

To: Members of the Planning & Regulation Committee

***Notice of a Meeting of the Planning & Regulation
Committee***

Monday, 16 January 2012 at 2.00 pm

County Hall, New Road, Oxford

Peter G. Clark.

Peter G. Clark
County Solicitor

January 2012

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
Tony Crabbe
Anda Fitzgerald-O'Connor
Jenny Hannaby

Ray Jelf
Peter Jones
David Nimmo-Smith
Neil Owen

G A Reynolds
John Sanders
Don Seale
John Tanner

Notes:

- **Date of next meeting: 5 March 2012**

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 - 8)

To approve the minutes of the meeting held on 5 December 2011 (**PN3**) and to receive information arising from them.

4. **Chairman's Updates**
5. **Petitions and Public Address**
6. **To crush, screen, blend and stock reject building blocks, furnace bottom ash and reject materials from concrete making to make material for block making at Hanson's UK, Sutton Courtenay - Application No. 11/02440/CM** (Pages 9 - 18)

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

This is an application to import reject building blocks from three Blockworks, crush and screen them and mix them with other locally available materials and export the recycled product to Milton Blockworks to make more building blocks. The site is a 2.5 hectare area on a sand and gravel stocking area which is also part of the Sutton Courtenay mineral and waste management complex. The site is suitable for recycling use to 2030 as it is within a landfill that expires at that date and the site can then be restored as required by the Vale of White Horse District Council's policy for protection of the landscape and countryside. It has good access to the Didcot perimeter road and lorries can then be routed to the A34. The site is several hundred metres from the closest villages of Sutton Courtenay and Appleford and would have no discernable effect on the amenity of residents there. Although reject blocks would be brought in from blockworks in Berkshire and Warwickshire policies allow some cross boundary movement of waste and the harm of long journeys would be outweighed by the opportunity to recycle material and offset the need for locally won sand and gravel. The report also outlines the consultation responses received, relevant Development Plan and other policies and key considerations for the committee to take account in determining the application and sets out the views and recommendation of the Deputy Director (Infrastructure & Growth).

It is RECOMMENDED that subject to compliance with the current site routing agreement, a contribution of £7,804.84 (index linked) to Science Vale UK

Strategic Schemes that planning permission be granted subject to conditions to be drawn up by the Deputy Director for Environment & Economy (Growth & Infrastructure) but to include those matters set out below:

- 1. Detailed compliance condition**
- 2. Operating hours – Mon – Fri 0700-1800 and Saturdays 0700-1300**
- 3. No operation on Sunday and Bank holiday**
- 4. Operation to cease by end of 2030 with restoration to be completed by 2032**
- 5. Crushing of blocks for only 6 weeks a year.**
- 6. Details of mobile plant to be submitted and agreed.**
- 7. Restoration and aftercare to take place in accordance with Landfill and aftercare. permission restoration**
- 8. Steps to be taken to prevent any solid matter, reject block material, concrete waste of furnace bottom ash or excess amounts of suspended matter from passing into any water course**
- 9. No oil storage tanks to be sited.**
- 10. All stock piles not to exceed the height of the trees to the west of the site**
- 11. Effective silencers to be provided on plant, machineries and vehicles**
- 12. Reversing vehicles shall not emit warning noise that may have adverse impacts on neighbours or properties.**
- 13. No buildings, plant and machineries to be erected without consent**
- 14. No imported material to be deposited on the land except reject blocks from Coleshill, Thatcham and Milton, concrete waste from Concrete batching plants at Sutton Courtenay landfill site and furnace bottom ash from Didcot Power Station.**
- 15. No material shall be exported except to Milton.**
- 16. Existing hedges/trees on the site boundary to be retained and maintained**
- 17. Written notice to be given to MPA of the completion of this development**
- 18. No access to be used by HGVs other than on to the existing access onto the Didcot Perimeter road.**
- 19. No vehicles to enter public highway unless its wheels have been sufficiently cleaned.**
- 20. Working areas and stockpiles to be sprayed with water to suppress dust.**

7. Retention and continued use of a triple relocatable building, unit ref E241 (T2) for a further period of 5 years at Frank Wise School, Banbury - Application R3.0144/11 (Pages 19 - 26)

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

This application is for the retention and continued use of a temporary building for a further period of five years. The application is being reported to this Committee as objections have been received to the proposal.

The report describes why the school are applying to renew planning permission and outlines the objections and other responses to the application. Relevant planning policies are included along with the comments and recommendation of the Deputy Director (Growth and Infrastructure) on the proposal.

It is RECOMMENDED that Application No. R3.0144/11 be approved subject to conditions to be determined by the Deputy Director (Growth & 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.***
- 2. Temporary building to be removed by 31 January 2017.***
- 3. School travel plan to be revisited within 3 months with a view to reducing local congestion around the school site. Revised travel plan to be implemented within 6 months.***
- 4. Reinstatement of the playing field within 3 months of the removal of the building.***
- 5. Restoration of netball court to its original position once the temporary building is removed on 31 January 2017.***
- 6. Submission of a landscaping scheme***
- 7. Implementation of the approved landscaping scheme.***

8. Relevant Development Plan and other Policies (Pages 27 - 36)

This paper sets out the policies referred to in Items 6 and 7 and should be regarded as an Annex to each report.

Pre-Meeting Briefing

There will be a pre-meeting briefing at County Hall on **Monday, 16 January at 12 midday** 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, 5 December 2011 commencing at 2.00 pm and finishing at 3.15 pm

Present:

Voting Members:

Councillor Steve Hayward – in the Chair

Councillor Mrs Catherine Fulljames (Deputy Chairman)

Councillor Alan Armitage

Councillor Roger Belson

Councillor Tony Crabbe

Councillor Mrs Anda Fitzgerald-O'Connor

Councillor Jenny Hannaby

Councillor Ray Jelf

Councillor Peter Jones

Councillor David Nimmo-Smith

Councillor G.A. Reynolds

Councillor John Sanders

Councillor Don Seale

Councillor John Tanner

Councillor Lawrie Stratford (In place of Councillor Neil Owen)

Other Members in Attendance:

Councillor Zoe Patrick (for Agenda Item 7)

Officers:

Whole of meeting

G. Warrington and J. Crouch (Law & Governance); R. Dance and G. Arnold (Environment & Economy)

Part of meeting

Agenda Item

Officer Attending

7.

J. Hamilton (Environment & Economy)

8.

M. Islam (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.

47/11 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

(Agenda No. 1)

<i>Apology</i>	<i>Temporary Appointment</i>
Councillor Neil Owen	Councillor Lawrie Stratford

48/11 DECLARATIONS OF INTEREST - SEE GUIDANCE NOTE OPPOSITE

(Agenda No. 2)

Councillor	Item	Interest
Mrs C Fulljames	Item 3 – Minute 41/11 - Energy from waste application, Ardley.	Personal. In the event that the process in the Court of Appeal in respect of this application was discussed.
Jenny Hannaby	Item 7 – Charlton CP School – Application R3.0127/11	Personal. She advised that she had 2 grandchildren attending this school but intended to participate in discussion and voting on that item.

49/11 MINUTES

(Agenda No. 3)

The minutes of the meeting held on 24 October 2011 were approved and signed by the Chairman.

Minute 43/11 Relocation of Peppard CE Primary School to land Adjacent to the B481

Mr Dance advised that although recorded correctly in the minutes officers had, when presenting this application, incorrectly referred to areas of registered village green when in fact the areas concerned were registered as common land. The Committee noted that a common land registration would still constrain highway works in that area in a similar way as a village green registration would and, therefore, the error would have had no bearing on the decision, ultimately taken by the Committee, to approve the application.

50/11 CHAIRMAN'S UPDATES

(Agenda No. 4)

Waterstock

Mr Dance advised that the High Court had adjourned the hearing until 19 December 2011 to allow the Wyatt Brothers time to finalise an adequate specification by the 12 December 2011 for the removal of waste. Contractors were expected to be on site to begin preparation works by 2 December 2011.

Energy from Waste, Ardley

The Ardley against Incineration Group had not been granted leave to appeal the decision by the Secretary of State to grant planning permission and the planning permission issued by the Secretary of State therefore stood.

Councillor Mrs Fulljames referred to the distress that that ruling had caused to local communities and that it was imperative that a Liaison Committee was established to cover the construction period as soon as possible. Officers undertook to pursue that with Viridor.

Ashgrove Farm, Ardley

Mr Dance advised that consultation was being carried out on a second iteration of an odour management plan submitted by Agrivert. However, progress very much depended on the views of the Environment Agency and County officers would be meeting the Agency's Regional Manager the following day. Further meetings were also scheduled with the Agency at an operational level to discuss joint working to more effectively control waste sites, particularly Ashgrove Farm, where responsibilities overlapped. There was also an internal departmental examination currently underway to review how this particular issue had been dealt with, look at conditions the County Council had applied and the potential for duplication of controls imposed by the County Council and the Agency.

Councillor Mrs Fulljames advised that a Liaison Committee meeting held on 30 November 2011 had been very acrimonious. 75 calls had been made to the Environment Agency in November alone complaining about odour from the site, which she felt illustrated the scale of the problem.

Langford Lane, Kidlington

Mr Dance advised that the Secretary of State had confirmed his intention not to call in this application and the planning consent had been issued.

51/11 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 5)

Speaker	Item
Councillor Zoe Patrick Stephen Wyard) 7. Charlton Primary School -)Application R3.0127/11
Nick Mattingley Martin Clayton) 8. Wicklesham Quarry – Application) MW.0126/10

52/11 DEVELOPMENTS PROPOSED AT FERRIS HILL FARM WASTE TRANSFER STATION AND RECYCLING FACILITY, FERRIS HILL FARM, SIBFORD ROAD, HOOK NORTON

(Agenda No. 6)

Both applications withdrawn by applicant.

53/11 REMOVAL OF A TEMPORARY CLASSROOM BUILDING; DEMOLITION OF OUTDOOR SWIMMING POOL, CHANGING ROOMS AND ASSOCIATED HARD LANDSCAPING AND CONSTRUCTION OF NEW 2 CLASSROOM FOUNDATION STAGE BUILDING AND NEW STUDIO EXTENSION TO EXISTING SCHOOL HALL AT CHARLTON PRIMARY SCHOOL, CHARLTON VILLAGE ROAD, WANTAGE - APPLICATION R3.0127/11

(Agenda No. 7)

The Committee considered (PN7) an application for an infill extension and new two classroom foundation stage building at Charlton CP School.

Supporting the expansion Councillor Patrick considered it would be a huge asset to the school and help alleviate pressure on school placement levels. There were concerns regarding the loss of the swimming pool but the school faced increasing maintenance costs for that facility but there were alternative swimming facilities available in Wantage. She urged the Committee to approve the application.

Responding to Councillor Armitage she advised that the development would help to address current pressures on school placements.

Mr Hamilton confirmed that the Vale of White Horse District Council had not objected but no response had yet been received from Wantage Town Council.

RESOLVED: that Application No. R3.0127/11 be approved subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the following matters:

1. Detailed compliance.
2. Detailed duration – to commence within 3 years.
3. Schedule of external materials to be agreed.
4. Landscaping (to include replacement tree planting).
5. Implementation of approved landscaping scheme.
6. Tree protection measures during construction work.
7. Construction Traffic Management Plan (to include details of site compound, working hours, times of delivery of materials etc).
8. Car parking area to be laid out to Oxfordshire County Council specification.
9. Surface water drainage details (to incorporate SUDS).
10. Details of cycle parking to be submitted and agreed.
11. Updated school travel plan to be submitted and approved prior to new classrooms being occupied.

54/11 EXTENSION OF EXISTING QUARRY WORKINGS WITH RESTORATION TO AGRICULTURE; CONSTRUCTION OF A NEW SITE ACCESS, OFFICES, WEIGHBRIDGE AND AGGREGATE STORAGE BAYS; IMPORTATION OF AGGREGATES AND COMPOST RE-SALE AT WICKLESHAM QUARRY, FARINGDON - APPLICATION MW.0126/10

(Agenda No. 8)

The Committee considered (PN8) an application to extend an existing quarry to extract mineral over a period of 15 years at Wicklesham Quarry.

Mr Mattingley advised that although little objection had been expressed at a public meeting in March 2010 to proposals to extend the quarry there had, however, been unanimous objection to proposals for a new access off Fernham Road. Those objections still existed on road safety grounds. The A420 was a busy road with fast traffic at the point of the proposed new access, whereas the existing entrance, off the Faringdon roundabout was at a point where traffic was travelling very slowly. Turning on or off the A420 at the Fernham Road junction was a slow and hazardous manouvere, particularly at peak times. Pedestrians walking to and from Faringdon frequently crossed at this point and a fatality had occurred last year. There were also pressures on dog walkers, horse riders and cyclists. The Parish Council were of the view that permission should only be granted if the existing entrance was retained, a view shared by the local county councillor Judith Heathcoat. The Deputy Director for Environment & Economy had also stated in his report that it would be preferable to retain the existing access. The Parish Council understood that the landowner would be happy for the existing access to be retained subject to agreement of suitable terms. Failing that a second and safer option could be provided at the existing turning off the A420 opposite Rogers Concrete, which could be improved to comply with road safety legislation. That option boasted several benefits over the Fernham Road junction namely that it would serve the quarry exclusively and therefore separate quarry vehicles from other traffic and pedestrians; allow for a no right turn condition to be imposed from the Swindon direction; vehicles travelling from Oxford

generally travelled less quickly than was the case at the Fernham Road junction and there was good visibility in both directions. The Parish Council had also objected on rural amenity grounds as it was quite clearly in open countryside. Little Coxwell was a conservation area and whilst the quarry lay outside that area locating the entrance to it on the approach to the village would do little to preserve or enhance the area. The Parish Council therefore requested that permission should only be granted subject to the existing entrance being retained or a more satisfactory alternative to the proposed access off Fernham Road being found.

Councillor Seale endorsed the comments of the Chairman of Little Coxwell Parish Council. He used this road frequently and in his experience it was both a difficult and dangerous junction with vehicles travelling at speeds of 60 mph in both directions.

Councillor Fitzgerald-O'Connor endorsed the comments made by Councillor Seale and asked why the current access could not be retained.

The Chairman invited Mr Martin Clayton, agent for the applicant to come to the table to take questions from members.

Responding to Councillor Fitzgerald-O'Connor Mr Clayton advised that his clients had spent 2/3 months in discussion with the owner of the existing quarry and access. Unfortunately, the owner had development aspirations of his own, which he was unable to discuss with the Committee, but which would conflict with continued use of the access by quarry vehicles. He added that the proposal was for a relatively low key operation of only 60,000 tonnes per annum with typical vehicle movements of 2 or 3 vehicles per hour, the majority of which were likely to take place during the early part of the day. The average size of vehicles would in the main be between 8/9 tonnes, although there would inevitably be some larger vehicles. In all technical aspects this was considered a safe junction, a view shared by county officers.

Responding to Councillor Sanders Mr Arnold (Transport Development Control) advised that a no right turn would have minimal benefit and also be difficult to enforce unless some form of physical measure were installed, which would impact on and require consultation with all other road users.

Responding to Councillor Tanner Mr Clayton advised the alternative access as proposed by the Parish Council would be less desirable than the proposed access. Direct access onto main roads was not usually encouraged and in any event would need substantial work for instance to achieve vision splays.

Mr Arnold added that the design of the Fernham Road and A420 option allowed for and could accommodate right turning traffic, whereas another access directly onto the A420 would mean 2 right turns in quick succession conflicting with the current layout. The new access would also impact on screening making the site more visually intrusive.

The Committee noted the views put forward by Councillor Heathcoat which had been tabled with the addenda.

A motion by Councillor Seale, seconded by Councillor Jelf, to refuse Application MW.0126/10 on grounds of road safety and access onto A420 was put to the Committee and lost by 12 votes to 3.

A number of Committee members felt that arrangements for the proposed access were reasonable and noted that it was one which was supported by officers. The number of vehicles would also be limited to a maximum of 66 per day and it was noted that as 60% of those would be turning left there would be few vehicles actually needing to make a right turn.

RESOLVED: (on a motion by the Chairman, seconded by Councillor Hannaby and carried by 11 votes to 0) that subject to a routeing agreement ensuring that HGVs were restricted to accessing the site via the A420 that planning permission for application no. MW.0126/10 be granted subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the matters outlined below:

1. Complete compliance-detailed plans.
2. Commencement date- 3 years.
3. Extraction to cease by December 2026 with restoration by December 2027.
4. All buildings, plant, machinery or structures together with any hardstandings to be removed from the site by September 2027.
5. Operating hours – Mon-Fri 0700-1800 and Saturdays 0700-1300.
6. No operation on Sundays and Bank Holidays.
7. No blasting to be carried out on the site.
8. No reversing beepers or other means of warning of reversing vehicles to be fixed or used on site.
9. No vehicles to enter public highway unless its wheels had been sufficiently cleaned.
10. Internal site haul roads to be kept free from pot holes while in use and haul roads to be removed when no longer required.
11. Archaeological watching brief to be carried out during the period of construction and groundwork.
12. All works to be carried out in accordance with the approved mitigation and enhancement scheme for protected species.
13. No trees to be felled or coppiced and no vegetation to be cleared from the land except between 1 September and 28 February (inclusive) as this was outside the bird breeding season.
14. The scheme of great crested newt mitigation to be followed.
15. All deep excavations to be suitably ramped and any pipe-work associated with the development covered overnight to minimise the risk of badgers being inadvertently killed and injured within the active quarry after dark.
16. A recent badger survey to be submitted and approved.
17. A landscaping planting scheme to be submitted and approved.
18. A scheme for protection of existing vegetation to be submitted and approved.
19. An aftercare scheme to be submitted and approved.
20. No floodlighting to be erected.
21. Noise limits to be agreed and implemented.
22. Any excavations on the site to be made available for inspection by bona fide geologists or geology students throughout the working life.

23. Adequate vision splays to be provided for proposed access on the Fernham Road.
24. A roadside ditch to be culverted in accordance with County Council standards.
25. The site access road to have a gradient of no more than 1:12 at the junction with Fernham Road.
26. A SUDS compliant drainage scheme to be submitted and approved.
27. A Construction Traffic Management Plan(CTMP) consistent with the Transport Development Control guidance to be submitted and approved.
28. New road signs to be installed and maintained.
29. Existing access to the quarry to be closed off for quarry related vehicles.
30. All works within the site to be carried out above groundwater level.
31. No discharge of water from the site.
32. Any fuel and oil on site to be kept in double skinned tanks and stored on an impervious base.
33. Sewer pipe running along the eastern and southern boundary of the site to be protected.
34. Provision of adequate standoff around the retained electricity pole within the site.
35. Advance planting to be carried out at the southern boundary of the site to mitigate any impact on nearby bridleway users.
36. Soil storage bunds to be maintained by cutting or mowing and weeds controlled to prevent seeding.
37. Soil handling to be carried out in accordance with approved scheme.
38. Topsoil, subsoil, overburden and quarry waste to be used for site restoration only.

..... in the Chair

Date of signing

Division(s): Sutton Courtenay & Harwell

Contact Officer: John Duncalfe (john.duncalfe@oxfordshire.gov.uk)
Tel: 01865 815356

PLANNING & REGULATION COMMITTEE – 16 JANUARY 2012

TO CRUSH, SCREEN, BLEND AND STOCK REJECT BUILDING BLOCKS, FURNACE BOTTOM ASH AND REJECT MATERIALS FROM CONCRETE MAKING TO MAKE MATERIAL FOR BLOCK MAKING

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

Location: Hanson's Sutton Courtenay Site
Applicant: Hanson UK
Application No: 11/02440/CM
District Council Area: Vale of White Horse

Introduction

1. This planning application has been made by Hanson UK to import reject building blocks, to mix them with other materials available locally and recycle them into block making materials for use in a local blockworks. This is a retrospective application.

Location and context (see plan)

2. The site lies within the Sutton Courtenay mineral extraction/waste management complex between the villages of Sutton Courtenay (900 metres to the west) and Appleford (1 kilometre to the east). The B4016 Appleford road is 700 metres to the north and Didcot Power Station 1 kilometre to the south. Didcot lies 1.6 kilometres (1 mile) to the south.
3. The site is 2.5 hectares in extent and forms part of an aggregate stocking area associated with the sand and gravel processing plant currently processing gravel from the Bridge Farm workings north of the B4016. The processing Plant and a concrete batching plant lie immediately to the north.
4. To the south is a composting site operated by WRG. Abutting the site to the west is a ditch leading to the River Thames. There is a tree screen between the ditch and the stocking area. To the east there are old silt ponds.
5. WRG's current landfill area lies some 600 metres to the south east.

Background and History of the Site

6. Sand and gravel extraction has taken place at the Sutton Courtenay complex since the 1930's and landfilling since the 1970's. In the late nineties the site ownership was split between two firms, Hanson and WRG.
7. Hansons have completed extraction in the main complex but were granted planning permission for sand and gravel extraction (APF/SUT/1815-CM) in 2008 for extraction at Bridge Farm, north of the B4016, until 30 September 2012.
8. In 2010 planning permission was issued to WRG (SUT/616/59-CM) to allow deposit of waste to higher levels at the Sutton Courtenay landfill site with landfilling to the end of 2030. The application site is within the landfill permission but no landfilling is to take place here.
9. In 2008 temporary permission to the end of 2020 (APF/616/57-CM) was granted to WRG to extend the life of green waste composting facilities and to establish recycling facilities on a site immediately south of the application site.

Details of the Development

10. The proposal is to import reject thermalite blocks from the company's block making sites at Coleshill, Birmingham (600 tonnes a week), Thatcham (500 tonnes a week) and nearby Milton (25 tonnes a week). The blocks would be stocked, crushed, screened and blended with furnace bottom ash from Didcot Power Station (400 tonnes a week) and reject materials from concrete making on the adjacent area (50 tonnes a week). The resulting material would be sent to the Milton Blockworks for use in the production of blocks.
11. Crushing and screening would operate for an average of 6 weeks a year. There would be one loading shovel on site and a mobile crusher during the 6 week screening and crushing operation.
12. The proposed development is for a temporary period to end on 31 December 2030.

Traffic and Access

13. The applicant proposes to use the access onto the Didcot Perimeter road (A4130). The activity would mean an additional 16 lorry movements (8 in and 8 out) arising from Hanson's Sutton Courtenay operations. Furnace bottom ash and reject concrete making material would be delivered on roads internal to the Sutton Courtenay landfill site.
14. The applicant is willing to make a contribution to road improvements in the Science Vale UK strategic schemes and to abide by the existing routeing agreement which prevents lorries from travelling through the villages of Sutton Courtenay and Appleford and restricts movements of lorries to the east along the A4130.

Consultation Responses and Representations

Vale of White Horse District Council:

15. No objection subject to crushing for no longer than 6 weeks a year and adherence to the current routeing agreement.

Sutton Courtenay Parish Council:

Strong objection:

- Incomplete, inadequate information. Crushed material will need to be stored prior to transport offsite, it is different to gravel storage so an EIA should be completed.
- Drainage issues on the landfill site should be resolved before the application is determined as the current proposal could impact on drainage.
- Vale policies protect the Area from adverse impact on the local landscape and provide for landscape enhancement when gravel extraction ceases and restoration follows. (VOWH LP policies NE9 and NE11).
- There is concern about the proximity to the Millennium Common and nearby conservation area. It will bring noise, dust and air quality issues to the users of the Common and local footpaths.
- The site is not close to the source of waste so the import of waste is not sustainable contrary to MWLP policy W3. It is contrary to MWLP policy W4 as no overriding need has been proven.

Didcot Town Council: No objection

Natural England

The Council should request survey information; should take advantage of features beneficial for wildlife, such as bat boxes, in accordance with paragraph 14 of PPS9.

Environment Agency - No comments received.

Ministry of Defence: No safeguarding objections.

Transport Development Control

There is an existing routeing agreement for the site. As there are 16 additional lorry movements a day proposed request a contribution of £7,084.48 (index linked) to the Science Vale UK Strategic Schemes.

Ecologist Planner:

The site is actively used for aggregate stocking and is of negligible biodiversity or landscape value.

Third Party Representations

16. There are no third party representations.

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

17. Development should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
18. The Development Plan for this area comprises the South East Plan, the saved policies of the Oxfordshire Structure Plan and Oxfordshire Mineral and Waste Local Plan 1996 (OMWLP) and the Vale of White Horse Local Plan.
19. 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. The Localism Act enables the Secretary of State to revoke the whole or any part of a regional strategy by order. Whilst no such order had been made at the date this report was drafted, the published intention to revoke is a material consideration to which substantial weight should be given.
20. The County Council is preparing a new plan for where mineral working and waste facilities should be located. The consultation period on the draft plan has just concluded.
21. All relevant Development Plan and other policies are listed in the policy annex. Relevant policies are:
- South East Plan (SEP) policies W3, W4, W5, W17, M1 and M2 and T1.
 - Oxfordshire Minerals and Waste Local Plan policies W2, W3, W4, W5 and SC3
 - Vale of White Horse Local Plan policies NE9, NE10, NE11, DC5.
 - The Local Transport Plan (LTP3) requires contributions from developers to local road schemes to aid economic development through the Science Vale UK Area Transport Strategy.
 - Draft Minerals and Waste Plan proposed policies M1, W1, W5, W6, C3, C5, C7

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

22. The main issues to be addressed in deciding this application are the need for recycled material, suitability of the site for development, protection of the local landscape, potential amenity effects and the long distance transport of some of the reject blocks.

Need for the recycled material

23. The South East Plan sets targets for diverting waste from landfill and indicates that a substantial increase in recovery of waste is required in the region. That

recovery can be by recycling. Sites should be brought forward for waste management, including open sites needed for aggregate recycling. The use of this site allows such reject blocks to be mixed with other suitable waste materials available locally and for them to accumulate to sufficient amounts for it to be economic to crush and recycle them. This recycling process means that less sand and gravel is needed for block making.

Suitability of the site

24. Priority is given for expanding suitable sites with a) an existing waste management use and b) good transport connections. The site is within an area which has permission for landfill until 2030, the same period sought for this development. Recycling is acceptable in such locations.
25. The site has good road access onto the Didcot perimeter road and then to the A34 without passing through built up areas. There is an existing routeing agreement which allows lorry traffic unrestricted use of this route. The applicant is willing to abide by this agreement. Transport Development Control note the existing routeing agreement and has no objections to the application. The Vale of White Horse District Council wants the routeing agreement to apply to any permissions granted at this site

Protection of the Countryside

26. The Vale of White Horse District Council policies protect the open rural nature of the area between Sutton Courtenay and Appleford and say that the landscape character of damaged landscapes should be the subject of a landscape scheme. The landscape should not be further or permanently eroded.
27. The site has already been developed as a storage area for sand and gravel and any change to storage of reject blocks does not in my view amount to a significant further erosion of the landscape. The longer term storage is not permanent and there is provision for a restoration plan through the latest landfill permission.

Amenity Effects

28. The site is screened from views from Sutton Courtenay, which is some 900 metres to the west, by a substantial tree screen and, if permission is given, the screen could be protected by condition and the heights of stockpiles limited to below the height of the screen. The site is hidden from view from Appleford, 1 kilometre to the east, by the lie of the land.
29. The distance from the villages will attenuate noise so that there would not be a noise issue for them. The District Council wants crushing limiting to the 6 weeks a year proposed by the applicant. That would further reduce the potential for noise intrusion and could be achieved by condition.
30. Crushing of blocks could cause dust so any permission should be subject to a condition requiring the wetting of the stockpiles and working area to prevent

dust rising. However, the site is adjacent to a ditch and any excessive use of water may cause discolouration of the water so a condition requiring works that would prevent runoff from the site would be appropriate.

31. The Millennium Common is some 400 metres to the north-west, beyond the potentially noisy gravel processing plant and beyond a significant tree screen and is, therefore, unlikely to experience unacceptable noise, dust or visual intrusion from the proposed development. No complaints have been received about noise from the operation of any of the mineral and waste developments in the area from users of the Common or rights of way.
32. Compliance with the current site routeing agreement would mean no lorries travelling through Sutton Courtenay or Appleford villages and most lorries using the Didcot perimeter road access towards the A34. A contribution to Science Vale UK Strategic Schemes would support necessary road improvements in the area to take place.

Long Distance Transport of reject blocks

33. Nearly three quarters of the lorry trips to the site would be from distance (Thatcham and Coleshill) but all of the resulting product would be delivered to the nearby blockworks at Milton 5 kilometres (3 miles) away. The other products to be recycled would come from Didcot Power Station or from the adjacent concrete batching plant. Although the site is not close to the main source of waste it is close to the market for the material so it is compliant with OMWLP policy W3.
34. SEP policy W4 says that there should be flexibility in providing waste management capacity such that waste from adjoining sub-regions, as is the case with this application, could be accommodated as well as from our own.

Other Issues

35. The Environment Agency has not replied to the consultation request at the time of writing this report. I will report any reply we receive at Committee. However, the site is not in a river flood zone and the proposal does not involve the use of water except small amounts to lay dust.
36. The Sutton Courtenay Parish Council says that the application is contrary to OMWLP policy W4 in that there is no overriding need for the development in the countryside. However, policy W4 has two parts and proposed development need only meet one part to comply with the policy. In this case it complies with the policy as it forms part of a landfill site and would be removed on completion of that landfill.
37. Natural England request that advantage be taken of any features that would enhance biodiversity. However, there are no features on site suitable for biodiversity enhancement.
38. The Parish Council argue that the application should be the subject of Environmental Impact Assessment. Officers assessed the need for an EIA and

concluded that the potential impacts of noise, dust, visual intrusion and pollution effects of the development were not significant enough to warrant formal assessment.

Conclusions

39. The proposed development is similar to the permitted activity of storage of sand and gravel which has been taking place for several years without complaint. The crushing of the blocks would only take place for 6 weeks a year and the District Council, responsible for Environmental Health, have no objections to that. The distance to the two local villages and the screening effect of vegetation and landform means that there should not be significant adverse environmental effect on them.
40. Whilst the site is located in the countryside, it is part of a minerals and waste management/landfill site and its retention until the end of landfilling would comply with OMWLP policy W4.
41. The site has good road access but it is important that any permission complies with the site routing agreement to direct most vehicles to the A34. A contribution to road schemes in the area in line with the Science Vale UK Strategic Schemes, as other developers are required to do, would also be necessary.
42. Although there would be some 55,000 tonnes a year of reject blocks being brought to the site from outside the County the process would enable that amount of material to be recycled and would reduce use of locally won sand and gravel. On balance the recycling outweighs the long distance travel.

RECOMMENDATION

43. **It is RECOMMENDED that subject to compliance with the current site routing agreement and a contribution of £7,804.84 (index linked) to Science Vale UK Strategic Schemes that permission for Application 11/02440/CM be granted subject to conditions to be drawn up by the Deputy Director for Environment & Economy (Growth & Infrastructure) but to include those matters set out below:**
 1. **Detailed compliance condition.**
 2. **Operating hours – Mon – Fri 0700-1800 and Saturdays 0700-1300.**
 3. **No operation on Sundays and bank holidays.**
 4. **Operation to cease by end of 2030 with restoration to be completed by 2032.**
 5. **Crushing of blocks for only 6 weeks a year.**
 6. **Details of mobile plant to be submitted and agreed.**
 7. **Restoration and aftercare to take place in accordance with Landfill permission restoration and aftercare.**
 8. **Steps to be taken to prevent any solid matter, reject block material, concrete waste of furnace bottom ash or excess amounts of suspended matter from passing into any water course.**
 9. **No oil storage tanks to be sited.**

10. **All stock piles not to exceed the height of the trees to the west of the site.**
11. **Effective silencers to be provided on plant, machineries and vehicles.**
12. **Reversing vehicles shall not emit warning noise that may have adverse impacts on neighbours or properties.**
13. **No buildings, plant and machinery to be erected without consent.**
14. **No imported material to be deposited on the land except reject blocks from Coleshill, Thatcham and Milton, concrete waste from Concrete batching plants at Sutton Courtenay landfill site and furnace bottom ash from Didcot Power Station.**
15. **No material shall be exported except to Milton.**
16. **Existing hedges/trees on the site boundary to be retained and maintained.**
17. **Written notice to be given to MPA of the completion of this development.**
18. **No access to be used by HGVs other than on to the existing access onto the Didcot Perimeter road.**
19. **No vehicles to enter public highway unless its wheels have been sufficiently cleaned.**
20. **Working areas and stockpiles to be sprayed with water to suppress dust.**

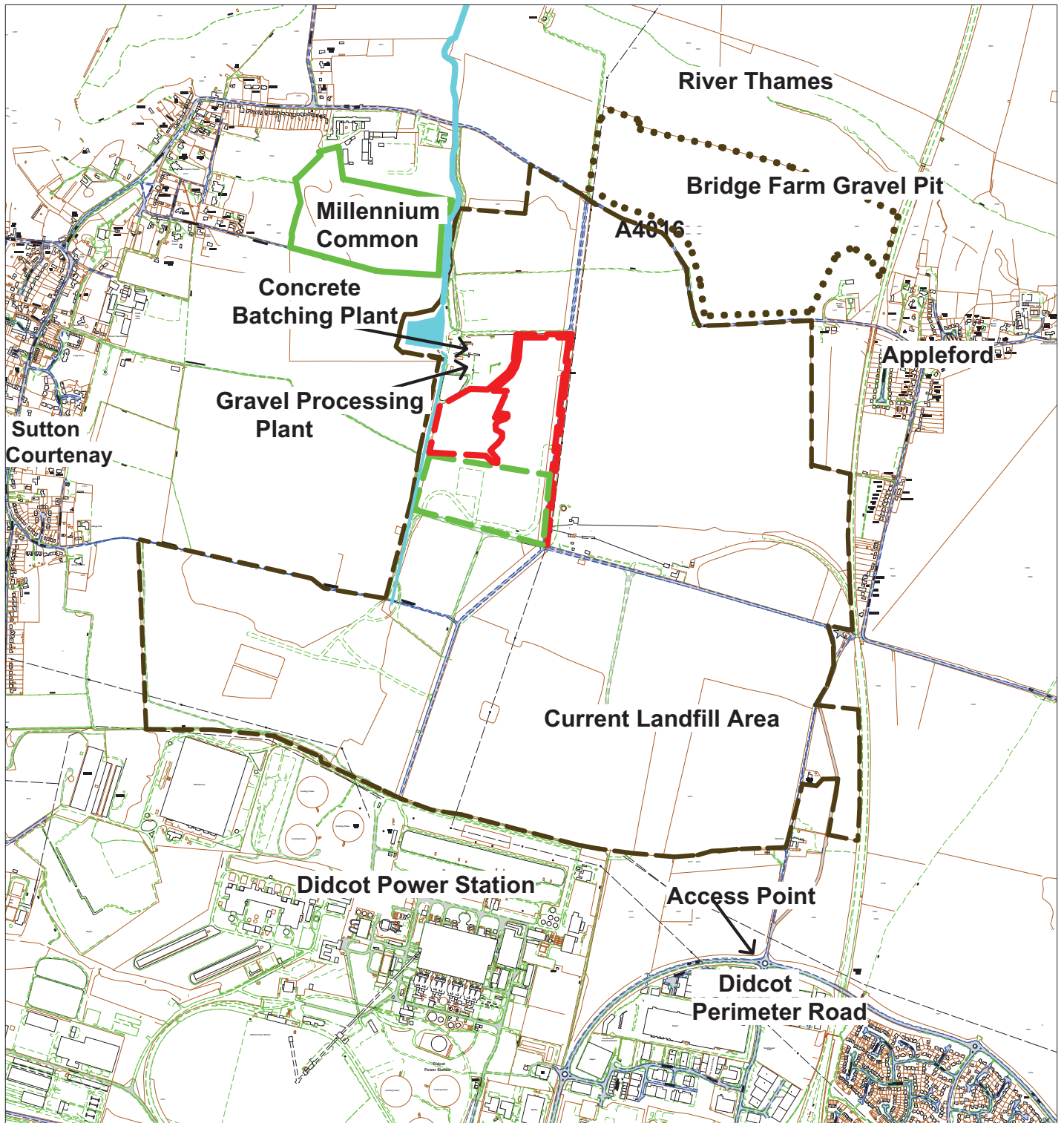
MARTIN TUGWELL

Deputy Director for Environment & Economy (Growth & Infrastructure)

Background papers: File held in Directorate for Environment & Economy

December 2011

Plan



The Site



Millennium Common



Landfill Permission



Bridge Farm Gravel Pit Permission



Composting Site



Ditch to River Thames

This page is intentionally left blank

For: PLANNING AND REGULATION COMMITTEE – 16 JANUARY 2012

By: DEPUTY DIRECTOR FOR ENVIRONMENT & ECONOMY (GROWTH & INFRASTRUCTURE)

Development Proposed:

Retention and continued use of a triple relocatable building, unit ref E241 (T2) for a further period of 5 years.

Division Affected: Banbury Easington

Contact Officer: Naomi Woodcock **Tel:** Oxford 815708

Location: Frank Wise School, Hornbeam Close, Banbury, Oxfordshire, OX16 9RL.

Application No: R3.0144/11

District Council Area: Cherwell

Introduction

1. This report sets out why the proposal to retain a triple relocatable building at Frank Wise School for classroom use is considered to be acceptable for a further period of 5 years.

Location (see site plan Annex 1)

2. Frank Wise School is located 1 mile west of Banbury Town Centre just off Hornbeam Close.

Site and Setting (see site plan Annex 1)

3. The school site is bounded on three sides by residential dwellings with allotment gardens and a small woodland area to the north.
4. The temporary building is located on the school playing field close to the south eastern site boundary and south of the main school building.
5. Vehicular and pedestrian access is from the southern end of the school site.
6. The nearest dwellings to the temporary building are located 20¹ metres to the east and 24 metres to the south on Hornbeam Close.

¹ All distances are approximate

7. Views of the temporary building are partially screened by trees with a 2 metre hedge running along the southern site boundary.

Background and Details of the Development

8. Frank Wise School provides for Special Educational Needs (SEN) pupils with severe and profound learning difficulties.
9. In January 2008 the County Council approved a proposal to extend the age range for children with SEN in special schools beyond the age of 16 with effect from September 2008.
10. Owing to a lack of space within the existing school buildings planning permission was granted in August 2008² for a 3 classroom prefabricated building for a temporary period of 2 years. The intention was to provide a permanent solution to replace this temporary building within that time. The planning consent has lapsed.
11. Funding for a permanent replacement building has not been forthcoming. As a result planning permission is now sought to retain the building on site for a further 5 years. The applicant considers that the building is in a sound condition and suitable for use for another five years.
12. No alterations are proposed to the buildings. No changes are proposed to staff or pupil numbers as a result of this proposal.

Consultations

13. Cherwell District Council – No objection.

Banbury Town Council – No objection.

Sport England – No objection subject to a condition to secure the reinstatement of the site upon removal of the building - as laid out prior to the development.

Transport Development Control – No objection. Suggest that the school travel plan be re-visited with a view to reducing local congestion around the school.

Representations

14. Three letters of objection have been received. Copies of the letters are available in the Members Resource Centre. The key points are:
 - the building was only meant to be on site for 2 years;
 - a temporary building is not suitable for teaching purposes;
 - local residents are affected by parking and traffic generated by the school;

² Application No: C.08/08

- the building is unattractive and spoils the view; and
- the building will affect the value and desirability of nearby dwellings.

Relevant planning documents and legislation (see Policy Annex to the committee papers)

15. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
16. The relevant development plan documents are:
 - The South East Plan (SEP) 2026
 - The Cherwell Local Plan (CLP) 1996.
17. The Non Statutory Cherwell Local Plan (NSCLP) 2011 is a material consideration.
18. The SEP forms part of the development plan however, the government has made it clear that it intends to abolish regional strategies. The Localism Act enables the Secretary of State to revoke the whole or any part of a regional strategy by order. Whilst no such order had been made at the date this report was drafted, the published intention to revoke is a material consideration to which substantial weight should be given.

Relevant Policies

19. The relevant policies are:
 - SEP2026 – C4, S3.
 - CLP1996 – C28.
 - NSCLP2011 - D3, EN34, TR4.

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

20. The key planning issues are:
 - (i) Whether the renewal of planning permission in this instance is appropriate;
 - (ii) Impacts on neighbouring residents.
 - (iii) Whether renewal of planning permission is in this instance appropriate:
21. Policy S3 of the SEP2026 requires local authorities to ensure that there is an adequate provision of school facilities.

22. With regard to the suitability of the building for teaching purposes, the school explain that it is in sound condition and suitable for a further five year period.
23. Although it is not an ideal solution for pupils to be taught in temporary accommodation, I am of the view that renewal of planning permission is acceptable in this instance as:
 - there is insufficient space within the permanent school building to provide post 16 accommodation;
 - there are insufficient funds to provide permanent post 16 accommodation; and
 - the proposal supports the aim of policy S3 of the SEP2026.

(ii) Impacts on neighbouring residents

Parking and traffic

24. TR4 of the NSCLP2011 addresses the need to mitigate the transport impact of development.
25. In response to the concerns raised about parking and increases in traffic around the school site (since the post 16 temporary building was erected), Transport Development Control recommend that a condition could be imposed requiring the school to re-visit their travel plan with a view to reducing local congestion around the school.
26. In my experience parking and traffic concerns expressed here are typical of those expressed about many schools within Oxfordshire about at the beginning and end of the school day. Although the proposal does not seek to increase pupil or staff numbers, I do agree that the imposition of a suitable travel plan condition would encourage the school to better manage parking and traffic around the school site. I consider that subject to a travel plan condition, the proposal accords with policy TR4 of the NSCLP2011.

Appearance of the temporary classroom building

27. Policy C28 of the CLP1996 requires the design and external appearance of the development to be sympathetic to the character of the urban context of that development.
28. Local residents are concerned that the temporary building has an outdated design, is unattractive and spoils their view. They also comment that the trees on the southern site boundary do not effectively screen the building.
29. This is a temporary building which does not meet the quality of design and appearance that would be expected of a permanent development. It is not unduly obtrusive though as its simple design and green external

walls help it to blend into the woodland landscape and green playing field.

30. A condition requiring the submission and implementation of a landscaping scheme should help to address concerns about views and ineffective screening.

Loss of value and desirability of nearby properties

31. One local resident is concerned that the building will affect the value and desirability of nearby dwellings. This is not a planning consideration.

Conclusions

32. Retention of the triple relocatable building would enable Frank Wise School to continue to accommodate post 16 year old pupils. Although not an ideal solution to the school's accommodation problems, the renewal of planning permission for a further five years is justified and consistent with policy S3 of the South East Plan 2026.
33. Permission with conditions to cover travel plan and landscaping is therefore recommended.

Recommendation

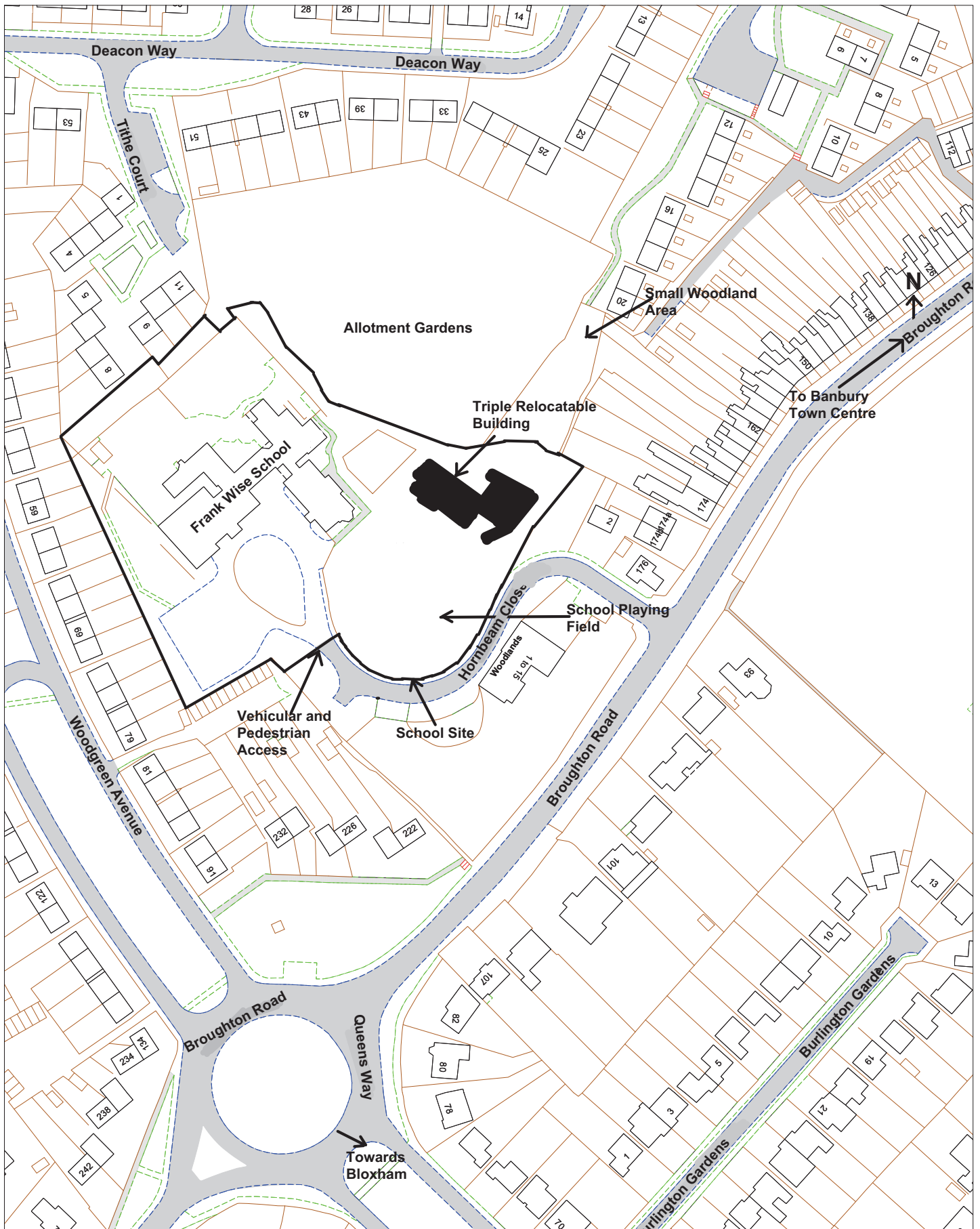
34. **It is RECOMMENDED that Application No. R3.0144/11 be approved subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the following matters:**
 1. **The development must be carried out strictly in accordance with the particulars contained in the application and the plans.**
 2. **Temporary building to be removed by 31 January 2017.**
 3. **School travel plan to be revisited within 3 months with a view to reducing local congestion around the school site. Revised travel plan to be implemented within 6 months.**
 4. **Reinstatement of the playing field within 3 months of the removal of the building.**
 5. **Restoration of netball court to its original position once the temporary building is removed on 31 January 2017.**
 6. **Submission of a landscaping scheme**
 7. **Implementation of the approved landscaping scheme.**

MARTIN TUGWELL

Deputy Director for Environment & Economy (Growth & Infrastructure)

December 2011

This page is intentionally left blank



This page is intentionally left blank

PLANNING & REGULATION COMMITTEE – 16 JANUARY 2012

POLICY ANNEX (RELEVANT DEVELOPMENT PLAN AND OTHER POLICIES)

This paper is the Annex referred to at Items 6 and 7

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

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 M1: SUSTAINABLE CONSTRUCTION

The regional planning body, the South East England Development Agency, the construction industry, and other stakeholders will work to encourage the development of sustainable construction practices, and to promote good practice, reduce wastage and overcome technical and financial constraints, including identifying sustainable supply routes and seeking to reduce delivery distances. The long-term aspiration is that annual consumption of primary aggregates will not grow from the 2016 level in subsequent years.

Local development documents should promote the use of construction materials that reduce the demand for primary minerals by requiring new projects to include a proportion of recycled and secondary aggregates wherever practicable.

POLICY M2: RECYCLED AND SECONDARY AGGREGATES

The use of secondary aggregates and recycled materials in the South East should increase from 6.6mtpa (29% of the guidelines for primary aggregate production in the region) to at least 7.7mtpa (34%) by 2016 so as to reduce the need for primary aggregates extraction. To enable this target to be met, and where possible exceeded, mineral planning authorities (MPAs) should ensure that their mineral development frameworks enable provision to be made for the following:

Mineral Planning Authority Area	Apportionment of recycled and secondary aggregate provision (million tonnes per annum) by 2016
Berkshire Unitaries	0.7 mtpa
Buckinghamshire	0.6 mtpa
East Sussex/Brighton and Hove	0.5 mtpa
Hampshire/Portsmouth/Southampton/ New Forest	1.7 mtpa
Isle of Wight	0.1 mtpa
Kent	1.4 mtpa
Medway	0.2 mtpa
Milton Keynes	0.2 mtpa
Oxfordshire	0.9 mtpa
Surrey	0.8 mtpa
West Sussex	0.8 mtpa

MPAs should identify sites to contribute to such provision in minerals development frameworks. Local planning authorities should safeguard these sites through their local development frameworks.

Policy W17 – Location of Waste Management Facilities applies to all proposals for mineral recycling facilities. Where temporary recycling facilities are to be proposed in the Green Belt, Areas of Outstanding Natural Beauty or National Parks, they should be sited at existing minerals or waste sites wherever possible.

Note

The reference to mineral development frameworks should be taken to embrace mineral, waste or combined mineral and waste development frameworks.

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 T1: MANAGE AND INVEST

Relevant regional strategies, local development documents and local transport plans should ensure that their management policies and proposals:

- i. are consistent with, and supported by, appropriate mobility management measures
- ii. achieve a re-balancing of the transport system in favour of sustainable modes as a means of access to services and facilities
- iii. foster and promote an improved and integrated network of public transport services in and between both urban and rural areas
- iv. encourage development that is located and designed to reduce average journey lengths
- v. improve the maintenance of the existing transport system
- vi. include measures that reduce the overall number of road casualties]
- vii. include measures to minimise negative environmental impacts of transport and, where possible, to enhance the environment and communities through such interventions
- viii. investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:
 - a. supporting the function of the region's international gateways and inter-regional movement corridors (see Diagram T1 at the end of this chapter)
 - b. developing the network of regional hubs and spokes (see Diagram T2 at the end of the chapter)
 - c. facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development
 - d. improving overall levels of accessibility.

POLICY W3: REGIONAL SELF-SUFFICIENCY

Waste authorities and waste management companies should provide management capacity equivalent to the amount of waste arising and requiring management within the region's boundaries, plus a declining amount of waste from London. Provision of capacity for rapidly increasing recycling, composting and recovery should be made reflecting the targets and requirements set out in this chapter.

Provision for London's exports will usually be limited to landfill in line with the Landfill Directive targets and, by 2016, new permissions will only provide for residues of waste that have been subject to recycling or other recovery

process. Waste planning authorities (WPAs) should provide landfill capacity for the following apportionment of London’s exported waste:

Landfill Provision to be Made for London Waste

Waste Authority Area	2006-2015		2016-2025	
	Apportionment % ⁽²⁾	Million tonnes	Apportionment % ⁽²⁾	Million tonnes
Berkshire Unitaries	9.3	1.12	8.6	0.63
Buckinghamshire	17.6	2.12	16.2	1.18
East Sussex, Brighton & Hove	8.8	1.06	8.1	0.59
Hampshire, Portsmouth, Southampton and New Forest National Park	0	0	7.8	0.57
Kent & Medway	13.1	1.58	12.1	0.88
Milton Keynes	10.8	1.30	10	0.73
Oxfordshire	18.7	2.26	17.2	1.26
Surrey	11.5	1.39	10.6	0.77
West Sussex	10.2	1.23	9.4	0.69
SE TOTAL	100	12.1 ⁽¹⁾	100	7.30 ⁽³⁾

- (1) Estimated imports of MSW and C&I from London in 2006 is 1.21 million tonnes (Source: Environment Agency note for Inter Regional Waste Forum, March 2008)
- (2) From ‘Towards a Methodology for Apportionment of London’s Exported Waste’, Alternative Apportionment Options: Revision for EiP, page 15, option 2f, Jacobs Babtie report, January 2007. For 2006-2015 these have been amended based on advice from SEERA to reflect the Hampshire M&W Core Strategy
- (3) Reduced to reflect Policy W5 MSW/C&I diversion targets

Provision for recovery and processing capacity for London’s waste should only be made where there is a proven need, with demonstrable benefits to the region, including improving the viability of recovery and reprocessing activity within the region, and in the nearest appropriate location. A net balance in movements of materials for recovery and reprocessing between the region and London should be in place by 2016.

The regional planning body will continue to work closely with all neighbouring regions to monitor and review waste movements and management requirements.

The figures in the above table should be used as a benchmark for the production and testing of development plan documents, but WPAs should use more recent data where this is available in order to assess and plan for capacity. Any major changes to the figures may dictate a need to reconsider the apportionment through a review of the RSS.

POLICY W4: SUB-REGIONAL SELF-SUFFICIENCY

Waste planning authorities (WPAs) will plan for net self-sufficiency through provision for management capacity equivalent to the amount of waste arising and requiring management within their boundaries. A degree of flexibility should be used in applying the sub-regional self-sufficiency concept. Where appropriate and consistently with Policy W3, capacity should also be provided for:

- i. waste from London
- ii. waste from adjoining sub-regions (waste planning authority area within or adjoining the region).

WPAs should collaborate in the preparation of plans, including identifying and making provision for potential flows across the regional and sub-regional boundaries, and identifying possible sites that could be served by sustainable transport modes. Co-operation will be encouraged between county councils and unitary authorities at the sub-regional level, particularly in respect of meeting the needs of the region’s strategic growth areas.

POLICY W5: TARGETS FOR DIVERSION FROM LANDFILL

A substantial increase in recovery of waste and commensurate reduction in landfill is required in the region. Accordingly, the following targets for diversion from landfill of all waste need to be achieved in the region (Policy W6 targets are a component of these):

Year	Municipal Solid Waste (MSW)	Commercial and Industrial (C&I)	Construction and Demolition (C&D)	All Waste	
	mt/yr	mt/yr	mt/yr	mt/yr	%
2008	2.0	5.2	10.0	17.2	68
2010	2.5	5.8	10.1	18.4	71
2015	3.9	7.4	10.4	21.7	79
2020	4.7	8.7	10.7	24.0	84
2025	5.1	9.4	10.9	25.5	86

Regional Targets for Diversion from Landfill

Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008 (modelled Scenario 1)

Note: Percentage targets for diversion from landfill in the year 2008 have been interpolated.

Waste planning authorities (WPAs) should ensure that policies and proposals are in place to contribute to the delivery of these targets, and waste management companies should take them into account in their commercial decisions. The optimal management solution will vary according to the individual material resource streams and local circumstances and will usually involve one or more of the following processes:

- re-use
- recycling
- mechanical and/or biological processing (to recover materials and produce compost, soil conditioner or inert residue)
- thermal treatment (to recover energy)
- priority will be given to processes higher up this waste hierarchy.

WPAs should continue to provide sufficient landfill capacity to process residues and waste that cannot practicably be recovered.

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 W2: WASTE DISPOSAL

Provision will be made to accept waste from London and other parts of the South East for treatment and/or disposal within Oxfordshire, provided that the treatment or disposal is consistent with regional, Structure and local plan policies. Proposals for the treatment or disposal of waste from London requiring road transport for the principal component of its journey will not be permitted.

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 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 SC3: THE SUTTON COURTENAY AREA

Planning permission will not be granted unless a routing agreement has been secured to:

- (a) encourage heavy goods traffic to use the Didcot Northern Perimeter Road;
- (b) prevent heavy goods traffic from entering the villages of Sutton Courtenay, Appleford and Long Wittenham except for local access; and
- (c) limit the use of Culham Bridge to heavy goods vehicles serving local markets in the eastern parts of Abingdon and eastwards along the A415.

Cherwell Local Plan 1996 (CLP)

POLICY C28: CONSERVATION AREAS

Control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as conservation areas, the area of outstanding natural beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required.

The Non-Statutory Cherwell Local Plan 2011 (NSCLP)

POLICY D3 – LOCAL DISTINCTIVENESS

Proposals for development that reflects or interprets the locally distinctive character of the site and its context, will be permitted provided that they:

- (i) respect the site's landform and natural features
- (ii) are well integrated into the landscape setting
- (iii) reflect the traditional pattern of the arrangement of street blocks, plots and their buildings and spaces
- (iv) include the retention and enhancement of existing open spaces and undeveloped gaps of local importance that contribute positively in visual terms to the public realm although in private ownership
- (v) relate well to the local palette of building and surfacing materials
- (vi) relate well to the local architectural styles and the local palette of elements of construction, elevational detailing, windows and doors
- (vii) respect the scale, proportion, massing and height of adjoining buildings and the street scene
- (viii) do not interfere with valued views, vistas and landmarks.

POLICY EN34 – LANDSCAPE CHARACTER

The council will seek to conserve and enhance the character and appearance of the landscape through the control of development. Proposals will not be permitted if they would:

- (i) cause undue visual intrusion into the open countryside;
- (ii) cause undue harm to important natural landscape features and topography;
- (iii) be inconsistent with local character;
- (iv) harm the setting of settlements, buildings, structures or other landmark features;
- (v) harm the historic value of the landscape.

POLICY TR4: MITIGATION MEASURES

Before proposals for development are permitted the council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and/or facilities, and measures to improve pedestrian and cycle accessibility.

Vale of White Horse Local Plan 2011

POLICY DC5 : ACCESS

Proposals for development will only be permitted provided that:

- i) safe and convenient access will be provided both within the site and to and from the adjoining highway network for all users including those with impaired mobility, and for all modes of transport;
- ii) the road network can accommodate the traffic arising from the development without causing safety, congestion or environmental problems;
- iii) adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning;
- iv) adequate and safe provision will be made for parking vehicles and cycles;
- v) off-site improvements to the highway infrastructure (including traffic management measures), cycleways, footpaths and the public transport network can be secured where these are not adequate to service the development; and
- vi) the scheme is designed to minimise the impact of vehicles and give priority to the needs of pedestrians, cyclists, the users of public transport and those with impaired mobility.

POLICY NE9 – THE LOWLAND VALE

Development in the Lowland Vale will not be permitted if it would have an adverse effect on the landscape, particularly on the long open views within or across the area.

POLICY NE10 – URBAN FRINGES AND COUNTRYSIDE GAPS

In the urban fringes and important open gaps between settlements, as shown on the proposals map, development or changes of use which would harm their essentially open or rural character will not be permitted.

POLICY NE11 – AREAS FOR LANDSCAPE ENHANCEMENT

Proposals for development within or affecting areas of damaged or compromised landscape, in particular those areas defined for landscape enhancement on the proposals map, must provide a landscaping scheme which enhances the appearance of the area. Development which would further erode or damage the character of the landscape will not be permitted.

The Local Transport Plan (LTP3)

The Local Transport Plan (LTP3) requires contributions from developers to local road schemes to aid economic development through the Science Vale UK Area Transport Strategy.