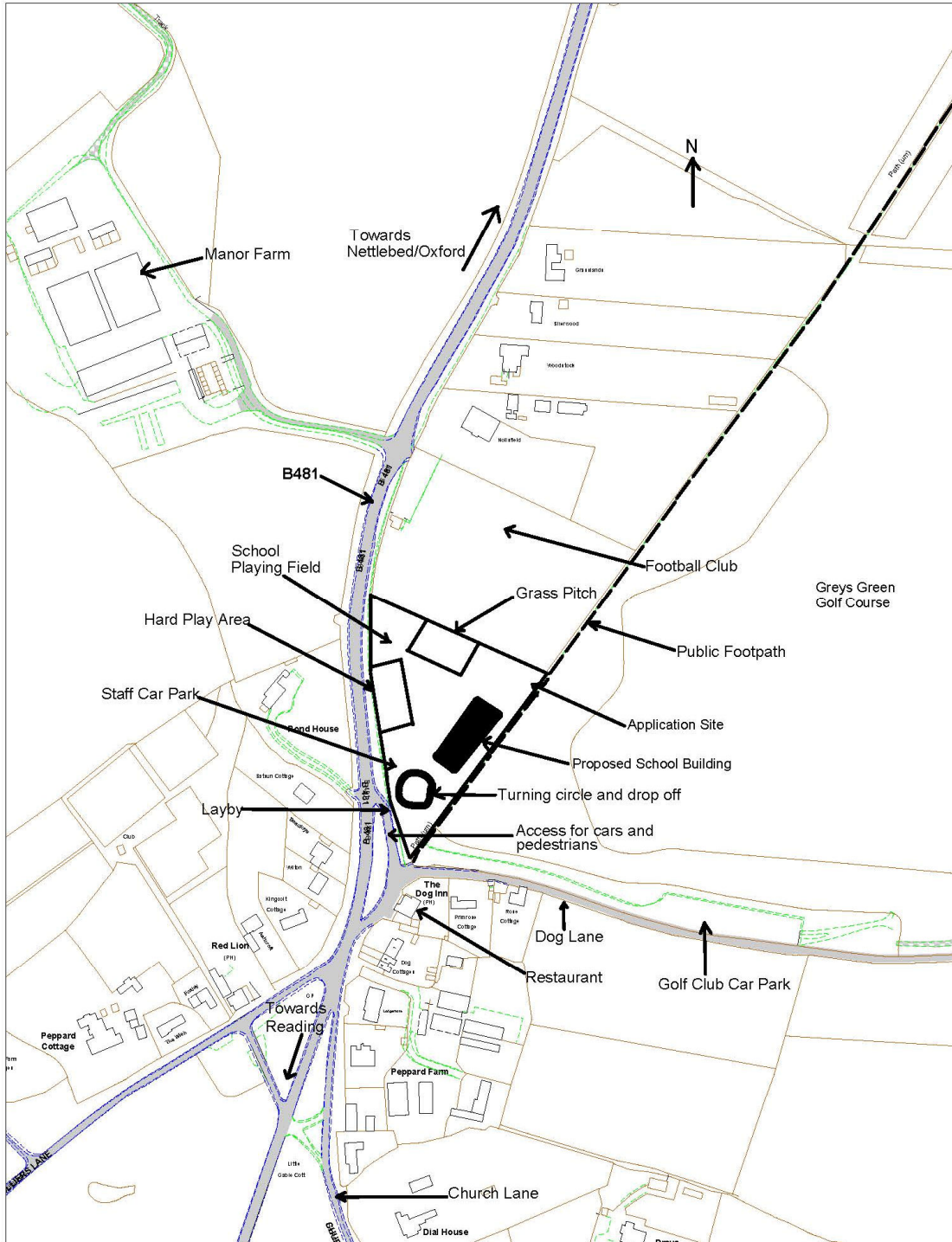
- The amendments are cosmetic in trying to squeeze the development into an inadequately sized and inappropriately located site;
- Parents will park where they like regardless of signs and bollards, this will cause traffic blockages in the 'lay-by' and on the B481;
- The lay-by is needed for its current use and previous Planning Inspectors have said space within it is insufficient and it should be kept clear;
- OCC highways have previously resisted any increase in traffic through the 'lay-by' to the adjacent golf club. This development will cause an increase of use of through the 'lay-by', therefore OCC highways must be consistent in their decision making;
- The development would negatively impact on the access for the adjacent golf course;
- Alternative land adjacent to the proposed development site could more appropriately accommodate the school and/or drop off and parking areas. This land would not overlook houses and would have more suitable vehicle access onto the B481;
- Walking to the school from the common along the busy B481 will be dangerous;
- The aesthetics of the village, the common and the AONB will be damaged and urbanised by the bollards, signs, gateways and kerbs;
- No evidence is provided as to how the amendments will improve safety, they are likely to increase risks;
- There is no acknowledgement of the unpredictable behaviour of small children when using the 'park and stride' and whether parents will adhere to using it correctly;
- Speed activated signs, posts and bollards, village gates and realignment of kerbs will not be effective in improving safety or reducing speeding;
- Realignment of the kerbline at the southern access will increase the amount of queuing for the entrance from traffic entering from the south;
- Replacing kerbs and resurfacing accesses will be ineffectual;
- Improvements to the junction of the B481 and Church Lane will not work;
- The proposal as a whole has inappropriate provision of parking, poor vehicle access and dropping off and picking up areas;
- The proposed 'Park and Stride' will not be effective.



This plan shows only an indication of the proposed development and should not be scaled from.

Peppard CE Primary School: Plan B

Application No. R3.0065/11



This plan shows only an indication of the proposed development and should not be scaled from

This page is intentionally left blank

Division(s): Kidlington & Yarnton

Contact Officer: Taufiq Islam (mohammad.islam@oxfordshire.gov.uk)
Tel: 01865 815884

PLANNING & REGULATION COMMITTEE – 24 OCTOBER 2011

CONSTRUCTION OF STORAGE BAYS AND LORRY WASH DOWN AREA, EXTENSION OF CONCRETE PAD AND RELOCATION OF FUEL TANKS

Report by Deputy Director for Environment & Economy (Growth & Infrastructure)

Location: Worton Farm, Yarnton

Applicant: Worton Farm Ltd.

Application No: MW.0116/11

District Council Area: Cherwell District/ WODC (for access road only)

Introduction

1. Worton Farm near Yarnton has a number of waste management activities with a mix of permanent and temporary planning permissions.
2. The complex includes a skip waste recycling and transfer business and a construction & demolition waste recycling operation run by M&M Skip Hire (both with the benefit of permanent consents). This planning application seeks permanent consent for a covered storage building intended as an improvement to the skip waste and construction and demolition waste facilities.
3. The application also proposes to extend a concrete pad across the northern part of the main recycling yard. A wash down facility for the lorries and relocation of the existing fuel tanks to the northern edge of the site is also proposed.

Location

4. The application site is located in the Oxford Green Belt about 500 metres (0.3 miles) north of the A40 approximately 3 kilometres (1.9 miles) west of Oxford. The site lies about 1 kilometre (0.6 miles) east of Cassington and 500 metres (0.3 miles) south west of Yarnton.

The Site and its Setting (See plan 1)

5. The total area of the M&M site is 3.5 hectares in size. The proposed development would be confined within a small area (0.45 hectares). The site

already contains a range of buildings related to the waste management activities. It is set in a gently sloping landscape rising northwards from the A40 to the Oxford -Worcester railway line which passes about 130 metres to the north of the site. The land surrounding the site has been the subject of substantial mineral working, much of which has now been restored (mainly to lakes, but also to farmland). Immediately to the south of the site is an AD facility which has replaced previously approved composting operations. A planning permission has been granted recently for construction of a slurry lagoon associated with the AD plant, which is located to the west of the application site.

6. The nearest village is Yarnton which is about 500 metres to the northeast of the site, Cassington lies about 1.3 kilometres to the west. The nearest dwellings are Rectory Cottages on the eastern side of Worton village, approximately 500 metres to the west of the site, and Yarnton Manor House, approximately 500 metres to the north east.
7. A Special Area of Conservation (SAC) and an SSSI are located approximately 550 metres to the south of the site, south of the A40. No footpaths or sites of designated archaeological interest are affected by the proposal.

Details of the Development (See plan 2)

8. The proposal is to extend the existing concrete pad across the northern part of the main recycling yard, and to construct a series of covered bays around the perimeter inside the existing screen bunding. A wash down facility for the lorries would also be provided and the fuel tanks moved from southern to the northern edge of the site.
9. The new bays would be arranged in an L-shape along the northern edge of the recycling yard within the existing bunding that defines the edge of the site. The two parts of the L would be 99 metres and 63 metres in length. The bays would be 9 metres deep and of varying widths depending on the particular materials to be stored. They would be constructed with materials such as wooden railway sleepers or steel sheeting within an outer shell building constructed of steel uprights and steel cladding. The roof of the structures would be 5 metres at the ridge sloping down to 4.5 metres at the back.
10. The height of the structure covering the bays is defined by the need for lorries to be able to tip waste under cover. The structures proposed are of a simple utilitarian design, which is consistent with that of the existing waste transfer shed. The steel cladding would be painted in a matt colour matching the existing buildings with the intention that the bays blend into their surroundings.
11. The bays would be used to store items such as: green waste, soil, compost (for blending with soil), screened compost, blended soil, mulch (oversized compost), bagged compost, plasterboard, sorted metals, and sorted waste products. Some of these materials were previously accommodated on the composting site (which has been replaced by the AD facility).
12. The proposal is intended to improve management of the existing waste activities on the site; there would be no increase in the permitted throughput

(between 85,000 to 100,000 tonnes per year) and no change to existing lorry movements (312 movements (156 in, 156 out) per day) associated with the site.

13. The access to the site would remain as existing, a long concreted haul route onto well designed junctions directly onto the A40.

Consultation Responses and Representations

Cherwell District Council (Planning & Environmental Health)

14. Object. The development constitutes inappropriate development in the Oxford Green Belt affecting its openness and for which very special circumstances are not considered to outweigh the harm that would be caused. The proposal is therefore contrary to Planning Policy Guidance 2 (PPG2), Policy CO4 of the South East Plan 2009, Cherwell Local Plan policy GB1 and Non-Statutory Local Plan 2011 policy GB1”.

The District Environmental Health Officer (EHO) is still to comment on the proposal.

West Oxfordshire District Council (Planning & Environmental Health)

15. No Objection.

Yarnton Parish Council

16. No Objection.

Cassington Parish Council

17. No comments received yet.

Natural England

18. No objection to the proposal.

Environment Agency

19. No objection.

Ministry of Defence (MOD)

20. No objection.

Oxford Green Belt Network

21. No objection to the proposal. They request that the existing landscaping around the site is conserved. The storage bays would seem to be a sensible provision in the light of what goes on at this site and should help to keep it tidier.

Transport Development Control

22. No objection. The proposal would not increase vehicular movements to/from the site and would not have any significant impact upon the highway network.

County Ecologist Planner

23. No objection to the proposed development from a biodiversity point of view.

County Archaeologist

24. No objection.

Third Party Representations

25. No representations from the public have been received.

Relevant Planning Policies (see policy annex attached to this Agenda)

26. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
27. The Development Plan for this area comprises the South East Plan (SEP), the saved policies of the Oxfordshire Structure Plan and the Oxfordshire Minerals and Waste Local Plan (OMWLP) and the adopted Cherwell Local Plan (CLP).
28. Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10) and Planning Policy Guidance 2 (PPG 2) on Green Belts are also relevant.
29. The South East Plan (SEP) forms part of the Development Plan, however, the Government has made it clear that it intends to abolish regional strategies. Whilst this intention is a material consideration, legislation to achieve this is at an early stage of development in the parliamentary process, and therefore the weight attached to that intention is limited accordingly.
30. All relevant policies are listed in the policy annex. The Development Plan Policies that need to be considered in deciding this application are : (i) South East Plan – W4, W17, CO4, C4,; (ii) Oxfordshire Mineral and Waste Local Plan – W3, W4, W5, CY4 and iii) Cherwell Local Plan (CLP) – GB1, C7, ENV1

Planning Policy Statement 10 (PPS10) – Sustainable Waste Management and Planning Policy Guidance 2 (PPG2) – Green Belt are also relevant

Comments of the Deputy Director for Growth and Infrastructure

31. The main issues to address in deciding this application are -
- (i) the acceptability of the proposed development in this Green Belt location,
 - (ii) whether there is a need for the development,

- (iii) whether the impacts on local residents can be controlled satisfactorily and
- (iv) the impact of the development on the rural landscape,

Green Belt

32. The development is located in the Oxford Green Belt. Although it is proposed on an existing permanent waste recycling site (with the associated buildings and structures) this proposal would involve the construction of further permanent buildings (up to 5 meters in height). The development proposed is not one which is listed in PPG2 and SEP policy CO4 as an acceptable use in the green belt. The Committee must therefore be satisfied that very special circumstances exist to justify overriding normal green belt policy; otherwise the proposal should be refused.
33. The construction of the new bays and hard standing would provide much needed improvements to the operation of the site. They would allow the operation to be far more efficiently managed, enable the site to be better maintained and kept in a clean and tidy state. Such improvements to the efficiency of the operation would have the knock on effect of helping to improve the recycling taking place and improve recycling rates at the site.
34. It has been mention in paragraph 32 that very special circumstances are required to allow this development in the Green Belt. In this instance I would say that the circumstances to be considered are as following:
- There is a significant need for waste management facilities of this nature to help move waste up the waste hierarchy. This site already makes a significant contribution to waste recycling targets in the County and it can continue to do so if improved facilities are provided within the site to manage the waste more efficiently. Oxford Green Belt Network supports the intention of the proposal stating that the storage bays would seem to be a sensible provision in the light of what goes on at this site and should help to keep it tidier. I agree with this statement.
 - Recycling sites such as this are best placed close to the main sources of waste or well related to where the recycled product can be used – this site is within 2 miles of the edge of Oxford, which is one of the main centres of development activity in the County. The site is well linked to the highway network to serve that market. Any site that is located as close, and as conveniently, as this one to Oxford is likely to be within the Green Belt. The site is also well connected to the main road network to serve Oxfordshire more generally;
 - Any development such as this should preferably be located in an area with compatible land uses – the site proposed is located alongside an existing anaerobic digestion plant (permanent consent). These facilities have been allowed to be established here because of the good transport links and proximity to the main centre of Oxford. Allowing the proposals would ensure that this site can handle the waste arising within the County in a

more efficient manner, and should assist in increasing the benefits and economies of scale that the site already generates;

- The site is located away from residential dwellings, is already well screened and further screen planting is proposed to take place. The proposed bays are not be significant in size and height in the context of other waste management buildings on site; they would be significantly lower than other buildings within the site. The distance between the site and the nearest properties means that direct environmental impacts in term of noise, dust and odour would be limited. We can help to ensure that such problems do not arise by imposition conditions.
- Policy W17 of the SEP advises that waste management facilities should not be precluded from Green Belts if the objectives of more environmentally sustainable forms of waste management are to be met.

My view therefore is that the development within the existing permitted site would enable significantly improved management of waste operations with associated improvements to waste recycling targets and as such the proposal is justified in that the wider environmental and sustainability benefits can represent very special circumstances that justify overriding Green Belt policy.

Need for development at this location

35. The Council has already granted permission for the existing recycling operations that take place at this site. As part of the Committee's consideration of the merits of that proposal the Committee was satisfied that there was a need for the facility and that in this case the Worton Farm site was an appropriate location for a permanent facility notwithstanding its Green Belt designation.
36. The structures proposed, together with the extended concrete pad, would increase the efficiency of the operation by improving the management of the site and would assist in improving recycling rates. There is a clear benefit therefore in allowing the development.

Impact on local residents

37. The application site is located about 500 metres from the nearest house. Recycling activity does generate a certain level of noise and dust. The existing operations have been operating now for some time without any significant problems in terms of noise and dust nuisance. Whilst at this point we do not have the benefit of advice from the District Environmental Health officer, the confinement of this activity within structures is likely to reduce further spread of dust and reduce noise impacts to neighbouring land uses. The proposal therefore, satisfies OMWLP policy W3 (c) and CLP policy ENV1.

Impact on the rural landscape

38. OMWLP policy W5, SEP policy C4 and policy C7 of the CLP seek to provide additional screening to the existing facility and also seek to protect and enhance landscape.
39. The site is in open countryside although it is in an area that has been the subject of mineral extraction and waste management activities for many years. The site is well screened and the planting and bunding around the north and western sides of the site were retained as part of the previous planning permission. In addition the bunding around the construction and demolition (C&D) waste recycling area has been made a permanent feature and is to be planted up with indigenous species as a continuation of the existing planting around the site. Further planting and screening measures are proposed to be undertaken in connection with the recently permitted AD facility (to the south -west of the site) to improve the visual and landscape aspect of the wider waste management complex. In view of these planting and landscape proposals the site should be well screened and should not unacceptably damage the local landscape.

Other Environmental Impacts

40. The proposed new drainage system would ensure that the proposed development would not pose unacceptable risk to the water environment and it is in accordance with OMWLP policy W3 (d).
41. European Protected Species are unlikely to be present and the Planning Ecologist has raised no objection to the proposals. No further consideration of the Conservation & Habitats Regulations is in my view necessary in this case therefore.
42. The land which makes up the haul road to the site is part of the old dismantled railway which it is proposed should provide or enable a pedestrian/cycle route between Eynsham, Cassington and Yarnton. This is required by policy CY4 of the OMWLP. The applicant has already contributed financially via a legal agreement (as part of the previous planning permission for this site) towards the provision of the new route.

Conclusion

43. This is a proposal for a permanent development contrary to Green belt objectives and the committee must be satisfied that there are very special circumstances to override this important policy.
44. This is an existing well established waste site which would become more efficient by way of the development proposed which would also lessen the impact of the waste recycling activity on surrounding amenity (reduced noise and dust) if the proposal were to be permitted.
45. The visual harm of the new structures in my opinion is limited, the site is well screened and the development should be seen in the context of other buildings and activities on the site and immediately adjoining areas.

46. The benefits of the proposal are as such that they would enable waste recycling rates to be improved in a much better controlled site with lower environmental impacts. Such benefits in view outweigh the fact that the proposal is contrary to normal green belt objectives. In my view there are very special circumstances to justify overriding Green Belt policy in this case. I therefore recommend that permission is granted subject to appropriate conditions.

RECOMMENDATION

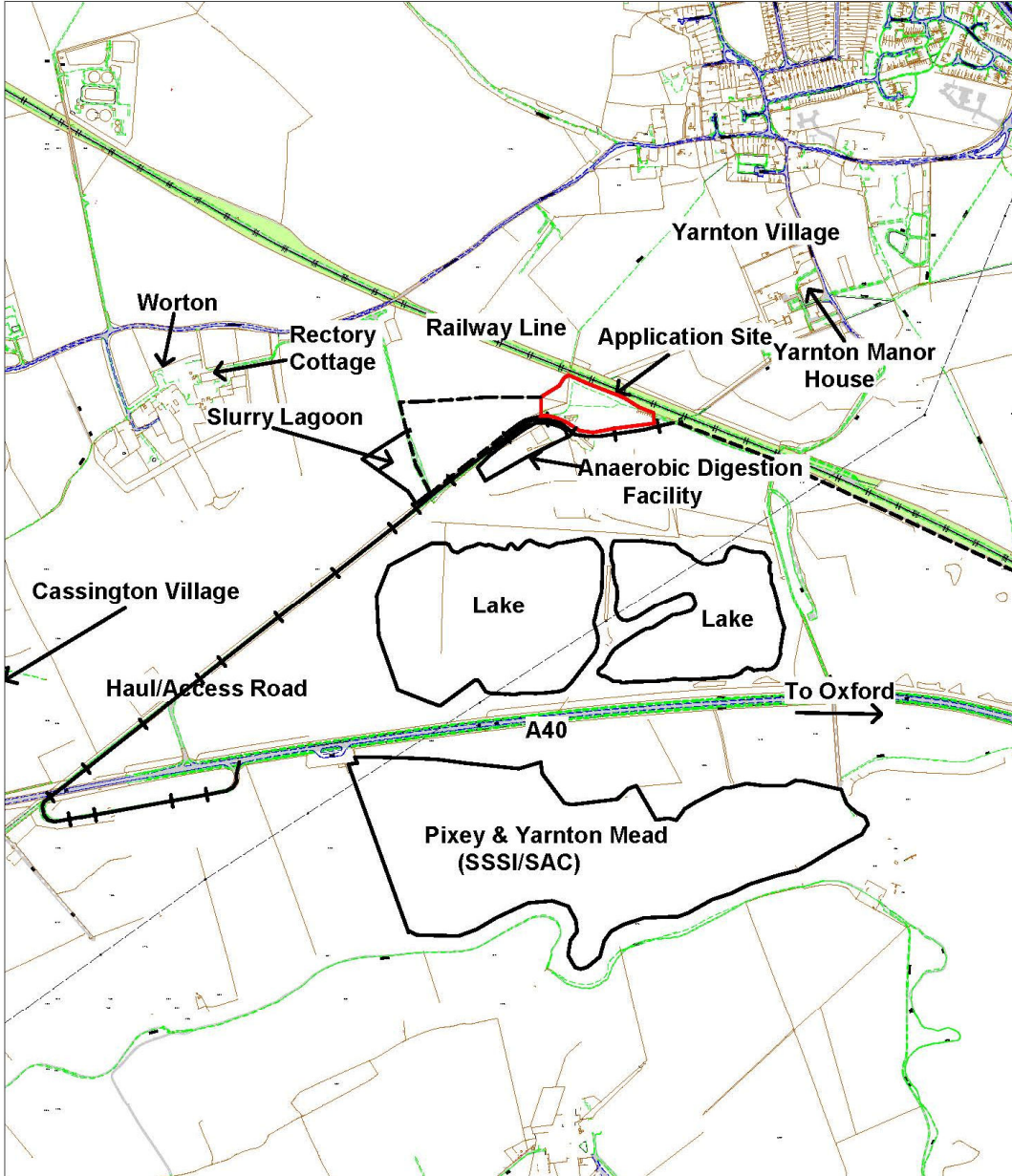
47. It is **RECOMMENDED** that, planning permission for application no. **MW.0116/11** is granted subject to conditions to be determined by the **Deputy Director for Growth and Infrastructure** dealing with matters outlined below:

1. **Detailed compliance condition**
2. **Commencement date – within 3 years**
3. **Standard operating hours.**
4. **Existing vegetation to be retained and protected**
5. **Tree planting and boundary fencing scheme to be carried out as agreed.**
6. **Bund specifications (including height, angles and maintenance requirements) to be implemented as agreed.**
7. **Effective silencers on vehicles, plant and equipment to be implemented**
8. **External building materials to be agreed**
9. **Site signage on A40 to be kept to a minimum**
10. **Sweeping of access road and adjacent site to be carried out at regular intervals as required.**
11. **Existing dust control measures to be maintained**

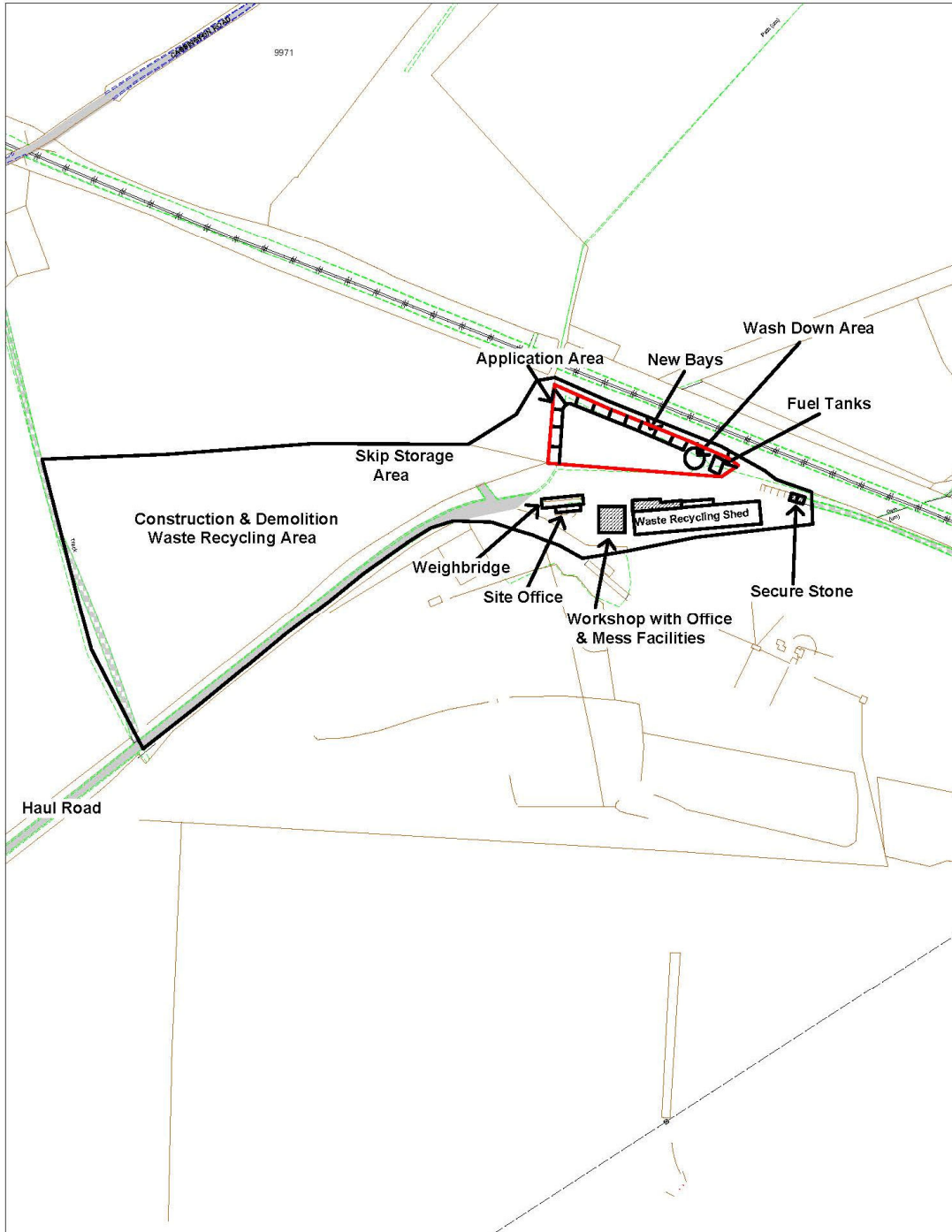
MARTIN TUGWELL
Deputy Director (Growth & Infrastructure)

File Ref:
October 2011

Plan 1 (MW.0116/11)



Plan 2 (MW.0116/11)



Division(s): Didcot South

Contact Officer: John Hamilton (john.hamilton@oxfordshire.gov.uk)
Tel. No. 01865 815584

PLANNING AND REGULATION COMMITTEE – 24 OCTOBER 2011

CONSTRUCTION OF A TEMPORARY WORKS COMPOUND (FOR A TEMPORARY PERIOD OF 2 YEARS) IN ASSOCIATION WITH THE REDEVELOPMENT OF DIDCOT PARKWAY STATION FORECOURT – COMPOUND TO INCLUDE OFFICE AND WELFARE ACCOMMODATION, CAR PARKING, MATERIALS AND MACHINERY STORAGE AND PERIMETER LIGHTING

**Report by Deputy Director for Environment & Economy (Growth &
Infrastructure)**

Location: Land at Station Road, Didcot

Applicant: Oxfordshire County Council

Application No: R3.0103/11

District Council Area: South Oxfordshire

Introduction

1. Planning permission was granted by this Council in 2009 for the redevelopment of the existing forecourt at Didcot Parkway railway station in order to create a new transport interchange. The latter is part of a programme of investment in strategic transport infrastructure by both the County Council and South Oxfordshire District Council that will support the growth and economy of Didcot and Science Vale UK. As part of this development, a temporary works compound is required for the duration of the contract. This application seeks permission for that temporary compound.

Location

2. The site lies centrally in Didcot just over 300 metres to the south east of Didcot Parkway Station. The town centre is about 150 metres further to the south.

The site and setting (see plan)

3. The site is located on the eastern side of Station Road and measures 0.27 ha in area (84 metres long by 29 metres wide). There are residential properties immediately opposite the site on the western side of Station Road (15.5

metres away). This area is designated as the Station Road Conservation Area (the application site is not within the Conservation Area). There are dwellings immediately to the north (the gable end of the nearest property in White Leys Close is 9.5 metres away). To the east is the service yard for the nearby Sainsburys Superstore.

Details of the development

4. The site was previously used as a temporary construction compound for the redevelopment of Didcot town centre. It is enclosed by a solid wooden fence with two metal gates at the north and south ends of the site. Access is into Station Road.
5. Within the works compound would be a site office, a meeting room, canteen and toilets along with storage areas for machinery and materials. Perimeter lighting would be provided for the health and safety of site operatives and visitors. All the buildings would be single storey. Stockpiles of materials would not exceed 3 metres. The majority of deliveries of materials will be directly to the work area at the station, but it is proposed that some materials (such as pallets of bricks and paving) which cannot be stored securely at the point of use, be delivered to the site compound for secure storage.
6. Ten car parking spaces would be provided within the site. Electricity would be by mains connection; there would be no generators used within the compound.
7. Entry to the site would be direct from Station Road by means of the gate in the south west corner of the site. Vehicles would leave the site via the existing opening in the north west corner of the site. This one way flow should help improve safety both within the compound and on Station Road.
8. Works on the station forecourt are due to start shortly and are scheduled to be completed by May 2013.

Consultation responses and representations

9. *South Oxfordshire District Council* (Planning and Environmental Health) – No objection subject to the following conditions:
 - no maintenance of vehicles or heavy machinery to take place within the compound;
 - no screening or crushing of aggregate in the compound;
 - all activities relating to the compound to be carried out in accordance with the submitted Construction Environmental Management Plan and Site Waste Management Plan.

Didcot Town Council – No response received.

Environment Agency – Proposal is deemed to have a low environmental risk so no individual response to be made.

English Heritage – No comments to offer. Application should be determined in accordance with national and local policy guidance.

County Archaeologist – Site lies in an area of some archaeological interest. However, the small scale nature of the proposals do not justify a detailed archaeological response.

County Ecologist – No wildlife interest therefore no comment.

Highway Engineers (Drainage) – No surface water from within the site should enter onto the highway or into the highway drainage system without a (temporary) licence to drain it. Temporary soakaways and/or SUDS could be considered.

Transport Development Control – No objections subject to the following conditions:

- 1) proposed gates should not open outwards onto Station Road;
- 2) details of works at the site entrance e.g. dropped kerbs to be submitted and agreed;
- 3) measures to be implemented to ensure there is no mud brought onto the highway;
- 4) no parking of vehicles on Station Road opposite the site exit.

Third Party Representations

10. Three responses have been received from local residents. Two of the responses, whilst not objecting to the application, raise concerns about the hours of operation at the site (i.e. will there be evening and weekend working); and whether the evaluation exercise relating to possible alternative sites for the compound has been properly carried out (they suggest that the Foxhall Road Car Park (about 500 metres to the west of the Railway Station, over Foxhall Bridge) would be more appropriate in that it would have less of an impact on neighbouring residential properties (in terms of traffic, parking and noise) would have a minimal impact on the local environment. One of the responses requests that if permission is granted for the Station Road site, conditions should be attached to cover the following issues:

- Trees on site to be retained
- Working hours restricted to:

Monday-Friday	7.30-18.00
Saturday	7.30-13.00

 No Sunday or Bank Holiday working.
 (These are similar to those in place at the site when the town centre was redeveloped).
- Banksmen to be used when vehicles enter Station Road.
- Number of parking spaces within site to be maximised to reduce need for parking on Station Road.

11. The third response received strongly objects to the proposal for the following reasons:

- The site has been used for several years as a site compound and local residents have had to put up with the disturbance it generates for that length of time.
- Screening/vegetation is not sufficient to alleviate noise pollution and noise levels will be unreasonable.
- Proposal will generate dust which will impact on immediate area.
- Adverse visual impact of the site and light pollution at night.

Relevant Planning Policies

12. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
13. The Development Plan comprises the South East Plan (SEP) and the South Oxfordshire Local Plan (SOLP). Central government however has made it clear that it intends to abolish regional strategies. Whilst this intention is a material consideration, legislation to achieve this is at an early stage of development in the parliamentary process, and therefore the weight attached to that intention is limited accordingly.
14. All relevant policies are listed in the policy annex attached to this Committee Agenda. The key issues relate to:
 - The need for the development.
 - The impact of the development on the residential amenities of neighbouring properties.

SEP policies CC6 and CC7 and SOLP policies DID10, T4, T5, EP2, EP3 and CF2 are particularly pertinent to this proposal.

Comments of the Deputy Director (Growth & Infrastructure)

15. Redevelopment of Didcot Parkway Railway Station forecourt was granted back in 2009 in accordance with Policies DID10, T4 and T5 of the SOLP. Policy DID10 supports 'development related to the expansion of railway transport services and the improvement of interchange facilities' and Policies T4 and T5 support proposals 'which improve public transport facilities and access to rail services'. Work is due to commence on the forecourt improvement shortly and a contractor's compound is an essential requirement to enable this project to happen.
16. As part of the submission of this application the applicant has provided information on the various alternative sites that have been assessed as possible temporary compounds for the station forecourt works. A number of these are within the existing forecourt site itself but were rejected because of lack of space and the difficulties this would create in phasing the construction work.
17. One of the alternatives considered was the railway's Foxhall Road car park (about 500 metres to the west along Station Road and over Foxhall Bridge –

see plan 2). This option is the one suggested as the most preferable location by one of the respondents as they consider that it would have less of an impact on the residential amenities of neighbouring properties. It is acknowledged that the impact on residential amenity would be less at the Foxhall Road Car Park but this site would be significantly further from the forecourt redevelopment site than the Station Road site and it would have a significant impact on railway car parking provision and disruption to the general operation of the station. For these reasons it was rejected as an option.

18. The application site is currently unused but has been used as a construction compound in the recent past. It is conveniently located for the station forecourt work area and should allow the project to be delivered in a shorter timeframe by reducing the physical impact on the station itself. Whilst having some amenity impact on the houses to the west of Station Road (and the Conservation Area), this impact is mitigated by the existing fencing and vegetation screen. The site can be reinstated very quickly and a temporary (2 year) period is proposed.
19. The visual impact of activity at the compound can be mitigated by repairing and repainting the existing boundary fence and ensuring that any existing planting is retained. Lighting is proposed within the compound but light spillage should be minimised by the use of modern light cowlings arrangements to direct light down and into the compound rather than outside. Noise has been mentioned as a concern; the site adjoins the Sainsburys Superstore serving yard which has deliveries throughout the day and late into the evening and it is located close to the main shopping area and cinema. With these activities taking place, the compound should not increase noise levels significantly. The District Environmental Health Officer (whose views are incorporated into the formal response from SODC) has indicated that he has no objection to the proposal subject to conditions to cover issues such as maintenance of vehicles, crushing of aggregates and operations to comply with the submitted Construction Environmental Management Plan (CEMP).
20. The CEMP is a site management document which outlines the steps the contractor would follow to ensure that, whilst working on site, there is no detriment to both the health and safety of staff and third parties, including neighbours, and to ensure that impacts on environment and amenity are minimised to an acceptable level. This document can form part of the documents approved as part of any consent given.
21. The proposed comprehensive improvements to the forecourt at Didcot Parkway Railway Station is part of a programme of investment by the County and District Councils to improve transport infrastructure as part of the growth and economic development of Didcot. A construction compound is required to facilitate these improvements. I consider that the use of this site as a construction compound is acceptable for a temporary period and that amenity and environmental impacts particularly on nearby residents can be adequately mitigated. It accords with Development Plan policies therefore and permission is recommended.

Recommendation

22. It is **RECOMMENDED** that Application No. R3.0103/11 (for the construction of a temporary works compound (for a temporary period of 2 years) in association with the redevelopment of the Didcot Parkway Station forecourt) be approved subject to conditions to be determined by the Deputy Director (Growth and Infrastructure) but to include the following matters:
1. Detailed compliance.
 2. Temporary permission – 2 years only.
 3. All activities relating to the compound shall be carried out in accordance with the submitted Construction Environmental Management Plan and Site Waste Management Plan.
 4. No screening or crushing of aggregate in the compound.
 5. No maintenance of vehicles or heavy machinery to take place within the compound.
 6. Site entrance/exit gates to open inwards only.
 7. Details of works to site entrance/exit points (e.g. provision of dropped kerbs) to be submitted, agreed and implemented before site brought into use.
 8. Measures to be implemented to ensure there is no mud/debris brought onto the highway.
 9. No parking of vehicles on Station Road particularly opposite the site entrance.
 10. Existing shrubs/trees on site perimeter to be retained.
 11. Working hours be restricted to 08.00-18.00 hours Monday-Friday, 08.00-13.00 hours Saturdays. No Sunday or Bank Holiday working.
 12. Existing boundary fence to be repainted and repaired where necessary.
 13. Surface water drainage details to be submitted and agreed.
 14. Any stockpiles of materials shall not exceed 3m in height.
 15. Lighting details to be submitted and agreed before site is brought into use.

Informative:

- **Archaeological Informative.**

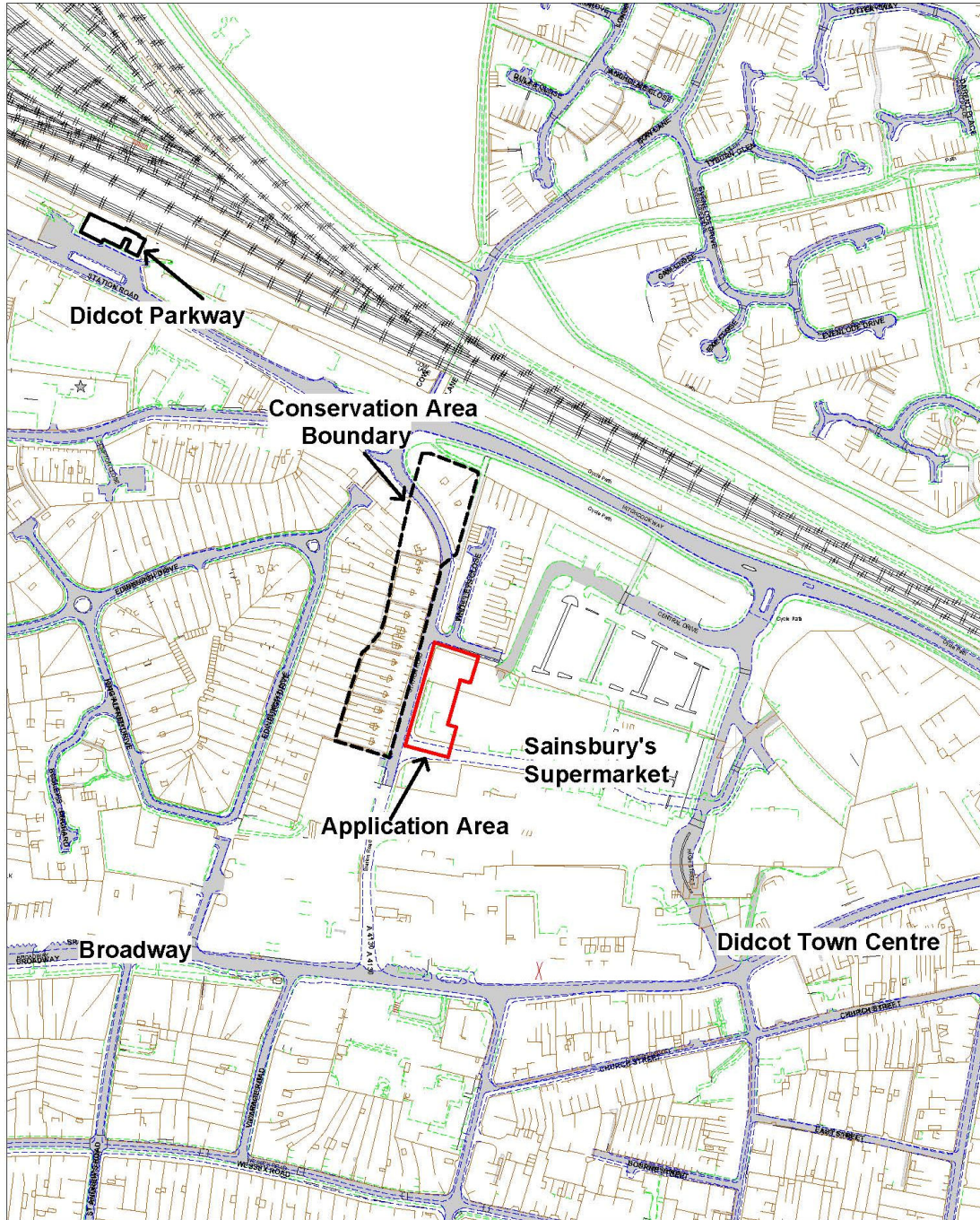
MARTIN TUGWELL
Deputy Director (Growth & Infrastructure)

File Ref. MW.0103/11

October 2011

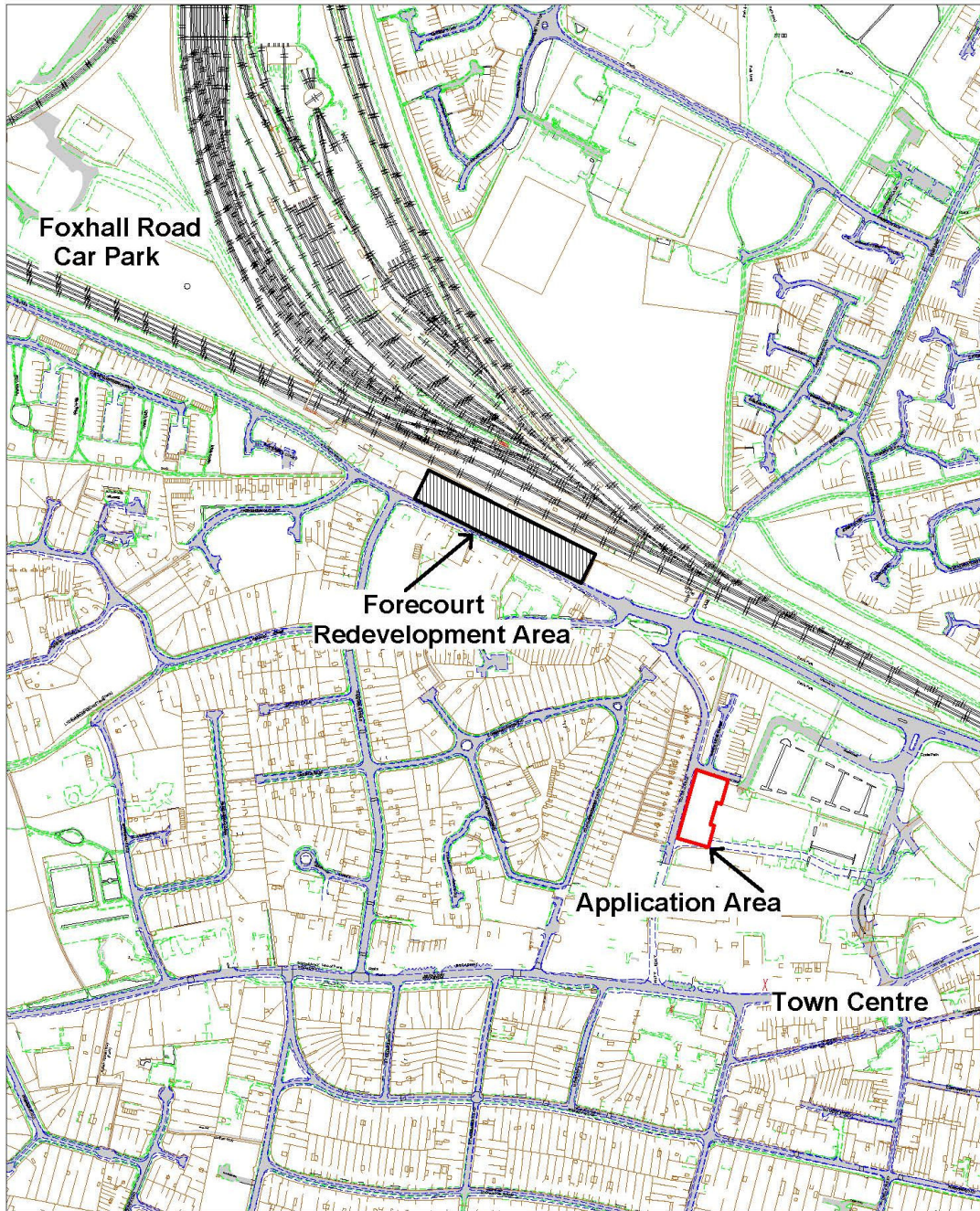
Station Road, Didcot (Plan 1)

Application No: R3.0103/11



Station Road, Didcot (Plan 2)

Application No: R3.0103/11



Division(s): All

Contact Officer: Chris Hodgkinson (chris.hodgkinson@oxfordshire.gov.uk)
Tel : Oxford 01865 815872

PLANNING & REGULATION COMMITTEE – 24 OCTOBER 2011

PROGRESS REPORT ON MINERALS AND WASTE SITE MONITORING AND ENFORCEMENT

Report by the Deputy Director for Environment & Economy – Growth & Infrastructure

Introduction

1. This report updates members on the regular monitoring of minerals and waste planning permissions and on the progress of enforcement cases for the period 1 April 11 to 30 September 11.

Compliance Monitoring Visits

2. County Council officers endeavour to pursue and foster good working relationships with operators following the grant of planning permission. The effective monitoring of sites can avoid problems developing and by acting in a proactive manner we can be a positive educator of good practice. This approach can avoid the necessity to act in a reactive way after problems emerge and can avoid the need for enforcement action. Through our efforts we seek to:
 - I. identify potential problems early and avoid them developing;
 - II. minimise the need to resort to enforcement or other action;
 - III. encourage good practice in the first instance thus reducing the need to apply sanctions against bad practice;
 - IV. review planning decisions and agreements made with the County Council;
 - V. facilitate regular liaison and dialogue between operators, the public/local community representatives and the council officers.
3. All sites with planning permission are regularly visited on a formal basis. A written report is produced following a site visit and shared with the site occupant. Where elements of non compliance with a consent are identified this

- can result in subsequent compliance with matters that are outstanding or in a planning application being made to regularise unauthorised activities on site.
4. Annex 1 provides a schedule of all the sites we monitor. It includes two columns, one which sets out the target visits for the period 1 April 11 to 31 March 12. The second column sets out the number of compliance monitoring visits that were carried out for the first six months of this period being 1 April 11 to 30 September 11. For this six month period, 46% of the target visits are completed.
 5. In order to try and achieve good environmental standards countywide, officers have committed to monitoring 312 planning permissions across all of the 145 mineral and waste related sites in Oxfordshire. However, you will see that some sites have a zero target, these are low risk, small scale or dormant sites (such as sewage treatment works) which we record but will only visit every other year.
 6. Of all the sites, 54 fall within the remit of Government Regulations that allow the council to charge a fee for conditions monitoring, in that they relate directly to the winning and working of mineral permissions or directly to land filling permissions. The 54 sites are split as follows; 25 mineral sites, 21 land filling operations and 8 dormant mineral/landfill sites. These 'Chargeable Sites' are shaded grey in Annex 1.
 7. The remaining non-chargeable sites include scrap yards, recycling operations, waste transfer stations, sewage works and composting operations.
 8. The current 'full' charge is £288 for an active site and £96 for a dormant site were activity is not taking place.
 9. Officers determine the target number of visits for each site on a "risk assessment" basis for each site drawing on the following points:
 - I. sensitivity of location
 - II. size and type of development
 - III. number and complexity of planning conditions
 - IV. number of issues requiring monitoring input
 - V. the stage and pace of development
 - VI. whether the operator carries ISO 14001 (recognised best practice)
 - VII. breaches of planning control that are or have been observed
 - VIII. complaints received for the site
 10. There is an opportunity for operators to enter into discussions on how the Council has reached its decision for the number of visits scheduled per year. Having set a target for the number of visits per annum, officers keep the frequency of actual visits under review and adjust the frequency particularly taking account of IV, VII and VIII above.

Enforcement

11. Annex 2 to this report sets out alleged breaches of planning control and the progress toward remedying those breaches of substance.
12. All operators are made aware of an allegation of a breach in planning control that has been made against them.

13. Annex 2 includes all cases which are currently being investigated regardless of when they were received. When a case is closed it will appear on the progress report as 'Case Closed' with a summary of the outcome.
14. Unless the case is a proven breach and formal enforcement action taken then no inference on the character of the operator should be drawn from an allegation.
15. A glossary of terms used in Annex 3 is attached. The Senior Planning Enforcement Officer can be contacted for further information in respect of any of these cases if necessary.

Monitoring and Enforcement Service

16. The routine monitoring programme continues to pay dividends by increasing compliance with planning conditions, and in identifying and rectifying matters where conditions are not being complied with on all mineral and waste planning permissions.
17. The service is generally well received by householders, liaison committees, parish and town councils with access to compliance reports providing a basis for discussions with operators on the progress on sites in their locality. It seeks to provide a timely response to local people's concerns and serves to pre-empt issues which are likely to affect the amenities of an area. There are nevertheless occasions when local people have expectations about the actions that can be taken and are frustrated by the time it can take to resolve disputes. It is not always appreciated for instance, that whilst the carrying out of development without a planning permission might be unauthorised, it is not illegal in the first instance.
18. Officers in the team also provide key support in ensuring that details pursuant to permissions are submitted where these are required by planning conditions before a development starts. They often co-ordinate action between Development Control planners, Highways, Ecology and other County services and the operator. The aim is to ensure pre commencement works are completed in a timely manner and before the main development is started.
19. There are a couple of themes of the team's work over the last few months illustrated by the examples below:
 - Enforcement team supported both OCC planners and SODC enforcement officers in Planning and Enforcement Inquiries relating to unauthorised activities at Manor Farm, Peppard. In both cases the appeals were dismissed.
 - A number of planning applications have been submitted recently as a result of the work (and visits) of the enforcement and monitoring team eg. Swannybrook Farm, Southmoor; Shellingford Quarry etc.

These indicate the positive nature of the team's work in terms of working with and supporting district councils (when there is risk that unauthorised activity can sometimes fall between two authorities and be dealt with by neither), and

bringing operations under proper planning control by good negotiation with the land owner/developer.

Recommendation

20. **It is RECOMMENDED that the Schedule of Compliance Monitoring Visits in Annex 1 and the Schedule of Enforcement Cases in Annex 2 to this report be noted.**

MARTIN TUGWELL

Deputy Director for Environment & Economy (Growth & Infrastructure)

Background Papers. - Files in Minerals and Waste Development Control Section, Speedwell House, Oxford.

October 2011

Minerals & Waste Compliance Monitoring Sites in Cherwell District
Contact Officer: Chris Hodgkinson, Senior Planning Enforcement Officer.
Direct Dial tel: 01865 815872
Mob: 07899 065518

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Alkerton CA & Landfill, Alkerton, Nr. Banbury, Oxon.	Alkerton Landfill	W	Active	Full	2	1
	Alkerton CA	W	Active	Nil		
Hornton Grounds, Startford Road, Hornton, Banbury, OX15 6AH.	Alkerton Quarry	M	Active	Full	3	2
	Hornton Grounds Quarry.	M	Active & Aftercare (in part)	Full		
	Wroxton	M	Active	Full		
Ardley Quarry, Ardley, Bicester, Oxon, OX27 7PH.	Ardley Landfill	W	Active & Aftercare (in part)	Full	5	3
	Ardley Quarry	M	Active	Full		
Ardley Composting Site, Ashgrove Farm, Upper Heyford Road, Ardley, OX27 7PJ.	In-vessel Composting	W	Not Implemented	Nil	3	2
	Windrow Composting	W	Active	Nil		
Dewar's Farm, Ardley Road, Middleton Stoney, Oxfordshire, OX25 4AE.			Active	Full	4	2
Horsehay Quarry, Middle Barton Road, Duns Tew, Oxfordshire.		M	Active	Full	3	1

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Ferris Hill Farm, Sibford Road, Hook Norton, Banbury, OX15 5JY.		W	Active	Nil	3	2
Finmere Quarry, Banbury Road, Finmere, Oxfordshire, MK18 4AJ.	Finmere (Landfill)	M & W	Active	Full	5	2
	Widmore	W	Aftercare	Nil		
	Clay, S&G	M	Not Implemented	Full		
	Sand & Gravel	M&W	Not Implemented	Full		
Gosford Silo Waste Recovery, Oxford Road, Kidlington, Oxford.		W	Not Implemented	Nil	1	0
Greenhill Farm Quarry, Bletchingdon.		W	Active	Full	2	0
Heneff Way - Batching, Heneff Way, Banbury, Oxon.		M	Active	Nil	1	1
Heneff Way - Tarmac, Heneff Way, Banbury, Oxon.		M	Active	Nil	1	1

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
L.C. Hughes Scrap Yard, London Road, Bicester.		W	Active	Nil	1	0
Kidlington Rail Depot, Oxford Road, Kidlington, Oxford.		M	Active	Nil	1	0
Manor Farm - Biomass Gen, Twyford, Banbury, Oxon, OX17 3JL		W	Active	Nil	1	1
Old Brickworks Farm, Bletchingdon, Oxon, OX5 3DT.		W	Active	Full	1	1
Overthorpe Ind. Estate - WTS, Banbury.		W	Active	Nil	2	1
Sewage Plant, Merton		W	Active	Nil	1	0
Sewage Treatment Works, Hethe		W	Active	Nil	1	0
Shennington ROMP, Sugarswell Lane, Shennington.		M	ROMP	Low	1	0
Shipton on Cherwell Quarry, Shipton on Cherwell, Oxfordshire.		W	Active	Full	2	1

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Smiths Concrete Ltd, Old Blackthorn Station, Bicester.	Bicester	M	Active	Nil	0	0
Smiths Concrete Ltd, Southam Road, Banbury.	Banbury	M	Active	Nil	1	0
Smiths of Bloxham - WTS. Milton Road, Bloxham, Banbury, OX15 4HD.		W	Active	Nil	2	1
Stratton Audley, Elm Farm Quarry, Stratton Audley.	Landfill	W	Dormant	Low	1	0
	Recycling	W	Dormant	Nil		

Minerals & Waste Compliance Monitoring Sites in South Oxfordshire District
Contact Officer: Chris Hodgkinson, Senior Planning Enforcement Officer.
Direct Dial tel: 01865 815872
Mob: 07899 065518

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Ambrose Quarry, Ewelme, Oxon.		M	Dormant	Low	1	0
Battle Farm, Crowmarsh, Oxon, OX10 6SL.		W	Active	Nil	2	1
Caversham, Sonning Eye, Reading.	Caversham Main	M	Active	Full	4	1
	Caversham Extension	M	Active	Full		
Chinnor Quarry.		M	Dormant	Full	1	1
Clifton Hampton (The Old Sewage Works)		W	Ended	Nil	1	1
Culham Unit B3 North		W	Active	Nil	1	0
Culham UKAEA	J30 JET	W	Active	Nil	1	0
Ewelme	Ewelme I (Buildings)	W	Active	Nil	4	1
	Ewelme I WTS	W	Active	Nil		
	Ewelme II MRF	W	Active	Nil		
	Ewelme II Landfill	W	Active	Full		
Eyres Lane Waste Transfer Site, Ewelme.		W	Active	Nil	2	1
Greenwoods of Garsington, Scrap Yard,		W	Active	Nil	1	1

Pettiwell, Garsington, Oxford.						
Hundridge Farm, Waste Transfer, Hundridge Farm, Ipsden, Oxon		W	Active	Nil	2	1
Menlo Industrial Park - Scrap Yard, Roycote Lane, Thame, Oxfordshire, OX9 2JB.		W	Active	Nil	1	0
Playhatch Quarry - WTS, Dunsden Green Lane, Playhatch, Caversham, Reading.		W	Active	Nil	2	0
Sewage Pumping Station Beckley	Thames Water Sewage Plant	W	Aftercare	Nil	1	0
The Piggeries, Sandy Lane, Horspath, Oxford.		W	Active	Nil	1	0
Waterstock Golf Course, Thame Road, Waterstock, Oxford. OX33 1HT.		W	Active	Full	3	0
Woodeaton Quarry, Woodeaton, OXON.		M	Dormant	Low	1	1

Minerals & Waste Compliance Monitoring Sites in Vale of White Horse District
Contact Officer: Chris Hodgkinson, Senior Planning Enforcement Officer.
Direct Dial tel: 01865 815872
Mob: 07899 065518

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Aasvogal, Waste Transfer Station, Grove Business Park, Grove.		W	Active	Nil	1	1
Bowling Green Farm, Stanford Road, Faringdon, Oxon, SN7 8EZ.		M	Active	Full	3	1
Childrey Quarry, Childrey, Wantage, Oxon.		W	Active	Full	2	2
Chilton Waste (Prospect Farm), Prospect Farm, Chilton, Didcot, Oxfordshire, OX11 0ST.		W	Active	Full	3	1
Drayton CA Site, Drayton, Oxon.		W	Active	Nil	1	0
Composting Facility, Church Lane, Coleshill, Swindon, SN6 7PR.		W	Active	Nil	1	0

Glebe Farm Composting, Glebe Farm, Hinton Waldrist, Oxfordshire.		W	Active	Nil	1	1
Haynes of Challow, East Challow, Wantage, Oxon, OX12 9TB.		W	Active	Nil	1	0
Hatford Quarry, Sandy Lane, Hatford, Oxon, SN7 8JH.		M	Active	Full	4	3
Hill Farm - Woodchipping, Nr Didcot, Oxfordshire.		W	Active	Nil	2	1
Quelchs Orchard, Scrap Yard, Charlton, Wantage.		W	Active	Nil	1	0
Redbridge CA, Old Abingdon Road, Oxford.		W	Active	Nil	1	0
Radley Sand and Gravel Plant, Thrupp Lane, Radley.	Curtis Yard & Tuckwell's Plant	M & W	Active	Nil	3	1
Harwell, UKAE, Harwell, Didcot, OX11 ORA.	Business Park		Active	Nil	1	0
	Catapult Pit		Active	Nil		
	Southern Storage		Active	Nil		
	Waste Management Complex (B462)	W	Active	Nil		
	Western Storage		Active	Nil		
Radley Ash Disposal Scheme	Lake E	W	Not Implemented	Full	2	0
	Phase I	W	Aftercare	Full		
	Phase II	W	Active	Full		
	ROMP area	M	ROMP	Full		
Sandhill Quarry, Sands Hill, Faringdon, Oxon,		M	Dormant	Low	1	1

SN7 7PQ.						
Shellingford Quarry, Shellingford Crossroads, Stanford In The Vale, Faringdon, Oxon, SN7 8HE.		W	Active	Full	4	1
Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Stanford in the Vale Waste Disposal and Civic Amenity Site		W	Active	Nil	2	0
Sutton Courtnay (Hanson), Appleford Sidings, Abingdon, Oxfordshire, OX14 4PW.	Batching Plant	W	Active	Nil	3	3
	Bridge Farm	W	Not Implemented	Full		
	Rail Head	W	Active	Nil		
	Tarmac plant	W	Active	Nil		
Sutton Courtnay (WRG), Appleford Sidings, Abingdon, Oxfordshire, OX14 4PW.	Composting	W	Active	Nil	5	2
	Landfill	W	Active	Full		
Sutton Wick Landfill, Bassett Lane, Oday Hill, Abingdon.		W	In Restoration	Full	1	1
Sutton Wick Sand and Gravel, Peep-O-Day Lane, Abingdon, Oxon.	Sutton Wick Gravel	M	Active	Full	2	1
	Sutton Wick Plant	M	Active	Nil		
	Lake J	M	In Restoration	Full		

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
Tubney Woods Sand Quarry and Landfill Site, Besselsleigh, Oxfordshire.		M	Active	Full	2	1
Upwood Park Sand Quarry and Landfill Site, Besselsleigh, Oxfordshire.		M	Not Implemented	Full	3	1
Whitecross Metals, Whitecross, Abingdon, Oxon.		W	Active	Nil	2	1
Wicklesham Quarry, Faringdon, Oxfordshire.		M	Active	Full	2	1

Minerals & Waste Compliance Monitoring Sites in West Oxfordshire District
Contact Officer: Chris Hodgkinson, Senior Planning Enforcement Officer.
Direct Dial tel: 01865 815872
Mob: 07899 065518

Address	Sites	Type - Mineral or Waste.	Status	Charge	Target Visits for year 01/04/11 to 31/03/12.	Visits Carried Out for six months 01/04/11 to 30/09/11.
B & E Skips, 115 Brize Norton Road, Minster Lovell, Oxon, OX29 0SQ.	Minster Lovell	W	Active	Nil	2	1
Burford Quarry, Burford Road, Brize Norton, Oxfordshire.	Quarrying	M	Active	Full	4	2
	Manufacturing					
Castle Barn Quarry, Sarsden		M	Active	Full	3	1
City Farm, Eynsham.	City Farm I	W	Aftercare	Full	3	2
	New Wintle Farm	W	Active	Nil		
	City Farm II	W	Active	Nil		
Controlled Reclamation, Dix Pit, Stanton Harcourt, Oxon.		W	In Restoration	Full	4	4
Inert Waste Processing Plant, Dix Pit, Stanton Harcourt, Oxon.		M	Not Implemented	Nil	1	1
Cornbury Park, (Quarrying) Charlbury, Oxon.		M	Active	Full	1	0
Crawley Scrap Yard		W	Active	Nil	1	0

Deans Pit CA Site, Chadlington.		W	Active	Nil	1	0
Dix Pit, Stanton Harcourt, Oxon.	Conblock	W	Dormant	Nil	4	1
	Dix Pit CA	W	Active	Nil		
	Dix Pit Landfill Site	W	Active	Full		
	North Shore	M	Complete	Full		
	Premix - Hanson	M	Active	Nil		
Elmwood Farm, Burford Road, Black Bourton, Oxon, OX18 2PL		W	Active	Nil	2	1
Enstone Airport Waste Transfer. Unit 1, Enstone Airfield, Enstone, Oxon.		W	Active	Nil	2	1
Ethos Waste Transfer Lakeside Industrial Estate, Standlake, Oxon		W	Dormant	Nil	1	1
Fraser Evans & Sons, The Tyre Yard, Downs Road, Witney, Oxon.		W	Active	Nil	1	1
Fraser Evans & Sons, Worsham Quarry, Minster Lovell, Oxon.		W	Active	Nil	2	1
Gill Mill, Tar Farm, Gill Mill Complex, Ducklington, Oxfordshire.	Rushey Common	M	Aftercare	Full	3	1
	Gill Mill Quarry	M	Active	Full		
Great Tew Quarry, Butchers Hill, Great Tew, Oxon.		M	Active	Full	4	2

Hardwick Batching Plant, Adj. B4449, Hardwick, Oxon.	CEMEX	M	Active	Full	1	1
Hardwick Recycling, Adj. B4449, Hardwick, Oxon.	Fergal Yard	W	Active	Nil	1	1
M2 Solutions, Plot J, Lakeside Industrial Estate, Standlake		W	Dormant	Nil	1	0
M & M Skips (Whitney), Station Road, Witney.		W	Active	Nil	1	1
Manor Farm - Waste Transfer, Kelmscott, Nr. Lechlade, Gloucestershire, GL7 3HJ.		W	Active	Nil	1	0
May Gurney, Downs Road, Witney, Oxon.		W	Active	Nil	3	1
Mick's Skips (Hackett's Yard), Lakeside Industrial Estate, Standlake, Oxon.		W	Active	Nil	2	0
Sandfields Farm, Over Norton, Oxfordshire.		W	Active	Nil	2	1
Peashell Farm, Downs Road, Curbridge, Oxon OX29 7NZ.		W	Active	Nil	2	0
Rollright Quarry, Chipping Norton.	Phase 1	M	Active	Full	2	2
	Phase 2	M	Not Implemented	Full		
Showell Farm, Chipping Norton, Oxon OX7 5TH.		W	Active	Nil	2	1
Slape Hill Quarry, Glympton.		W	Active	Nil	2	1

Springhill Farm, Cross Hands Hill, Salford, Oxon, OX7 5FQ.		M	Active	Full	1	1
Hardwick IDO		M	ROMP	Low	1	0
Sturt Farm, Units 2A, 4 Sturt Farm Ind, Burford.		W	Active	Nil	1	0
Watkins Farm, Linch Hill, Stanton Harcourt, OXON. OX29 5BJ.	ROMP area	M	Aftercare	Full	1	0
	Stonehenge Farm	M	Not Issued	Full		
	Ireland Land	M	Active	Full		
Whitehill Quarry, Adj. A40, Burford, OXON.		M	Dormant	Low	1	1
Whitehill Quarry, Tackley, OXON.		M	Dormant	Low	1	0
Worsham Quarry, Burford Road, Asthall, OXON.		W	Aftercare	Full	1	2
Worton Rectory Farm, Cassington, OXON. OX29 4SU.	Cassington Quarry	M	Active	Full	6	3
	Worton Composting	W	Active	Nil		
	M&M WTS	W	Active	Nil		

Progress of Enforcement Cases

(Covers period from 1 April 11 to 30 Sept 11)

Contact Officer : Chris Hodgkinson, Senior Planning Enforcement Officer.

Direct Dial Tel: 01865 815872

Mobile Tel: 07899 065518

Location	Date Received	Alleged Breach of Planning Control	Progress
<u>South Oxfordshire District Council</u>			
Waterstock Golf Course	1996	Unauthorised Change of Use – deposit of Waste.	Injunctive action to secure removal on-going. High Court extended date for removal of waste. Committal hearing on the 5 th May 2010. Mr R Wyatt and Mr M Wyatt received suspended prison sentences of six months and four months respectively on the condition that a 2006 Court Order be complied with by 11 th May 2011. On 9 September the Court adjourned the case to give the Wyatt brothers time to provide a specification for removal of the waste, to appoint a contractor, both to the County Council's prior approval and to commence removal of the waste. At the date of writing this report, no such specification has been received.
Waterstock Golf Course	1999	Breach of Planning Condition – Failure to restore land following Clay Extraction.	Enforcement Notice served in November 08 to secure proper restoration of the lake area. The Enforcement Notice was appealed but upheld by the Planning Inspectorate. The works have not been completed; however enforcement is linked to the profiling of the wider site as detailed above.
Rectory Farm, Stanton St. John	July 11	Unauthorised Composting, chipping and logging.	Small scale recycling & processing of wood by local gardening business with little demonstrable harm. Occupier reluctant to apply for planning permission and agreed an extended time scale to clear the land by Christmas. Follow up in Jan 2012.

South Oxfordshire District Council - Continued

<p>Manor Farm, Peppard Common, Oxon</p>	<p>Nov 08</p>	<p>Unauthorised Change of Use – from Agriculture to Waste Transfer</p>	<p>Waste Transfer operations have ceased, machinery removed and retrospective planning application for waste transfer refused by OCC. Appeal against refusal was dismissed in February 2011. Bunds located around the site still contain unauthorised deposited waste. A joint action with SODC for various mixed use of the land has culminated in Enforcement Notice being served in November 2010. The Enforcement Notice has been upheld following a public inquiry in July 2011 the compliance date for the removal of waste from the site is 25th March 2012.</p>
<p>Stockwell Lane, Waterstock</p>	<p>March 10</p>	<p>Unauthorised Change of Use – from Agriculture to Waste Transfer</p>	<p>Unauthorised storage (possible transfer) of waste. Owner traced and letter sent. Small amount of builder’s rubble being stored for foundation to agricultural building which would be permitted development. Further tipping has been reported and a PCN was served in April 2011. Investigations concluded development deemed to be within the limitations for agricultural use and benefitted from permitted development rights. Environment Agency informed and the necessary waste exemptions applied for. Case closed.</p>
<p>New House Farm, Goring Heath.</p>	<p>April 10</p>	<p>Unauthorised Change of Use from Agriculture to Waste Transfer and Deposits of Construction/Demolition Waste.</p>	<p>Unauthorised metal recycling activity on site - breaking electrical transformers. Construction and demolition (C&D) waste has been deposited on part of the site and evidence of burning farm waste. Metal now removed and recycling activity ceased. No evidence of burning. A small amount of C&D waste remains on site which is to be used for agricultural purposes. No further action required. Case Closed.</p>

Progress of Enforcement Cases**(Covers period from 1 April 11 to 30 Sept 11)****Contact Officer : Chris Hodgkinson, Senior Planning Enforcement Officer.****Direct Dial Tel: 01865 815872****Mobile Tel: 07899 065518**

Location	Date Received	Alleged Breach of Planning Control	Progress
<u>South Oxfordshire District Council – Continued</u>			
Mill Lane, Marston	Feb 2011	Unauthorised Waste Transfer	Allegation of waste being returned to the site in skips; sorted and burnt. Joint investigation with EA continuing. Insufficient evidence to date to secure formal enforcement action. Investigations are continuing.
Mill Lane, Marston	Feb 2011	Unauthorised deposit of waste.	Noted that land has been raised without planning permission. Investigations are continuing.
Holloway Farm, Wheatley	March 2011	Unauthorised deposit of waste.	Soils and sub-soils deposited on metalled road beyond access to industrial area. Negotiated solution. Wastes removed from land. No further action necessary. Case closed.
Connect Scaffolding, Kingsey Road, Thame.	March 2011	Unauthorised waste processing	Crusher / screener in operation. Sub base for hard-standing put down in Agricultural field adjacent to the A4129. Soils and road planings being imported to the site with screener in operation. Negotiated solution. Crusher, waste and hard-standing removed land restored to paddock. No further action necessary. Case closed.
Berinsfield Car Breakers, Berinsfield	Sept 2011	Unauthorised extension to Car Breaker's Yard	Allegation that old highway land being used as car park for Breakers Yard, land possibly owned by OCC. Investigations continuing.
Clifton Hampden	Sept 2011	Breach of planning conditions	Site monitoring weighbridge and temporary office remain on

Composting Site			site following completion of temporary planning permission. Farmer has already cleared a majority of the site and we have agreed and extended period to end of November for contractor to remove weighbridge and 'portacabin'. Continue with watching brief.
-----------------	--	--	--

Progress of Enforcement Cases

(Covers period from 1 April 11 to 30 Sept 11)

Contact Officer : Chris Hodgkinson, Senior Planning Enforcement Officer.**Direct Dial Tel: 01865 815872****Mobile Tel: 07899 065518**

Location	Date Received	Alleged Breach of Planning Control	Progress
<u>Vale of White Horse District Council</u>			
Tuckwells Sand and Gravel Plant, Thrupp Lane, Radley.	Sept. 09	Gravel washing and grading plant operating without planning permission.	PCN served. Planning officers discussing possibility of a planning application to rectify non compliance so enforcement on hold until discussions concluded.
Sutton Courtenay Landfill Site, Appleford Sidings, Abingdon.	Jan 11	Breach of Conditions	Planning permission was granted in March 2010 for amongst other things the deposit of non-hazardous wastes. The grant of planning permission imposed a condition which required the submission of a drainage scheme within six months. The necessary scheme was not submitted resulting in a Breach of Condition Notice being served on the 1 st June 11 formally requiring plans to be submitted. The notice was complied with and the enforcement case is now closed. Compliance monitoring is continuing.
Chowle Farm Industrial Estate, Farrington.	July 11	Waste Transfer & Skip Business to the rear of Industrial Units.	EA & EHO involved Waste being burnt on site. PCN served. Owners are taking legal action to evict tenants of the land. Land to be cleared by end of October. Continuing with watching brief.

Progress of Enforcement Cases**(Covers period from 1 April 11 to 30 Sept 11)****Contact Officer : Chris Hodgkinson, Senior Planning Enforcement Officer.****Direct Dial Tel: 01865 815872****Mobile Tel: 07899 065518**

Location	Date Received	Alleged Breach of Planning Control	Progress
<u>West Oxfordshire District Council</u>			
Stone Farm, Lidstone,	June 09	Winning and working of building stone without planning permission.	Investigated. Established breach of planning control. Retrospective planning application submitted and subsequently withdrawn. Quarrying has ceased and owner is working on satisfactory restoration and aftercare scheme. Negotiations continuing.
Land at Cotswold Dene, Lakeside Industrial Park, Standlake.	July 08	Unauthorised change of use – land raising	Waste being tipped without planning permission. EA lead authority and taking prosecution proceedings. OCC officers have provided evidence for proceedings. Activity stopped. Continue with watching brief until EA actions complete.
Controlled Reclamation, Dix Pit, Stanton Harcourt.	August 10	Unauthorised deposit of Waste Concrete	Concrete being stored apparently to be used in construction of sub-base for waste processing plant (then subject of appeal against refusal). Owners asserted that waste would be removed if appeal failed. Appeal allowed and planning permission granted in March 2011. Continue with watching brief as material remains and recycling development has not yet started.

Progress of Enforcement Cases

(Covers period from 1 April 11 to 30 Sept 11)

Contact Officer : Chris Hodgkinson, Senior Planning Enforcement Officer.**Direct Dial Tel: 01865 815872****Mobile Tel: 07899 065518**

Location	Date Received	Alleged Breach of Planning Control	Progress
<u>Cherwell District Council</u>			
Hoad Hill Farm, Adderbury	April 10	Unauthorised deposit of waste / waste transfer and burning of waste.	Joint investigation with the EA; evidence of tipping in woodland and burning in the open. Some hazardous wastes have been cleared and the burning has stopped. Tipping has ceased and a majority of the material has been removed from the woodland. It has been agreed that an additional period (until the end of December) to remove the remaining wastes with some restoration and planting to be completed by end of February 2012. Continue with a watching brief.
Smiths of Bloxham - WTS. Milton Road, Bloxham, Banbury	Jan 11	Unauthorised waste transfer	Site monitoring indicates that Waste Transfer operations have extended beyond the boundary of the approved planning permission. Negotiations are continuing with a view to securing a retrospective planning application. Pre application discussions have commenced with a view to improving the screening of the wider site as well as addressing the unauthorised development. Continue with a watching brief.
Ferris Hill Farm Hook Norton	Jan 11	Unauthorised waste transfer	Site monitoring indicates that Waste Transfer operations have extended beyond the boundary of the approved planning permission. Planning application has been

			submitted to extend the waste transfer yard. Enforcement action held in abeyance pending decision.
--	--	--	--

Planning Enforcement Glossary of Terms

BCN	-	Breach of Condition Notice – A summary procedure for the enforcement of planning conditions. Where there has been a failure to comply with a condition attached to a current planning permission the Local Planning Authority may serve such a notice.
CDC	-	Cherwell District Council
CLEUD	-	Certificate of lawful use / development. A procedure to allow a person to ascertain whether; (a) the existing use of land or buildings is lawful; (b) any operations carried out in, on, over or under land are lawful; or (c) any other matter constituting a failure to comply with a condition of a planning permission is lawful.
COU	-	Change of Use
EA	-	Environment Agency
EN	-	Enforcement Notice
Expediency	-	A judgment of the merits of an activity against planning policy.
LBA	-	Letter before action - a formal letter which sets out the alleged breach in planning control and suggested remedy.
OCC	-	Oxfordshire County Council
PCN	-	Planning Contravention Notice – A formal notice requiring a recipient to provide information about development on land so far as they are able.
Pd	-	permitted development
Pp	-	planning permission
SODC	-	South Oxfordshire District Council
VoWH	-	Vale of White Horse District Council
WODC	-	West Oxfordshire District Council

This page is intentionally left blank

Division(s): N/A

Policy Annex (Relevant Development Plan and other Policies)

The South East Plan - Regional Spatial Strategy for the South East of England, May 2009

POLICY C3: AREAS OF OUTSTANDING NATURAL BEAUTY

High priority will be given to conservation and enhancement of natural beauty in the region's Areas of Outstanding Natural Beauty (AONBs) and planning decisions should have regard to their setting. Proposals for development should be considered in that context. Positive land management policies should be developed to sustain the areas' landscape quality. In drafting local development documents, local planning authorities should have regard to statutory AONB Management Plans.

In considering proposals for development, the emphasis should be on small-scale proposals that are sustainably located and designed. Proposals which support the economies and social well being of the AONBs and their communities, including affordable housing schemes, will be encouraged provided that they do not conflict with the aim of conserving and enhancing natural beauty.

POLICY C4: LANDSCAPE AND COUNTRYSIDE MANAGEMENT

Outside nationally designated landscapes, positive and high quality management of the region's open countryside will be encouraged and supported by local authorities and other organisations, agencies, land managers, the private sector and local communities, through a combination of planning policies, grant aid and other measures.

In particular, planning authorities and other agencies in their plans and programmes should recognise, and aim to protect and enhance, the diversity and local distinctiveness of the region's landscape, informed by landscape character assessment.

Positive land management is particularly needed around the edge of London and in other areas subject to most growth and change. In such areas long-term goals for landscape conservation and renewal and habitat improvement should be set, and full advantage taken of agri-environmental funding and other management tools.

Local authorities should develop criteria-based policies to ensure that all development respects and enhances local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided.

POLICY CC1: SUSTAINABLE DEVELOPMENT

The principal objective of the Plan is to achieve and to maintain sustainable development in the region. Sustainable development priorities for the South East are identified as:

- i. achieving sustainable levels of resource use
- ii. ensuring the physical and natural environment of the South East is conserved and enhanced
- iii. reducing greenhouse gas emissions associated with the region
- iv. ensuring that the South East is prepared for the inevitable impacts of climate change
- v. achieving safe, secure and socially inclusive communities across the region, and ensuring that the most deprived people also have an equal opportunity to benefit from and contribute to a better quality of life.

All authorities, agencies and individuals responsible for delivering the policies in this Plan shall ensure that their actions contribute to meeting the objectives set out in this policy and in the regional Sustainability Framework.

POLICY CC6: SUSTAINABLE COMMUNITIES AND CHARACTER OF THE ENVIRONMENT

Actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities. This will be achieved by developing and implementing a local shared vision which:

- i. respects, and where appropriate enhances, the character and distinctiveness of settlements and landscapes throughout the region
- ii. uses innovative design processes to create a high quality built environment which promotes a sense of place. This will include consideration of accessibility, social inclusion, the need for environmentally sensitive development and crime reduction.

POLICY CC7: INFRASTRUCTURE AND IMPLEMENTATION

The scale and pace of development will depend on sufficient capacity being available in existing infrastructure to meet the needs of new development. Where this cannot be demonstrated the scale and pace of development will be dependent on additional capacity being released through demand management measures or better management of existing infrastructure, or through the provision of new infrastructure. Where new development creates a need for additional infrastructure a programme of delivery should be agreed before development begins.

Funding will be provided by a combination of local government and private sector partners, and substantial contributions from central government.

To help achieve this:

- i. infrastructure agencies and providers will aim to align their investment programmes to help deliver the proposals in this Plan
- ii. local development documents (LDDs) will identify the necessary additional infrastructure and services required to serve the area and the development they propose together with the means, broad cost and timing of their provision related to the timing of development

- iii. contributions from development will also be required to help deliver necessary infrastructure. To provide clarity for landowners and prospective developers, local authorities should include policies and prepare clear guidance in their LDDs, in conjunction with other key agencies, on the role and scope of development contributions towards infrastructure.

The phasing of development will be closely related to the provision of infrastructure. In order to create confidence and assurance in the timely delivery of infrastructure in relation to new housing a more proactive approach to funding will be adopted. This will involve a joint approach by regional bodies, local authorities, infrastructure providers and developers. Consideration will be given to the pooling of contributions towards the cost of facilities, development tariffs and local delivery vehicles. Mechanisms to enable forward funding of strategic infrastructure will be agreed between regional bodies and Government. One of these, a Regional Infrastructure Fund is currently being developed for the South East Region.

In order to further secure effective delivery of the Plan, and particularly the timely delivery of the necessary supporting infrastructure, an Implementation Plan will be prepared, monitored and reviewed by the regional planning body, which will set out the requirements and obligations for public and private sector bodies at the national, regional and local levels. The Implementation Plan will include a regional and sub-regional investment framework identifying the strategic infrastructure schemes needed to deliver the Plan.

POLICY CO4: GREEN BELT

A Green Belt will be maintained around Oxford to:

- i. preserve the special character and landscape setting of Oxford
- ii. check the growth of Oxford and prevent ribbon development and urban sprawl
- iii. prevent the coalescence of settlements
- iv. assist in safeguarding the countryside from encroachment
- v. assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

A selective review of Green Belt boundaries will take place on the southern edge of Oxford through one or more co-ordinated development plan documents. It will identify land to be removed from the Green Belt to facilitate a sustainable urban extension to Oxford with minimal impact on village identity and the landscape setting of the city.

Development in the Green Belt will only be permitted if it maintains its openness and does not conflict with the purpose of the Green Belt or harm its visual amenities.

POLICY S3: EDUCATION AND SKILLS

Local planning authorities, taking into account demographic projections, should work with partners to ensure the adequate provision of pre-school, school and community learning facilities. Policies should advocate the widening and deepening of participation through better accessibility, reflecting the role the planning system can play in developing and shaping healthy sustainable communities. Policies should:

- i. take account of the future development needs of the economy and the community sector
- ii. encourage mixed use approaches, that include community facilities alongside 'formal' education facilities
- iii. seek to ensure access for all sections of society to education facilities at locations with good public transport access.

POLICY S6: COMMUNITY INFRASTRUCTURE

The regional planning authority and regional partners, including SEEDA, will work with Government and other agencies to increase investment in physical and social infrastructure and secure co-ordination between development and essential infrastructure provision.

Where appropriate, the mixed use of community facilities should be encouraged by local authorities, public agencies and other providers, through local development documents and other measures in order to make effective use of resources and reduce travel and other impacts.

Local planning authorities, in consultation with those delivering services using community infrastructure (including the Third Sector and Faith organisations), will ensure facilities are located and designed appropriately, taking account of local needs and a whole life costing approach.

Policies should also ensure that:

- i. community infrastructure supports economic growth and regeneration, with particular priority for health and education provision
- ii. creative thinking and action on new mixes of cultural and community facilities is encouraged
- iii. appropriate facilities are made accessible to all sections of the community, in both urban and rural settlements.

POLICY T2: MOBILITY MANAGEMENT

The policies and proposals set out in local development documents and local transport plans should include policies to achieve a rebalancing of the transport system in favour of sustainable modes based on an integrated package of measures drawn from the following:

- i. the allocation and management of highway space used by individual modes of travel
- ii. the scale of provision and management (including pricing) of car parking both off and on-street
- iii. the scope and management of public transport services
- iv. an integrated and comprehensive travel planning advice service
- v. improvements in the extent and quality of pedestrian and cycle routes
- vi. charging initiatives

- vii. intelligent transport systems including the use of systems to convey information to transport users
- viii. incentives for car sharing and the encouragement of car clubs
- ix. local services and e-services to reduce the need to travel
- x. changes in ways of working that alter the extent and balance of future demand for movement
- xi. demand responsive transport and other innovative solutions that increase accessibility
- xii. measures that increase accessibility to rail stations.

Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.

POLICY T4: PARKING

Local development documents and local transport plans should, in combination:

- i. adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements
- ii. set maximum parking standards for Class B1 land uses within the range 1:30 m² and 1:100m²
- iii. set maximum parking standards for other non-residential land uses in line with PPG13: *Transport*, reducing provision below this in locations with good public transport
- iv. include policies and proposals for the management of the total parking stock within regional hubs that are consistent with these limits
- v. apply guidance set out in PPS3: *Housing* on residential parking, reflecting local circumstances
- vi. support an increase in the provision in parking at rail stations where appropriate
- vii. ensure the provision of sufficient cycle parking at new developments including secure cycle storage for new flats and houses which lack garages

POLICY T13: INTERMODAL INTERCHANGES

The regional planning body should work jointly with DfT Rail, Network Rail, the Highways Agency, the Freight Transport Association and local authorities to identify broad locations within the region for up to three inter-modal interchange facilities. These facilities should have the potential to deliver modal shift and be well related to:

- i. rail and road corridors capable of accommodating the anticipated level of freight movements
- ii. the proposed markets
- iii. London

POLICY W4: RECYCLING IN THE COUNTRYSIDE

Proposals for re-use/recycling and ancillary processes will not normally be permitted in the open countryside unless:

- (a) there is an established overriding need and there is no other suitable site available and/or;
- (b) the development is to form part of a mineral extraction/landfill site and will be removed on completion of extraction/landfill.

POLICY W17: LOCATION OF WASTE MANAGEMENT FACILITIES

Waste development documents will, in identifying locations for waste management facilities, give priority to safeguarding and expanding suitable sites with an existing waste management use and good transport connections. The suitability of existing sites and potential new sites should be assessed on the basis of the following characteristics.

- i. good accessibility from existing urban areas or major new or planned development
- ii. good transport connections including, where possible, rail or water
- iii. compatible land uses, namely:
 - active mineral working sites
 - previous or existing industrial land use
 - contaminated or derelict land
 - land adjoining sewage treatment works
 - redundant farm buildings and their cartilages
- iv. be capable of meeting a range of locally based environmental and amenity criteria.

Waste management facilities should not be precluded from the Green Belt. Small-scale waste management facilities for local needs should not be precluded from Areas of Outstanding Natural Beauty and National Parks where the development would not compromise the objectives of the designation.

Oxfordshire Minerals and Waste Local Plan 1996

POLICY W3: WASTE DISPOSAL

Proposals for re-use/recycling will normally be permitted provided that:

- (a) the site is close to the source of the waste and/or the market for the re-used/recycled material;
- (b) the site is well related to appropriate parts of the transport network, and located where the number and length of motorised journeys is likely to be minimised;
- (c) the proposal will not cause unacceptable nuisance in terms of noise, dust, fumes, smell, visual intrusion or traffic;
- (d) the proposal will not pose an unacceptable risk to the water environment;
- (e) the proposal does not conflict with Structure and Local Plan policies.

POLICY W4: WASTE DISPOSAL

Proposals for the re-use/recycling and ancillary processes will not normally be permitted in the open countryside unless:

- (a) there is an established overriding need and there is no other suitable site available and/or;
- (b) the development is to form part of a mineral extraction/landfill site and will be removed on completion of extraction/landfill.

POLICY W5: WASTE DISPOSAL

In all cases waste treatment plant, buildings, machinery and stockpiles must be properly screened from the surrounding landscape. Such screening – by landscaping or other means – should be in place before any waste stockpiling or treatment begins.

POLICY CY4: SPECIFIC AREAS

The County Council will promote the following pedestrian and cycle routes:

- (a) from Eynsham, east to link with the Oxford Canal towpath, using the old railway line as much as possible, to provide a largely segregated pedestrian/cycle route avoiding major roads and junctions;
- (b) from Eynsham, along Cassington Road, to provide a pedestrian/cycle route to Cassington;
- (c) circular walks from Eynsham, Cassington and Yarnton villages.

Planning permission will not normally be granted until the parts of the routes relevant to the proposed development and the funding of them have been secured.

Cherwell Local Plan 1996 (CLP)**POLICY C7: LANDSCAPE CONSERVATION**

Development will not normally be permitted if it would cause demonstrable harm to the topography and character of the landscape.

POLICY GB1: DEVELOPMENT IN THE GREEN BELT

There will be a Green Belt around the built up area of Oxford, approximately 6.4-9.6 km (4-6 miles) wide, where development will be severely restricted. The purposes of the Green Belt are to:

- (i) protect the special character of oxford and its landscape setting,
- (ii) check the growth of oxford and prevent ribbon development and urban sprawl,
and
- (iii) prevent the coalescence of settlements.

Inside the green belt, approval will not be given, except in very special circumstances, for development other than for agriculture, forestry, recreation, cemeteries, or for other uses of land which preserve the openness of the Green Belt

and do not conflict with the purposes of including land in it. Residential infilling or other appropriate development in settlements in the Green Belt may be permitted provided it does not conflict with the purposes of the Green Belt or its open and rural character. Some settlements within the Green Belt will not be covered by Green Belt policies in order to allow limited expansion.

Care will be taken to ensure that the visual amenities of the Green Belt are not injured by development within, or conspicuous from, the Green Belt which, although not prejudicial to its main purpose, might be inappropriate by reason of siting, materials or design.

POLICY ENV1: POLLUTION CONTROL

Development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.

South Oxfordshire Local Plan 2011

POLICY C1: LANDSCAPE CHARACTER

The conservation and where possible, enhancement of the landscape of the district will be sought. Development that would adversely affect the distinctive features of the landscape character areas will not be permitted.

Where development is acceptable in principle it should:

- (i) be integrated into the landscape character of the area;
- (ii) protect local features; and
- (iii) where possible, contribute to local distinctiveness.

Measures will be sought to integrate new development sensitively, mitigate impacts and where appropriate, enhance local landscape character through conditions and agreements attached to planning permissions.

POLICY C2: OUTSTANDING NATURAL BEAUTY

In the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty the primary aim is to conserve and enhance the natural beauty, special landscape quality and distinctiveness of the area. Development which would harm the beauty or distinctiveness of the area will not be permitted. To be acceptable, development must be of a scale and type appropriate to the area, and be sympathetic in terms of its siting, design and materials used.

POLICY CF2: PROVISION OF COMMUNITY FACILITIES AND SERVICES

Proposals that would result in the provision of additional community facilities or services within settlements will be permitted, provided that there are no overriding amenity, environmental or traffic objections to the proposals and that there is no conflict with the other policies in this plan.

POLICY D1: GOOD DESIGN AND LOCAL DISTINCTIVENESS

The principles of good design and the protection and reinforcement of local distinctiveness should be taken into account in all new development through:

- (i) the provision of a clear structure of spaces;
- (ii) respecting existing settlement patterns;
- (iii) providing for a choice of routes and transport modes to, from and within the development;
- (iv) providing a development that users find easy to understand through the use of landmarks, vistas and focal points;
- (v) providing landscape structure as a framework for new development;
- (vi) respecting the character of the existing landscape;
- (vii) respecting distinctive settlement types and their character;
- (viii) providing good quality site and building design and appropriate materials; and
- (ix) providing well-designed external areas.

POLICY DID10: LAND AT DIDCOT PARWAY RAILWAY STATION

Land at Didcot Parkway railway station as shown on the Proposals Map will be used for development related to the expansion of railway transport services and for the improvement of interchange facilities between those services and other modes of transport. Development proposals will be in accordance with a comprehensive scheme that meets the following requirements:

- (i) land to the south of the Paddington-Bristol railway will be used for:
 - a) the provision of footways and cycle tracks linked to the wider movement network with bicycle parking facilities at the Station entrance
 - b) the provision of facilities for bus and taxi hire operators to set down and collect railway passengers including facilities for the lay-over of vehicles; and
 - c) the provision of facilities for private car drivers to set down and collect railway passengers with a short duration of vehicle stay and spaces for disabled drivers;
- (ii) land to the north of the Paddington-Bristol railway will be used for:
 - a) the provision of footways and cycletracks linked to the wider movement network with bicycle parking facilities at the Station entrance; and
 - b) the provision of long-stay car parks for railway passengers. Improvements to off-site footway, cycletrack and road infrastructure will be secured in accordance with Policy D11 and the improvements will be completed before any enlarged long-stay car parks are first used.

POLICY EP2: NOISE AND VIBRATIONS

Proposals which would by reason of noise or vibrations have an adverse effect on existing or proposed occupiers will not be permitted, unless effective mitigation

measures will be implemented. In addition, noise sensitive development will not be permitted close to existing or proposed sources of significant noise or vibrations.

POLICY EP3: LIGHT POLLUTION

Proposals for new floodlighting and other external lighting that would have an adverse effect on neighbouring residents, the rural character of the countryside or biodiversity will not be permitted, unless effective mitigation measures will be implemented.

POLICY EP6: SURFACE WATER PROTECTION

Developers will be required, wherever practicable, to demonstrate that the surface water management system on any development accords with sustainable drainage principles and has been designed as an integral part of the development layout. The system should effectively mitigate any adverse effects from surface water un-off and flooding on people, property and the ecological value of the local environment.

POLICY EP8: CONTAMINATED LAND

Development on contaminated land will not be permitted unless the contamination is effectively treated by the developer to prevent any harm to human health and the wider environment.

POLICY G3: LOCATIONAL STRATEGY

In considering proposals for new development, locations which are close to services and facilities, and which are well served by public transport will be favoured. Development that would give rise to a significant increase in traffic generation in relatively inaccessible or isolated rural locations will not be permitted.

POLICY G4: DEVELOPMENT IN THE COUNTRYSIDE AND ON THE EDGE OF SETTLEMENTS

The need to protect the countryside for its own sake is an important consideration when assessing proposals for development. Unless permitted by other policies in the plan, new built development in the countryside, in the open gaps between settlements and on the edge of settlements where the built-up area would be extended, will not normally be permitted, except for agriculture and forestry.

POLICY G6: PROMOTING GOOD DESIGN

Planning permission will not be granted for proposals which are not of a high quality and inclusive design, which fail to protect and reinforce local distinctiveness, or which are of a scale or type that is inappropriate to the site and its surroundings.

POLICY T1: TRANSPORT REQUIREMENTS FOR NEW DEVELOPMENTS

Proposals for all types of development will, where appropriate:

- (i) provide for a safe and convenient access to the highway network;
- (ii) provide safe and convenient routes for cyclists and pedestrians;
- (iii) be accessible by public transport and have a safe walking route to nearby bus stops or new bus stops and appropriate infrastructure should be provided;
- (iv) be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;
- (v) where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, be constructed to adoptable standards and be completed as soon as they are required to serve the development; and
- (vi) make adequate provision for those whose mobility is impaired.

POLICY T2: TRANSPORT REQUIREMENTS FOR NEW DEVELOPMENTS

Proposals for development will, where appropriate, make provision for:

- (i) loading, unloading, circulation and turning space;
- (ii) parking for people with disabilities;
- (iii) the parking of vehicles in accordance with the Council's maximum parking standards;
- (iv) measures to reduce the need for vehicle parking where appropriate; and
- (v) cycle parking in accordance with the Council's standards.

POLICY T3: TRANSPORT ASSESSMENTS AND TRAVEL PLANS

A transport assessment should be submitted with planning applications for all developments with significant transport implications. Where appropriate a travel plan should be included with the assessment.

POLICY T4: PUBLIC TRANSPORT AND INTERCHANGES

Planning permission will be granted for proposals which improve public transport facilities in order to reduce reliance on car-based travel. This will include, where appropriate, the provision of suitable interchange facilities between public transport services and between different modes of transport such as car, bus, rail, taxis, cycling and walking provided that there are no significant adverse effects on the environment or amenities of residents.

POLICY T5: PUBLIC TRANSPORT AND INTERCHANGES

Where required, planning permission will be granted for proposals which:

- (i) improve rail services in South Oxfordshire;
- (ii) improve access to rail services; and/or
- (iii) improve facilities at railway stations provided that there are no significant adverse effects on the environment or amenities of residents.

Planning Policy Guidance 2: Green belts – Published in 24 January 1995

Planning Policy Guidance 2 (PPG 2) on green belts states that there is a general presumption against inappropriate development within green belts. Such development should not be approved, except in very special circumstances. Paragraph 3.4 and 3.6 of PPG2 sets out that development that would involve extensions and the erection of new buildings in the green belt is inappropriate unless it is for the following purposes:

- Agriculture and forestry.
- Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the green belt.
- Limited extension, alteration or replacement of existing dwellings.
- Limited infilling in existing villages.
- Limited infilling or redevelopment of major existing developed sites.

PPG 2 further sets out the purposes and objectives of including land in green belts. The purposes are set out below:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Once green belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near to where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interest; and
- to retain land in agricultural, forestry and related uses.

Planning Policy Statement 23 – Planning and Pollution Control (PPS23)

Policy Statement – Planning for Schools Development (August 2011)

The Government believe that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools. There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Framework.

Planning Policy Statement 10: Planning for Sustainable Waste Management

KEY PLANNING OBJECTIVES

- Regional planning bodies and all planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:
 - help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for;
 - provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities;
 - help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994;
 - help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations;
 - reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness;
 - protect green belts but recognise the particular locational needs of some types of waste management facilities when defining detailed green belt boundaries and, in determining planning applications, that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission;
 - ensure the design and layout of new development supports sustainable waste management.

Para 21:

In deciding which sites and areas to identify for waste management facilities, waste planning authorities should:

- (i) assess their suitability for development against each of the following criteria:
 - the extent to which they support the policies in this PPS;
 - the physical and environmental constraints on development, including existing and proposed neighbouring land uses (see Annex E);

- the cumulative effect of previous waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential;
 - the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport.
- (ii) give priority to the re-use of previously-developed land, and redundant agricultural and forestry buildings and their curtilages.