



To: **Members of the Planning & Regulation Committee**

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

Monday, 5 June 2017 at 2.00 pm

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

A handwritten signature in black ink that reads "PG Clark".

Peter G. Clark
Chief Executive

May 2017

Committee Officer: **Graham Warrington**
Tel: 07393 001211; *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 Les Sibley
Deputy Chairman - Councillor Jeannette Matelot

Councillors

Mrs Anda Fitzgerald-
O'Connor
Mike Fox-Davies
Stefan Gawrysiak
Dr Kirsten Johnson

Bob Johnston
Mark Lygo
Glynis Phillips
G.A. Reynolds

Judy Roberts
Dan Sames
Alan Thompson

Notes:

- **A site visit is required for Item 8**
- **Date of next meeting: 17 July 2017**

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, or

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines.

<http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on **07776 997946** or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

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 - 6)**

To approve the minutes of the meeting held on 24 April 2017 and 16 May 2017 (PN3) and to receive information arising from them.

4. **Petitions and Public Address**
5. **Chairman's Updates**
6. **Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes - Application No. MW.0127/16 (Pages 7 - 42)**

Report by Director of Planning and Place (PN6)

The proposed extension area is located immediately north and west of the existing Bridge Farm Quarry, which is located 1km east of Sutton Courtenay and 150 metres west of Appleford. The quarry lies to the north of the Sutton Courtenay minerals and waste management complex. Planning permission is required for the development. The existing sand and gravel reserves at Bridge Farm Quarry are running low and the applicant has identified that the sand and gravel reserves (approximately 500,000 tonnes) in the adjacent fields could be worked as an extension to their current operation, and processed by their existing plant. They have said that if this reserve is not worked as part of their existing operations, it is unlikely to be viable and the reserve would effectively be sterilised. The application is supported by an Environmental Impact Assessment (EIA) and an Environmental Statement (ES) was submitted along with the application. This covers the key environmental impacts of the proposal. Further information was requested from the applicant under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regs) on two occasions.

The report considers the development against relevant planning policies and other material considerations.

It is RECOMMENDED that subject to:

- (i) ***the further response of the Environment Agency;***
- (ii) ***completion of a section 106 legal agreement to provide for the submission***

and implementation of a bird management plan; and

(iii) to a supplementary routeing agreement;

it is RECOMMENDED that Application MW.0127/16 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to the report.

7. Demolition of existing asphalt plant and construction and operation of a replacement asphalt plant with ancillary plant and machinery, a new weighbridge and portable office - Application No. MW.0005/17 (Pages 43 - 62)

Report by Director of Planning & Place (PN7)

This report covers an application for a replacement asphalt plant for that existing at the Appleford Sidings in the same general location. The asphalt is required because the existing plant is over 30 years old and needs replacement. The proposed asphalt plant would have a chimney stack height approximately 10 metres higher than the plant to be replaced.

The application is being brought to committee because concern has been raised by Sutton Courtenay Parish Council that the plant is acceptable but should be removed in line with the cessation date for the surrounding landfill site.

The report assesses the proposals against relevant planning policy and material considerations.

It is RECOMMENDED that subject to the completion of a routeing agreement requiring all vehicles to access and egress the site to and from the A4130 Didcot northern perimeter road, application MW.0005/17 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to the report PN7.

8. Erection of a salt barn, provision of hardstanding and vehicle wash down facility, and installation of Siltbuster settlement unit, desalination plant, drainage, lighting and landscaping - Application (Pages 63 - 78)

Report by Director of Planning & Place (PN8)

Drayton Highways Maintenance Depot is located approximately 1.25km to the east of Drayton village and approximately 1.25km to the west of Sutton Courtenay village, in the Abingdon-on-Thames and Oxford Fringe area of the Vale of the White Horse. The proposed development would take place in the southern part of the depot site and the proposed salt barn would be erected in the south-west corner. The depot is accessed

via its north-west corner from Milton Road. The site has been used for the existing asphalt plant use for more than 30 years. The applicant states that the existing asphalt plant has reached the end of its operational life. This application seeks to maintain longer term asphalt production at the same site with no change to existing throughputs of around 300,000 tonnes of asphalt per annum and no increase in traffic. It would continue to provide employment for six people. All coarse aggregate would continue to be imported by rail via the adjacent rail head. All end products would continue to leave the site by lorry, either articulated lorry of up to 30 tonnes load or more typically or 8 wheel tippers. Lorry numbers therefore fluctuate with sales volume. Sales destinations can be anywhere up to about a 30 miles radius. Where practical, the applicant uses a return load method of delivery utilising recycled aggregate planings (RAP) and secondary aggregates in substitution for primary aggregates in the asphalt production process. The site location and plant layout has been designed so that as far as reasonably possible one-way routeing is provided with full turning circles thus minimising the need for reversing and the use of lorry mounted alarms.

The report considers the development against relevant planning policies and other material considerations.

It is RECOMMENDED that application R3.0030/17 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to the report PN8.

9. Relevant Development Plan and other Policies (Pages 79 - 102)

Paper by Director of Planning & Place (PN9).

The paper sets out policies in relation to Items 6,7 and 8 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 5 June** at **12.30 pm** 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, 24 April 2017 commencing at 2.00 pm and finishing at 2.46 pm

Present:

Voting Members: Councillor Mrs Catherine Fulljames – in the Chair

Councillor Neil Owen (Deputy Chairman)
Councillor Lynda Atkins
Councillor David Bartholomew
Councillor Mark Cherry
Councillor Patrick Greene
Councillor Bob Johnston
Councillor Stewart Lilly
Councillor Glynis Phillips
Councillor Anne Purse
Councillor G.A. Reynolds
Councillor John Sanders

Other Members in Attendance: Councillor Charles Mathew (for Agenda Item 6)

Officers:

Whole of meeting G. Warrington and D. Mytton (Directorate for Resources); C. Kenneford, D. Periam and G. Crossley (Directorate for Planning and Place)

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

14/17 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

(Agenda No. 1)

<i>Apology for absence</i>	<i>Temporary Appointment</i>
Councillor James Mills	-

15/17 MINUTES
(Agenda No. 3)

The minutes of the meeting held on 27 February 2017 were approved and signed subject to adding Councillor Patrick Greene to the attendance list.

16/17 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 4)

<i>Speakers</i>	<i>Item</i>
Phillip Duncan (Agent) County Councillor Charles Mathew	6 – Stonehenge Farm, Northmoor – Applications MW.0132/16 & MW.0134/16

17/17 I) INSTALLATION AND USE OF PIPE SYSTEM AND ASSOCIATED PUMPS TO TRANSPORT MINERALS FROM THE STONEHENGE FARM EXTENSION AREA TO THE PROCESSING PLANT AT LINCH HILL PERMITTED UNDER APPEAL REF: APP/U3100/A/09/2107573; AND II) VARIATION OF CONDITIONS ATTACHED TO CONSENT APP/U3100/A/09/2107573 FOR THE EXTRACTION OF SAND AND GRAVEL WITH ASSOCIATED PROCESSING PLANT, SILT PONDS, CONVEYORS AND ANCILLARY WORKS. RESTORATION TO WETLAND/REED BED AND FISHING, EXTRACTION OF BASAL CLAY TO FORM HYDROLOGICAL SEALS AND FOR THE PURPOSE OF RESTORATION ON SITE AT STONEHENGE FARM, NORTHMOOR, OXFORDSHIRE - APPLICATIONS MW.0132/16 & MW.0134/16

(Agenda No. 6)

On 27 February 2017 the Planning & Regulation Committee deferred these applications in the light of an objection raised by the Environment Agency. That objection along with subsequent comments from the county's Ecology Officer having been addressed by the applicant within their submission dated 23 March 2017 the Committee were now reconsidering both applications for a new pipeline to move mineral from the permitted Stonehenge Farm quarry instead of the permitted conveyor system and for associated variations of the conditions attached to the existing quarry permission including extending the time for the completion of mineral extraction to 31 December 2023 and restoration by 31 December 2024.

Presenting the report Mrs Crossley confirmed that the applicants had confirmed that they were unwilling to alter the phasing sequence in response to concerns expressed by the owner of the Park Farm development. She then responded to questions from:

Councillor Greene –rights of way would be raised where the pipeline crossed and plans had been conditioned to that effect.

Councillor Purse – the pipeline would be raised and supported on sleepers to aid movement of animals.

Councillor Sanders – material would vary in size and would not be treated prior to transportation.

Councillor Phillips – she was able to confirm that there was an audit trail for the discussions regarding removal of the EA objection.

Councillor Bartholomew – the County Council had no authority to change the phasing sequence. That application had already been approved and the applicant was working in accordance with the terms of that permission. There were conditions in place relating to environmental controls ie noise and proposals for provision of good mature screening.

Mr Duncan confirmed that responses to a full public consultation including a well-attended public meeting had been very positive. He felt the applicants had adequately addressed the request to amend the phasing scheme and that the scheme as now proposed represented the most effective way forward with allowances made for a 250 meter gap. The expected lifespan of the sleepers meant that they would likely outlive the length of the time the pipeline would be in situ. They would be removed when finished. With regard to material particle size screening would remove particles over 40ml and clay and anything below that down to micron size would be transported.

He then responded to questions from:

Councillor Sanders – there had been considerable improvements in pipeline technology and so confidence in the system was high. The manufacturers also guaranteed performance.

Councillor Lily – the existing noise limit for the pump was set at 51.

Councillor Mathew then addressed the Committee. He reminded members that Northmoor residents had been blighted for 40 plus years. This would now increase that to 50 plus years with flooding issues likely to be exacerbated through increased digging. That was unacceptable. He accepted that a pipe represented a better option than a conveyor but questioned why a bigger pipe was not being installed in order to reduce working time which he understood was feasible but more costly. He asked the Committee to consider deferral to address issues including flooding and to allow for costings for provision of a bigger pipeline and for conditions to state a clear timeline for completion and restoration.

Responding to Councillor Sanders he considered that Northmoor residents were entitled to know exact details regarding timetable for work and restoration.

Mrs Crossley confirmed that the timeline for the application had been conditioned under condition (iv) of Application MW.0132/16.

Mr Periam confirmed that enforcement action could be taken if the applicants failed to comply but the Committee needed to consider the material matter currently in front of it.

Mr Mytton added that as the permission had been implemented there could be no requirement for the applicants to do anything other than comply with the finishing date.

Mrs Crossley added that the County enforcement team would be monitoring the site.

RESOLVED: (on a motion by Councillor Cherry, seconded by Councillor Johnston and carried unanimously) that subject to no over-riding objections being received from outstanding consultees that:

- (a) Application MW.0132/16 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex B to the report PN6; and
- (b) subject to:
 - i) a supplemental S.106 legal agreement to bring forward relevant provisions from the existing agreements;
 - ii) a supplemental routeing agreement linking the proposed development to the existing routeing agreement;

that Application MW.0134/16 be approved subject to conditions as on existing consent APP/U3100/A/09/2107573, with the amendments to conditions, deletion of redundant conditions and additional conditions and informatives to be determined by the Director for Planning and Place, in accordance with the details set out in Annex C to the report PN6 and with any necessary updates to the wording of existing conditions to ensure clarity and reflect changes to policy since the original permission had been issued.

Chairman

Date of signing.....

.....
.....

PLANNING & REGULATION COMMITTEE

MINUTES of the meeting held on Tuesday, 16 May 2017 commencing at 11.30 am and finishing at 11.35 am

Present:

Voting Members:

Councillor Mrs Anda Fitzgerald-O'Connor
Councillor Mike Fox-Davies
Councillor Stefan Gawrysiak
Councillor Pete Handley
Councillor Dr Kirsten Johnson
Councillor Bob Johnston
Councillor Mark Lygo
Councillor Jeannette Matelot
Councillor Glynis Phillips
Councillor G.A. Reynolds
Councillor Judy Roberts
Councillor Les Sibley
Councillor Alan Thompson

Councillor (for Agenda Item)

Officers:

Whole of meeting Deborah Miller (Resources Directorate)

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][the following additional documents:] and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

18/17 ELECTION OF CHAIRMAN FOR THE 2017/18 COUNCIL YEAR

(Agenda No. 1)

Councillor Phillips moved and Councillor Lygo seconded that she be appointed Chairman for the ensuing Council year. That was lost by 7 votes to 6.

RESOLVED: (on a motion by Councillor Fitzgerald O 'Connor seconded by Councillor Matelot and carried by 7 votes to 6) that Councillor Sibley be appointed Chairman for the ensuing Council year.

19/17 ELECTION OF DEPUTY CHAIRMAN FOR THE 2017/18 COUNCIL YEAR
(Agenda No. 2)

Councillor Johnston moved and Councillor Roberts seconded that Councillor Johnston be appointed Deputy Chairman for the ensuing Council year. That was lost by 7 votes to 6.

RESOLVED: (on a motion by Councillor Thompson seconded by Councillor Fitzgerald O 'Connor and carried by 7 votes to 6) that Councillor Matelot be appointed Deputy Chairman for the ensuing Council year.

..... in the Chair

Date of signing

For: PLANNING AND REGULATION COMMITTEE – 5 JUNE 2017

By: DIRECTOR FOR PLANNING AND PLACE

Development Proposed:

Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes.

Division Affected: Sutton Courtenay and Marcham
Contact Officer: David Periam **Tel:** 01865 895151
Location: Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
Application No: MW.0127/16 **District Ref:** P16/V2694/CM
Applicant: Hanson Quarry Products Europe Limited
District Council Area: Vale of White Horse
Date Received: 5 October 2016
Consultation Period: 27 October 2016 – 17 November 2016
9 February 2017 – 2 March 2017
6 April 2017 – 27 April 2017

Contents:

- Part 1 – Facts and Background
- Part 2 – Other Viewpoints
- Part 3 – Relevant Planning Documents
- Part 4 – Analysis and Conclusions

Part 1 – Facts and Background

Location (see site plan Annex 1)

1. The proposed extension area is located immediately north and west of the existing Bridge Farm Quarry, which is located 1km¹ east of Sutton Courtenay and 150 metres west of Appleford. The quarry lies to the north of the Sutton Courtenay minerals and waste management complex.
2. The proposed extension is within areas designated as flood zones 2 and 3, with the majority in flood zone 3. It includes 7.7 ha of grade 2, 4.4 ha of grade 3a (all high quality for agriculture) and 16.3 ha of grade 3b agricultural land. The total application site area including the line of the existing conveyor, existing plant site and access to the A4130 totals 45.28 ha.
3. The site is within an area designated Vale of White Horse District Council as the Lowland Vale, and as an Area for Landscape Enhancement.

¹ All distances are approximate.

4. The nearest residential properties to the proposed extension are located 245 metres away to the south east on the B4016 in Appleford.
5. The area to be extended is partly bounded by the existing quarry area. The combined quarry and extension are bounded by the B4016 to the south, and the Sutton Courtenay Landfill Complex beyond. The Didcot to Oxford railway line lies to the east with open fields beyond. Open fields lie to the west of the site, and the site is bounded by the River Thames to the north with open fields beyond. The conveyor which runs between the quarry and the plant site crosses public footpath no. 12 Sutton Courtenay. The haul route for lorries leaving the plant site runs partly along the Byway Open to All Traffic (Boat) no. 10 Sutton Courtenay and the Restricted Bridleway no. 3 Appleford.
6. The area to be extended is currently three agricultural fields that have field boundaries lined with trees and hedgerows.
7. Access to the site would continue to be via the established access from the A4130 Didcot northern perimeter road and The Portway, crossing the B4016.

Details of the Development

8. The existing sand and gravel reserves at Bridge Farm Quarry are running low and the applicant has identified that the sand and gravel reserves (approximately 500,000 tonnes) in the adjacent fields could be worked as an extension to their current operation, and processed by their existing plant. They have said that if this reserve is not worked as part of their existing operations, it is unlikely to be viable and the reserve would effectively be sterilised.
9. This application therefore seeks to extend Bridge Farm Quarry so that the reserves can contribute to the requirements for sand and gravel in the South Oxfordshire area.
10. The extension proposes working and restoration to continue in a progressive manner in three phases, commencing with Phase 5, located to the west of the approved Phase 4. Phases 6 and 7 then follow in a clockwise sequence.
11. The working life of Phase 5 is approximately eight months, with Phases 6 and 7 being six and ten months respectively. Restoration would as far as possible be achieved as part of a progressive working methodology, with sowing and planting carried out in the first suitable season but the application proposes final restoration will be no later than three years from the date of commencement of extraction in the proposed extension area.

12. The Phase 5 field would be worked dry, by dewatering into Phase 4B. This field has the best quality land on the site and would be restored back to agricultural use.
13. Phases 6 and 7 of the scheme, nearest to the river would be worked wet, with gravel allowed to drain before being loaded on to the conveyor. These areas would be restored to water bodies fringed with reedbed, and with lake margins of grassland within the existing hedgerow boundaries.
14. Gravel would be extracted by long reach excavator and transported to the plant site by conveyor, which goes under the B4016, in the same way as at present. The silt arising from the processing is taken back to the existing working area by pipe which will run along the conveyor corridor.
15. A minimum standoff of 25m is allowed to the River Thames and a minimum of 18m is allowed from the boundary fence to the railway (meaning the toe of the embankment is 22-23m from the edge of extraction.)
16. All the existing field boundary hedgerows and riverside trees are retained throughout the working, and additional hedgerow planting is included in the restoration scheme. No lighting is proposed.
17. The application is supported by an Environmental Impact Assessment (EIA) and an Environmental Statement (ES) was submitted along with the application. This covers the key environmental impacts of the proposal. Further information was requested from the applicant under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regs) on two occasions. The main potential environmental effects considered are set out in Annex 3.

Part 2 – Other Viewpoints

Representations

18. No letters of objection have been received to this application.

Consultations

19. Vale of White Horse DC (Planning & Environmental Protection Officer) – No objection, but recommend a noise condition be attached.
20. South Oxfordshire DC (Environmental Health Officer) – no objection subject to mitigation measures in the acoustic and dust control reports.
21. Sutton Courtenay Parish Council - has concerns regarding the workings so close to the river Thames, and fears contamination and possible leachate. It regrets the loss of the existing habitat, and would like to see a very long term management plan for the area.

22. Didcot Town Council – No strong view but makes the following comments:

- Sand and gravel is needed to supply local housing needs and it is preferable that they be sourced locally and support jobs locally.
- The inconvenience is noted, but so is its temporary nature.
- Welcomes the prospect of more lakes locally.

23. Environment Agency – Object for the following reasons:

- The assessment of the risks to nature conservation provided is inadequate.
- The applicant has not shown that there will be an adequate buffer zone to the River Thames and the ditch which forms a boundary to the west of the site.
- The absence of an acceptable Flood Risk Assessment (FRA).
Additional clarification on water resources was also requested.

NB – following a meeting with the Environment Agency and the applicant a further updated response is awaited which is understood will withdraw these objections.

24. National Grid – No objection.

25. Historic England – No objection, but suggest we seek advice from our conservation specialists (see OCC Archaeologist comments below).

26. Network Rail – originally objected because there might be an adverse safety impact to the operational railway. Following submission of further information from the applicant their objection was withdrawn subject to a ensuring that any outfall/discharge is to the River Thames and not to Network Rail land. Advice was also given for the safe operation of the railway and the protection of Network Rail's land including fencing to the mutual boundary.

27. Natural England – No objection subject to conditions to cover the provision of soil handling methodologies and an aftercare plan and submission of a scheme for additional screen planting to the River Thames National Trail.

28. Ministry of Defence – No objection subject to:-

- The lakes being designed to have deep water and a continuous reed fringe around the lake.
- A legal based Bird Management Plan during and after the restoration.

29. Oxford Green Belt Network – No comments.

30. CPRE – No objection, but the timetable and restoration plans should be made conditions of approval.

31. Southern Gas Network – A low/medium/intermediate pressure gas main is near the site. No mechanical excavations should take place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. The position of the pipes should be confirmed by hand dug holes. Second response – no comment.

32. Health and Safety Executive – No objection.

33. County Council as Lead Flood Authority – No drainage concerns.

34. County Council as Highway Authority – No objection subject to routing agreement to take traffic to and from the A4130 Didcot north perimeter road as for the existing planning permission for the quarry.

35. County Rights of Way Team – No comments.

36. County Environmental Strategy Officer – No objection but makes the following comments:

- It is difficult to confirm from the application whether an appropriate assessment of the extent of visibility has been made:
 - i. Potential views from Bridge House and Bridge Farm House are noted but not examined.
 - ii. The impact of the view from Wittenham Clumps is stated as negligible, but the impact of the development including site operations e.g. moving vehicles, warning lights etc has been understated.
- The 6m high gravel store will be visible above the bunds. Arranging the layout of the site so that the maximum height of the gravel tip is not above the boundary bunds would reduce this impact.
- The screening bunds should be seeded to provide quick cover and short-term biodiversity benefit.
- The inclusion of car park and bird hide on the currently approved restoration scheme is noted and welcomed. Could this path be extended northwards to an additional hide / screen to afford views over a different habitat area? The construction of a path, and upgrade of the existing consented path, to a specification that affords access to people with mobility problems would be an additional benefit.
- The requirement for a 5+20 year aftercare and management plan in line with regular county council requirements is noted.

37. County Arboriculture Officer – No objection.

38. County Archaeologist -

The applicant has undertaken an archaeological evaluation of the application site.

The geophysical survey identified an L shaped enclosure, a ring ditch and other slight anomalies. West of the existing quarry three distinct phases of activity were identified. The earliest phase of activity relates

to several flint implements that have been dated to the early Neolithic period. A second phase of activity dates to the middle Bronze Age. Some struck flints and pottery of that period were recovered from a ditch. The ring ditch also dated to this period but the only dating evidence has been abraded pottery from the fill of the quarry ditch. However this feature is very similar to other Bronze Age features in the adjacent quarry area. The third phase of activity relates to the L shaped enclosure and dates to the middle Iron Age.

Trenching south of the river suggests that this area was not utilised nor did it have long term or substantial habitation due to fluvial activity.

No archaeological features of such significance to preclude the principle of development were revealed. Nor are any features demonstrably of equivalent significance to a Scheduled Ancient Monument.

We would therefore recommend that, should planning permission be granted, the applicant should be responsible for implementing a programme of archaeological work. This can be ensured through the attachment of a suitable negative condition

39. County Ecologist – No objections subject to the following conditions:

- A stand-off distance of 30 m from the two badger setts.
- All deep excavations should be suitably ramped and any pipe-work to be covered overnight.
- No operations are to take place within 50m of OS ref 4518 1945 (red kite nest site in the centre north of the site) during the nesting season unless the nest has been checked for occupancy by a suitably qualified ecologist.
- No works to take place until a scheme for protecting the woodland / trees/ hedgerows have been agreed, and that no work shall take place other than in accordance with that scheme.

The permission should be subject to a Section 106 agreement to include:

- A 20 year management plan.
- Funding to monitor the implementation of the management plan.

Following the submission of further information to address objections raised by the Environment Agency showing the presence of otters and water voles further comments were made:

- A restoration plan should be submitted showing more details of the restoration work.
- The EA should be asked to specify data needed to ensure restored areas do not cause harm in times of flood.
- Stand off strip to the water course on the west of the site seems narrow and might impact on protected species.
- Concern about the closeness of soil bunds to hedges remains as further information had not been supplied by the applicant.

- Agrees with the EA that more information on the morphology of channels between the River Thames and the new water bodies is needed.

Part 3 – Relevant Planning Documents

Relevant planning policies (see Policy Annex to the committee papers)

40. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for this area comprises:

- Oxford Minerals and Waste Local Plan 1996 (saved policies).

As the OMWLP pre-dates the NPPF, an assessment of the consistency of the saved policies with the NPPF and NPPW has been undertaken to ensure the continued validity of these policies to assist decision makers, developers and the local communities.

- Vale of White Horse Local Plan 2011 (saved policies)
- Adopted Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies (VOWHLP 2031)

41. Other material considerations are:

- i) The Draft Oxfordshire Minerals and Waste Local Plan Part 1 - Core Strategy (OMWCS) was submitted to the Secretary of State for independent examination in January 2016. Following an examination hearing held in September, the Inspector has produced an Interim Report dated October 2016. Following the Inspector's Interim Report, the Council carried out further Strategic Environmental Assessment/Sustainability Appraisal (SEA/SA) work and have now published the Proposed Modifications (February 2017) and a SEA/SA update report for consultation, which runs from 3rd February to 20th March. Therefore, although the OMWCS is not yet adopted, it is at an advanced stage and the draft policies should be given due weight.
- ii) The Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (VOWHLP 2031 Part 2) was subject to a period of consultation which closed on 4th May 2017. Whilst a material consideration, in accordance with paragraph 216 of the NPPF, these policies are at an early stage and should be given limited weight in any decision made. The access to the site from the A4130 Didcot northern perimeter road and The Portway falls within an area which has been designated by central government as Didcot Garden Town.
- iii) The Government's National Planning Policy Framework (NPPF) and the National Policy for Waste (NPPW) are material considerations in taking planning decisions.

42. The relevant Development Plan policies are:

Oxfordshire Minerals & Waste Local Plan (OMWLP) 1996

- SD1 – Landbanks.
- SD2 – Small extensions to quarries.
- SC3 - Sutton Courtenay vehicle routing
- PE2 – Mineral working in areas outside those identified in the plan
- PE3 – Buffer zones
- PE4 – Groundwater
- PE5 – River Thames
- PE7 – Flood plain
- PE8 – Archaeology
- PE13 – Restoration in a reasonable timescale
- PE14 – Nature conservation
- PE18 – Imposition of conditions to protect amenity

Vale of White Horse Local Plan 2011 (VWLP 2011)

- DC5 – Access
- DC6 – Landscaping
- DC9 – Neighbourhood amenity
- DC12 – Groundwater
- HE9 – Historic Environment evaluation
- HE10 – Protection of nationally important archaeological remains
- HE11 – Historic Environment excavation & recording
- NE9 - Landscape
- NE11 – Development within areas of damaged or compromised landscapes

Vale of White Horse Local Plan 2031 (VWHLP 2031)

- Core Policy 1 – Presumption in favour of sustainable development
- Core Policy 33 - Sustainable Transport
- Core Policy 39 – Historic Environment
- Core Policy 42 – Flood Risk
- Core Policy 43 – Natural Resources
- Core Policy 44 – Landscape
- Core Policy 45 – Green infrastructure
- Core Policy 46 – Conservation and improvement of biodiversity

43. The relevant policies of the OMWCS are:

- M2 - Landbanks
- M3 – Locations for working aggregate minerals
- M4 – Sites for working aggregate minerals
- M5 – Working of aggregate minerals
- M8 – Safeguarding of mineral resources

- M10 – Restoration of mineral workings
- C1 – Sustainable development
- C4 – Water Environment
- C5 – General environmental and amenity protection
- C6 – Agricultural land and soils
- C7 – Biodiversity and geodiversity
- C8 – Landscape
- C10 - Transport

44. The relevant policies of the VWHLP 2031 Part 2 are:

- Core Policy 16b: Didcot Garden Town
- Development Policy 15 (Access)
- Development Policy 22 (Amenity)
- Development Policy 24 (Noise)
- Development Policy 29 (Watercourses)

Part 4 – Analysis and Conclusions

Comments of the Director for Planning and Place

45. The key policy issues to consider in determining this application are whether the development would cause adverse amenity or environmental effects.

Minerals Policy

46. The NPPF paragraph 144 states that in determining planning applications great weight should be given to the benefits of mineral extraction, including to the economy.

47. The Sutton Courtenay complex is identified as an area for sand and gravel working in the OMWLP, however, the Bridge Farm extension area to the north of the B4016 was not included at that time. OMWLP policy SD2 states that planning permission will normally be granted for small extensions to existing operating sand and gravel quarries which otherwise comply with national and Local Plan policies. OMWLP policy PE2 applies, which states that planning permission will not be granted for areas other than those identified in the plan unless specific criteria are met or that the working would be acceptable under policy SD2. The application proposal is for what is described as a small extension to the Bridge Farm site which would essentially complete the working of the mineral reserves in this area to the north of the B4016. Therefore, I do not consider there to be a conflict with OMWLP policy PE2.

48. Paragraph 145 of the NPPF states that Minerals planning authorities should plan for a steady and adequate supply of aggregates by:

- preparing an annual Local Aggregate Assessment, either individually or

jointly by agreement with another or other mineral planning authorities, based on a rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources);

- participating in the operation of an Aggregate Working Party and taking the advice of that Party into account when preparing their Local Aggregate Assessment;
- making provision for the land-won and other elements of their Local Aggregate Assessment in their mineral plans taking account of the advice of the Aggregate Working Parties and the National Aggregate Coordinating Group as appropriate. Such provision should take the form of specific sites, preferred areas and/or areas of search and locational criteria as appropriate;
- taking account of published National and Sub National Guidelines on future provision which should be used as a guideline when planning for the future demand for and supply of aggregates;
- using landbanks of aggregate minerals reserves principally as an indicator of the security of aggregate minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction and alternative supplies in mineral plans;
- making provision for the maintenance of landbanks of at least 7 years for sand and gravel and at least 10 years for crushed rock, whilst ensuring that the capacity of operations to supply a wide range of materials is not compromised. Longer periods may be appropriate to take account of the need to supply a range of types of aggregates, locations of permitted reserves relative to markets, and productive capacity of permitted sites;
- ensuring that large landbanks bound up in very few sites do not stifle competition; and
- calculating and maintaining separate landbanks for any aggregate materials of a specific type or quality which have a distinct and separate market.

49. Policy SD1 of the OMWLP requires that separate landbanks will be maintained for sharp sand and gravel and for soft sand at levels which accord with current Government advice and with the current regional apportionment. The consistency of this policy has been assessed against the NPPF and the NPPW, the outcome of which is that the policy is consistent only in part. In this case, as they are more up-to-date, it is appropriate to give greater weight to the NPPF and NPPG on matters of landbank. The NPPG makes it clear that landbanks are principally a monitoring tool to provide MPAs with early warning of possible disruption to the provision of an adequate and steady supply of aggregate. It should be used as a trigger for a MPA to review the current provision and consider a review of the allocation of sites. At paragraph 82, the NPPG says that low landbanks may be an indicator that suitable applications should be permitted as a matter of importance.

50. The NPPG, which supports the NPPF and is more recent guidance than that pertaining at the time of the OMWLP, makes it clear that there is no

maximum landbank level and each application for minerals extraction must be considered on its own merits (paragraph 84). It goes on to set out reasons why an application for mineral extraction might be brought forward where an adequate landbank exists, these include:

- Significant future increases in demand that can be forecast with reasonable certainty;
- The location of the consented reserve is inappropriately located relative to the main market areas;
- Known constraints on the availability of consented reserves that might limit output over the plan period.

51. The Oxfordshire Minerals and Waste Annual Monitoring Report 2016 (AMR 2016) records permitted reserves of sharp sand and gravel totalling 12.487 million tonnes (mt) at the end of 2015, with an additional 0.515 mt being provided by further permissions granted in 2016. This gives a total of 13.002 mt available from the end of 2015. Sales of sharp sand and gravel in 2015 are recorded in AMR 2016 as 768,000 tonnes (t), which was an increase of 20% from 2014, and of 92% from 2013. The average of 10 years sharp sand and gravel sales figures (2006-2015) was 628,000 t. The current Local Aggregate Assessment provision rate for sharp sand and gravel, in the Oxfordshire Local Aggregate Assessment 2014, is 1.015 mt per annum. Based on this figure (in line with the national Planning Practice Guidance), the AMR 2016 records the landbank for sharp sand and gravel at the end of 2015 as 12.3 years. Inclusion of the further permissions granted in 2016 increases this to 12.8 years. Therefore, new permissions are not currently needed to maintain the landbank of at least 7 years. However, the NPPF is clear that a 7 year landbank is a minimum and not a maximum level to be maintained. The fact that the landbank is currently more than 7 years is not a reason to refuse planning permission.

52. OMWCS policy M2 states that provision will be made through policies M3 and M4 to enable a supply of sharp sand and gravel of 1.015 million tonnes per annum giving a total over the plan period of 18.27 million tonnes. It also sets out that permission will be granted to allow a landbank of at least 7 years of sand and gravel to be maintained. OMWCS policy M3 includes the site within a wide area within the 'Thames and Lower Thame Valleys area from Oxford to Cholsey' (classed as in "southern Oxfordshire"), which is identified as a strategic resource area for aggregate minerals extraction within which sites for mineral working will be allocated in the Part 2 Minerals and Waste Local Plan. Allocated sites will be located such that 75% of the additional tonnage requirement is in southern Oxfordshire. OMWCS policy M5 states that prior to the adoption of the Part 2 Minerals and Waste Local Plan permission will be granted for the working of aggregate minerals where it would contribute towards the requirement for provision identified in policy M2 and is in accordance with the locational strategy in policy M3 and the core policies for minerals and waste (C1-C12).

53. The principle of mineral extraction at Bridge Farm to which this application would be an extension has already been accepted. OMWCS Policy M2 sets out the landbank provision required. The current sharp sand and gravel landbank in Oxfordshire is around 12.8 years from the end of 2015, above the required minimum of 7 years. Approximately half of the current permitted reserves of sharp sand and gravel are at a single site (Gill Mill Quarry) and those reserves are expected to be worked over a period up to 2036. Therefore, it would not be possible for Oxfordshire's production of sharp sand and gravel to be maintained at the LAA level of 1.105 mtpa throughout the theoretical period of the current landbank (12.8 years), since the reserves at other sites are expected to be worked out within a shorter period. Some quarries are expected to be worked out in less than 7 years (the minimum landbank period required by the NPPF). This provides an argument for the point made within the NPPF that MPAs should "*ensure that large land banks bound up in very few sites do not stifle competition.*"
54. The working of the mineral proposed in this application would add approximately 6 months to the landbank and maintain supply from this quarry for a further two years. It would contribute 10% to the overall requirement for further sharp sand and gravel reserves of 5 million tonnes identified over the OMWCS plan period. The application accords with the spatial strategy in OMWCS policy M3 both in terms of the strategic resource areas and the 25% / 75% split in additional tonnage requirement between northern and southern Oxfordshire.
55. Subject to there not being an overriding reason not to extract the mineral in this location, it would minimise environmental impacts to work that material from an extension to this existing site which is already disturbed.
56. The NPPF contains a presumption on favour of sustainable development and OMWCS policy C1 reflects this with a positive approach to minerals and waste development, where applications accord with other policies in the plan. Core Policy 1 of the VWHL 2031 favours sustainable development in accordance with the provisions of the plan where appropriate and the National Planning Policy Framework (NPPF) otherwise, unless there are material considerations which indicate otherwise. As set out above, subject to there being no overriding reason to refuse permission, it is a sustainable option to work mineral from an extension to an existing quarry where remaining reserves would otherwise be sterilised.

Impacts on the Environment - Water

57. OMWLP policy PE4 states that proposals for mineral extraction must not put at risk the quality of groundwater or groundwater levels. OMWCS policy C4 makes similar provision. Policy DC 12 of the VWHL 2011, Core Policy 43 of the VWHL 2031 and VWHL 2031 Part 2 Development Policy 29 also seek to protect the water environment.

58. The site lies in flood zones 2 and 3 and so the sequential test has been carried out to see whether the development could be located instead in Flood Zone 1 (Annex 4). The application is an extension to an existing quarry to enable the extraction of mineral deposits which would otherwise be sterilised. There are no alternative sites available outside flood zones 2 and 3 of equivalent yield. The development is in any instance water compatible.
59. The Environment Agency has been consulted on the application and whilst initially objection was raised on the grounds of an inadequate Flood Risk Assessment, it is understood this objection has now been withdrawn although confirmation in writing of this is awaited and I will update the committee orally on this point. The Lead Local Flood Authority also has no objection to the application. Network Rail now has no objection subject to a condition requiring drainage to not be onto Network Rail land. It is therefore recommended that a pre-commencement condition be attached to any planning permission granted requiring details of the drainage including the discharge arrangements to the River Thames to be submitted for approval. Subject to this I consider that the application is in accordance with the aims of the above policies.

Impacts on Amenity

60. Planning policy requires that proposals for minerals development should not have unacceptable adverse impacts on residential amenity and other sensitive receptors and that suitable buffer zones should be provided (OMWLP policies PE3 & PE18, VWHLP 2011 policy DC9, OMWCS policy C5, VWHLP 2031 Part 2 Development Policies 20 & 22).
61. The extraction of mineral in the proposed extension area would not have any additional, significant impacts on amenity other than mineral working would continue in the area for a longer period of time which, including the completion of restoration, would extend the duration of any minor amenity impacts experienced by neighbours for a further three years. However, the quarry has not generally attracted complaints and generally operates in accordance with conditions. The applicant has advised that they would accept conditions limiting the size of the stockpiles of mineral to not exceed those of the surrounding screening bunds and also to require that a biodiversity friendly seed mix be sowed on the screening bunds, albeit that they would only be in place for a limited period. Natural England have requested additional screen planting to the River Thames Path but given the relatively short time period proposed for extraction and restoration operations, I do not consider that any planting would have time to mature so as to be any significant benefit. I therefore consider that with regard to impacts on amenity, the proposal is therefore in accordance with OMWLP policy PE18, VWHLP 2011 policy DC9, OMWCS policy C5 and VWHLP 2031 Part 2 Development Policies 22 & 24.

Restoration

62. OMWLP policy PE13 and OMWCS policy M10 require that mineral workings should be restored appropriately and within a reasonable timescale. The three years extension to the overall timescale for restoration of the extended Bridge Farm Quarry is considered to be reasonable.
63. The proposed restoration to agricultural land in phase 5 and lakes in phases 6 and 7 with a nature conservation afteruse is considered to be appropriate. Whilst the existing quarry is subject to a legal agreement requiring a 20 years long term management plan, the applicant is not able to offer this for the extension area. Whilst such an extended period of long term management would be desirable, I do not consider that without it the development would be unacceptable such that a sustainable reason for refusal could be justified. The applicant has nonetheless advised that they would accept a condition requiring a seven year aftercare period which is two years more than the standard five. There would also in any instance be a requirement for a legal agreement to be provided to provide for the long term bird management plan which the Ministry of Defence would require to be in place for so long as there are operational airfields at RAF Benson and Dalton Barracks.
64. The proposed extension does include the working of mineral from 12.1 ha of high grade agricultural land. The intention is that phase 5 which is the area where this land is found, would be restored back to high grade agricultural land. Paragraph 112 of the NPPF states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Policy C6 of the OMWCS states that proposals for minerals and waste development shall demonstrate that they take into account the presence of any best and most versatile agricultural land and that the permanent loss of best and most versatile agricultural land will only be permitted where it can be shown that there is an overriding need for the development and where all options for reinstatement without such loss of quality have been considered taking into account other relevant considerations. Core Policy 43 of the VWHL 2031 also states that the development of the best and most versatile agricultural land should be avoided, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality. As there would be no overall loss of best and most versatile agricultural land, it is considered that the application meets the requirements of these policies.
65. The application is considered to be in accordance with OMWLP policy PE13, OMWCS policies M10 and C6 and Core Policy 43 of the VWHL 2031.

Biodiversity

66. NPPF paragraph 9 states that sustainable development includes moving from a net loss in biodiversity towards achieving net gains for the future. OMWLP policy PE14 states that proposals which would affect a nature conservation interest will be assessed taking into account the importance of the affected interest, the degree of damage and the extent to which replacement habitat could preserve the interest in the long term. OMWCS policy C7 states that minerals development should conserve and where possible enhance biodiversity and development shall avoid harm to protected species. Core Policy 46 of the VWHL 2031 makes similar provision.
67. As well as the area to be restored to agriculture, two water bodies fringed with reedbed, and with lake margins of grassland within the existing hedgerow boundaries would be created which would provide biodiversity enhancements over the existing situation where the land is in intensive agricultural use. The County Council's Ecology Officer has no objection to the application subject to conditions. The Environment Agency had raised objection on two biodiversity grounds as set out above but following a meeting between officers, the Environment Agency and the applicant, it is understood that these concerns had been addressed and that the Environment Agency will be sending an amended response withdrawing their objections subject to conditions. I will update the committee orally at the committee meeting on this revised response.
68. Whilst the existing quarry to which this would be an extension is subject to a management plan for 20 years following the statutory five years aftercare period, the applicant has not been able to offer this for the extension area. Whilst it is always a positive gain to obtain extended management for areas to be restored to biodiversity uses, there is no specific support for this in national, development plan or developing policy and I do not consider that there is any overriding reason for refusal which would otherwise render it necessary to make this specific application acceptable.
69. Subject to confirmation of the Environment Agency's revised position, I consider that the development is supported by the NPPF paragraph 9, OMWLP policy PE14, OMWCS policy C7, and VWHL 2031 Core Policy 46.

Landscape

70. OMWLP policy PE5 states that mineral workings should not harm the immediate setting and nature conservation value of the River Thames. VWHL 2011 policies NE9 and NE11 are landscape policies applying to the area on which the site is located which state that development will not be permitted that has an adverse impact on landscape (NE9) or if a landscaping plan that enhances the appearance of the area has not been

provided (NE11). VWHL P 2031 Core Policy 44 seeks to protect and enhance local landscape character. OMWCS policy C8 states that minerals development should respect and where possible enhance the local landscape. VWHL P policy DC6 provides for the landscaping of developments.

71. This application would result in a change to the landscape in close proximity to the River Thames, as it would result in an area of water being present in the landscape in the long term over the areas of phases 6 & 7, rather than the currently agriculture. The Thames Path runs along the northern bank of the river but the application site is generally screened by existing vegetation. However, in the context of the rest of the already consented quarry being restored to water bodies and reed beds and the wider context which is very much the existing Sutton Courtenay mineral and waste management complex, this is not considered to be significant. Screening would be provided through the provision of soil bunds during the working and additional planting would be carried out as part of the proposed restoration scheme. The restoration and aftercare plans will ensure that the restored site is of high quality and makes a positive contribution to the landscape. As set out above, Natural England have requested additional screen planting to the River Thames Path but the applicant does not consider this would be of any benefit. Given the relatively short time period proposed for extraction and restoration operations, I also do not consider that any planting would have time to mature so as to be any significant benefit in landscape terms whilst the site was disturbed. Whilst it would be of benefit in the longer term in terms of providing a strengthened habitat resource, I do not consider that this would constitute a sustainable reason for refusal to the application or to the attachment of a condition requiring such a planting scheme to be provided, both of which could be appealed against.

72. It is considered that the development complies with VWHL P 2011 policies DC6, NE9 and NE11, VWHL P 2031 Core Policy 44 and OMWCS policy C8.

Archaeology

73. OMWLP policy PE8 states that before determining an application for mineral extraction, the County Council will require the applicant to carry out a preliminary archaeological assessment to determine the nature and significance of any archaeological remains. Subject to the results of this assessment, an archaeological field investigation may be required. OMWCS policy C9 states that proposals for minerals development will not be permitted unless it is demonstrated that they will not have an unacceptable adverse impact on the historic environment. The NPPF states where a site includes heritage assets with archaeological interest, that local planning authorities should require applicants to submit an appropriate desk based assessment and where necessary a field

evaluation. Policies HE9, HE10 & HE11 of the VWHL 2011 and Core Policy 39 of the VWHL 2031 make similar provision.

74. The County Council's Archaeologist has no objection subject to conditions requiring the submission of a Written Scheme of Investigation and following archaeological investigation as works progress. Subject to this it is considered that the application would be in accordance with the above policies.

Transport

75. Saved VWHL policy DC5 states that developments will only be permitted provided there is safe and convenient access to the highway network and it can accommodate the traffic arising from the development. Core Policy 33 of the VWHL 2031 supports sustainable transport and the limitation of any adverse impacts from traffic. VWHL 2031 Part 2 Development Policy 15 makes similar provision. It is understood that there would be no additional throughput compared to the existing asphalt plant and so no need for additional vehicle movements associated with the proposed development. Policy C10 of the OMWCS seeks to secure safe and suitable access from waste sites to the advisory lorry routes shown on the Oxfordshire Lorry Routes Map. OMWLP policy SC3 seeks to see vehicles routed to and from the A4130 Didcot Northern Perimeter Road and avoiding local villages including Sutton Courtenay.

76. The County Council as Highway Authority has no objection subject to a routing agreement being entered into to take traffic to and from the A4130 Didcot north perimeter road. The existing quarry is subject to such a routing agreement applicant has advised that they will enter into a supplementary routing agreement. Subject to this I see no conflict with the aims of the above policies.

Legal Agreements

77. The existing permission is subject to a routing agreement and a legal agreement which secures long term management. As set out above, the applicant will enter into a supplementary routing agreement. A S.106 legal agreement will also be required to secure the provision of the bird management plan to meet the requirements of the Ministry of Defence.

Conclusions

78. The application is for an extension to an existing mineral working which will prevent the sterilisation of the remaining sand and gravel deposits in the area. The total additional time which would be added to mineral working in the area would be three years. The extended workings would continue to utilise the existing conveyor to move the extracted mineral to the existing plant site in the Sutton Courtenay complex and the access from there to the A4130. The development would not have any overriding and significant additional adverse impacts on the environment including

the amenity of local residents, the landscape, the water environment, best and most versatile agricultural land and biodiversity. It would lead to some biodiversity enhancements and continued employment for existing staff working at the quarry.

79. The development would be sustainable development with environmental, economic and social benefits in line with paragraph 7 of the NPPF and would be generally in accordance with both development plan policy and developing policies. Subject to the further response of the Environment Agency, the completion of a supplementary routeing agreement and legal agreement to cover the provision and implementation of a bird management plan, it should be approved subject to conditions as discussed above and as set out in Annex 2.

RECOMMENDATION

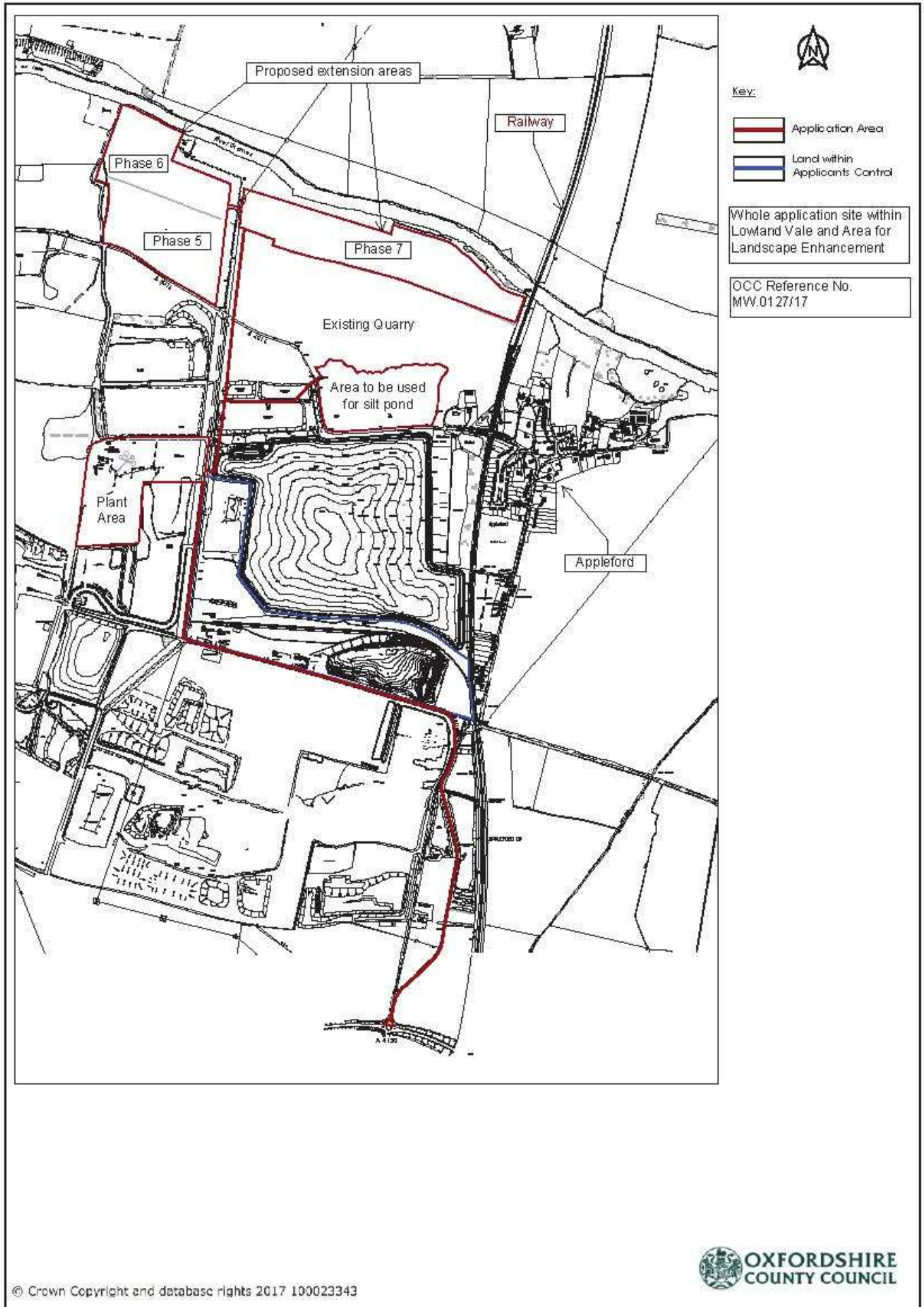
80. It is **RECOMMENDED** that subject to:

- (i) **the further response of the Environment Agency;**
- (ii) **completion of a section 106 legal agreement to provide for the submission and implementation of a bird management plan;**
and
- (iii) **to a supplementary routeing agreement**

it is RECOMMENDED that Application MW.0127/16 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to this report.

SUSAN HALLIWELL
Director for Planning and Place

5 JUNE 2017



Annex 2 - Conditions

- i. The development shall be carried out strictly in accordance with the particulars of the development, plans and specifications contained in the application except as modified by conditions of this permission.**
- ii. The development (commencement of mineral extraction) to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission. The date of commencement of development shall be notified to the planning authority within 7 days of commencement.**
- iii. The development shall cease, all associated pumps, plant and machinery shall be removed and the site shall be restored in accordance with the detailed restoration plan to be submitted pursuant to condition xvi) no later than three years from the date of commencement of the development.**
- iv. No operations authorised or required by this permission shall be carried out, and plant shall not be operated other than between 07.00 and 18.00 hours Mondays to Fridays and 07.00 to 12.00 hours on Saturdays;
No operations shall take place on Sundays, Public or Bank Holidays or on Saturdays immediately following Bank Holiday Fridays.**
- v. The noise levels arising from the development shall not exceed 50 dB(LAeq) (1 hour) at the closest dwelling.**
- vi. The noise levels arising from temporary operations for construction and removal of bunds shall not exceed 57 dB(LAeq) (1 hour free field) measured at the closest dwelling and the temporary operations shall not occur for more than 28 days at one time with a gap of at least 28 days between each such period of temporary operations.**
- vii. Noise from typical site operations shall be monitored every 3 months throughout the life of the development. A monitoring report shall be submitted to the Minerals Planning Authority in writing within 2 weeks of each set of monitoring.**
- viii. No reversing beepers or other means of audible warning of reversing vehicles shall be fixed to, or used on any vehicles, plant and machinery, other than those which use white noise.**
- ix. No vehicle shall exceed a speed of 25 kph on site;**

- x. **No development shall take place other than in accordance with the approved scheme for the minimisation of the emission of dust 'Sutton Courtenay Quarry Bridge Farm – Dust Control Scheme' dated 10/07/07. The approved scheme shall be implemented in full and the suppression equipment thereafter maintained in accordance with the manufacturer's instructions for the duration of the permission.**
- xi. **Material shall not be handled and moved if conditions are such that this creates a visible dust cloud.**
- xii. **A stand-off distance of 30 metres from the two badger setts on the western boundary should be maintained during excavation work in order to prevent disturbance to badgers on site. Soil shall not be stored in this area.**
- xiii. **All deep excavations shall be suitably ramped and any pipe-work associated with the development covered overnight to minimise the risk of badgers and other mammals, such as hedgehog being inadvertently killed and injured within the active quarry after dark.**
- xiv. **No operations are to take place within 50 metres of OS ref 4518 1945 (red kite nest site in the centre north of the site) during the nesting season (1st March to 31st August) unless the nest has been checked for occupancy by a suitably qualified ecologist. If the nest is occupied operations must be withdrawn from the area specified until young have fledged.**
- xv. **No works to take place until a scheme for protecting the woodland / trees/ hedgerows has been submitted to and approved in writing by the Mineral Planning Authority and no work shall take place other than in accordance with that scheme.**
- xvi. **Prior to the commencement of the development, a detailed Restoration Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This shall include the following details:**
 - **The levels in the new lakes;**
 - **How the new lakes will be connected, both between waterbodies and with the River Thames.**
 - **Restoration of grassland around the lakes as species-rich grassland using local hay as a seed source.**
 - **Installation of at least one barn owl box within the extension area.**
 - **Provision of a bird hide with access near the pump house.**
- xvii. **All work of soil stripping, stockpiling and reinstatement shall be carried out when the material is in a dry and friable condition.**

- xviii. Stockpiled materials shall be sited such that they do not exceed the heights of the boundary soil storage screening.**
- xix. Plant or vehicle movements shall be confined to clearly defined haul routes or to the overburden/infill surface and shall not cross areas of topsoil and subsoil except for the express purpose of soil stripping or replacement operations.**
- xx. No development shall be carried out until details of the drainage works to be carried out including the arrangements for discharge to the River Thames have been submitted to and approved in writing by the Mineral Planning Authority.**
- xxi. No floodlighting shall be erected on site.**
- xxii. No development shall commence until a Written Scheme of Investigation has been submitted to and approved in writing by the Minerals Planning Authority. This scheme shall provide details of the professional archaeological organisation that will carry out the investigation. The approved scheme shall be implemented in full.**
- xxiii. Prior to the commencement of the development and following the approval of the Written Scheme of Investigation, a staged programme of archaeological investigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Minerals Planning Authority no later than six months from the date of completion of restoration.**
- xxiv. All soil and soil forming materials shall be handled in accordance with Defra's Good Practice Guide for Handling Soils.**
- xxv. Within 3 months of the formation of storage bunds the operator shall submit a plan to be approved in writing by the Mineral Planning Authority showing the location, contours and volumes of the bunds, and identifying the soil types and units contained therein.**
- xxvi. Soil shall only be moved when in a dry and friable condition. For cohesive soil this may be assessed in accordance with the "Worm Test" for field situations described by Annex AP 8 Para 1 (g) of the Defra Guidance for Successful Restoration of Mineral and Waste Sites to determine if the moisture content is drier than the lower plastic limit and therefore, less prone to damage if handled.**

- xxvii. For all soil types no soil handling shall proceed during and shortly after significant rainfall, and / or when there are any puddles on the soil surface.**
- xxviii. Soil handling and movement shall not be carried out between the months of October to March inclusive, unless otherwise approved in writing by the Mineral Planning Authority.**
- xxix. All available topsoil (and subsoil) shall be stripped before any part of the site is excavated, built upon or otherwise traversed by heavy machinery (except for the purpose of stripping or stacking soil on those parts).**
- xxx. Written notification shall be made giving the Mineral Planning Authority five clear working days notice of the intention to start stripping soils.**
- xxxi. Bunds for the storage of agricultural soils shall conform to the following criteria:**
 - a) Topsoils, subsoils and subsoil substitutes shall be stored separately.**
 - b) Where continuous bunds are used dissimilar soils shall be separated by a third material, previously approved in writing with the Mineral Planning Authority.**
 - c) Topsoil bunds shall not exceed 3 metres in height and subsoil bunds shall not exceed 5 metres in height.**
 - d) Materials shall be stored like upon like, so that topsoil shall be stripped from beneath subsoil bunds and subsoil from beneath overburden bunds.**
- xxxii. All storage bunds intended to remain in situ for more than 6 months or over the winter period shall be seeded with a standard agricultural pollen-rich legume mix to be submitted to and approved in writing by the Mineral Planning Authority no less than one month before it is expected to complete the formation of the storage bunds.**
- xxxiii. All topsoil, subsoil, and soil forming material shall be retained on the site.**
- xxxiv. Restored soil depths shall accord with the proposals set out in the Environmental Statement and Supporting Technical Reports.**
- xxxv. All stones and other materials in excess of 100 mm in any dimension which are likely to obstruct cultivation in the agricultural afteruse shall be picked and removed from the site.**
- xxxvi. The applicant shall notify the Mineral Planning Authority at least 5 working days in advance of the commencement of the final**

subsoil placement on each phase, or part phase to allow a site inspection to take place.

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

xxxviii. In relation to Phase 5 of the Scheme, an Aftercare Scheme requiring that such steps as may be necessary to bring the land to the required standard for the use of agriculture shall be submitted for the approval of the Mineral Planning Authority not later than 3 months prior to the date on which it is first expected that the replacement of topsoil shall take place. The submitted Scheme shall:

a) Provide an outline strategy for the five year Aftercare period in accordance with Paragraph: 057 of Minerals Planning Practice Guidance. This shall specify the steps to be taken and phasing in the management of the land to promote its rehabilitation to the target afteruses including where appropriate:

A map identifying clearly all areas with phasing, subject to aftercare management, A remedial field drainage system, and

- A pre-release report to demonstrate that the land has been reclaimed to the required standard.

b) Provide for a detailed annual programme, in accordance with Paragraph: 058 of Minerals Planning Practice Guidance, to be submitted to the Mineral Planning Authority not later than two months prior to each annual Aftercare meeting.

Unless the Mineral Planning Authority, after consultation with other interested parties, agree in writing with the person or persons responsible for undertaking the Aftercare steps that there shall be lesser steps or a different timing between steps, the Aftercare shall be carried out in accordance with the submitted Scheme.

xxxix. No works of site clearance, demolition or development shall take place in either phase 6 or 7 unless or until an aftercare scheme for nature conservation afteruses has been submitted to and approved in writing by the Mineral Planning Authority. The scheme shall provide for:

a) A five year period of aftercare following the restoration of each phase or discrete area of restoration, specifying the steps to be taken and the period during which they are to be taken, and who will be responsible for taking those steps. The

scheme shall provide for any drainage measures and an annual meeting between the developer, the Mineral Planning Authority, the landowners and any other body appointed by either party.

b) The management of marginal planting, control of algal blooms and aquatic plants & any retained and newly planted trees and hedgerows.

Any scheme that is approved shall be fully implemented.

- xi. Before 1st August of every year during the aftercare periods for each of phases 5, 6 & 7, a site meeting shall be arranged by the developer, to which the Mineral Planning Authority and the landowners shall be invited to monitor the management over the previous year and to discuss and agree future aftercare proposals. The meeting shall also be attended by any other person(s) responsible for undertaking the aftercare steps. Any proposals that are agreed shall be set out in writing and shall be implemented in the timescales agreed.**

Annex 3 – Environmental Statement

An Environmental Statement (ES) was submitted with the planning application. This scoped out those elements where it was considered there would be no or very limited environmental impacts including agriculture and soil, bird strike, highways and transport, noise, dust and socio-economic impacts. The ES therefore concentrated on addressing those identified as potentially having significant effects/requiring further consideration as follows:

1. Heritage - The assessment refers to many records and sources to identify any heritage assets on or near the site. Only seven undesignated assets were identified within the site, one being of importance, two of low importance, and four of low importance. The potential effect of these is in one case moderate, and in all the others, minor. Consideration was also given to the possibility of archaeological deposits being on the site and the assessment confirms that there may be remains, and that it is possible to mitigate any effects of the development by appropriate monitoring, site stripping and recording/excavating as appropriate.

2. Biodiversity - A series of surveys were undertaken in relation to habitats and species. The chapter provides a full Impact Assessment and some of the key aspects of this are:

- the existing habitats on site are 95% arable land which is of negligible ecological significance;
- all trees as well as marginal and linear habitats of value to bats are retained ;
- some disturbance during the construction phase for breeding birds .

The assessment concludes that whilst there are some local level negative effects during the initial phases, these are outweighed by the benefits from the habitat creation included in the proposals. Additionally, in the long term, the scheme will have a significant positive effect for habitats, breeding birds, bats, otter and water vole.

3. Hydrology and flood risk - Baseline conditions are identified and the potential effects in terms of hydrology and flood risk analysed, through a range of hydrological data and with reference to the requirements of the Environment Agency.

The assessment notes that the use of “wet working” techniques of extraction avoids any effect on groundwater levels. Where “dry working” techniques are used, this is so the land can be restored to agriculture, and full provision is made in the scheme to avoid any adverse effects on hydrology. The scheme is beneficial in terms of flood risk as it creates a net increase in flood storage capacity.

4. Landscape and visual effects - A full Landscape and Visual Impact Assessment was carried out. The assessment identified that during the operational phase, the extraction process would have moderate/major impact at site level, but in the wider landscape character area, the effect will be

minor/negligible. Similarly for visual impacts, in the wider area, the visual impacts are predicted to be negligible.

The restoration is identified as sympathetically integrating the site with the river corridor and areas of wetland restoration within the existing site.

The Landscape and Visual Impact Assessment concludes that in the medium to long term, significant landscape and visual enhancement will be experienced over an extensive area to the east of Sutton Courtenay village, and this is predicted to have a major beneficial impact on the local landscape character.

Annex 4 - Sequential test

Introduction

1. The National Planning Policy Framework (NPPF) paragraph 101 states that a sequential approach should be used in areas known to be at risk from any form of flooding and that the aim of the sequential test is to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.
2. NPPF paragraph 103 states that local authorities should only consider development appropriate in areas at risk of flooding where, informed by a specific flood risk assessment following the sequential test, it can be demonstrated that within the site the most vulnerable development is located in the areas of lowest flood risk, unless there are overriding reasons to prefer a different location.
3. As the application site extension area falls within Flood Zones 2 and 3 and the site has not previously been sequentially tested through a development plan allocation, it is necessary to undertake a sequential test exercise to establish whether there is an alternative site in an area of lesser flood risk which could accommodate the proposed development and also to establish whether the most vulnerable development is located in the areas of lowest flood risk within the site. NPPG paragraph 033 (Reference ID: 7-033-20140306) advises that a pragmatic approach should be taken to applying the sequential test.
4. NPPG paragraph 018 (Reference ID: 7-018-20140306) states that 'planning authorities should apply the sequential approach to the allocation of sites for waste management and, where possible, mineral extraction and processing. It should also be recognised that mineral deposits have to be worked where they are found (and sand and gravel extraction is defined as 'water-compatible development' in table 2, acknowledging that these deposits are often in flood risk areas). However, mineral working should not increase flood risk elsewhere and needs to be designed, worked and restored accordingly. Mineral workings can be large and may afford opportunities for applying the sequential approach at the site level. It may be possible to locate ancillary facilities such as processing plant and offices in areas at lowest flood risk. Sequential working and restoration can be designed to reduce flood risk by providing flood storage and attenuation. This is likely to be most effective at a strategic (county) scale.'
5. The NPPF paragraph 105 indicates that the Local Planning Authority Strategic Flood Risk Assessment (SFRA) will provide the basis for applying the Sequential Test. Oxfordshire County Council Minerals

and Waste Level 1 Strategic Flood Risk Assessment was published in August 2015 to support the Oxfordshire Minerals and Waste Local Plan – Core Strategy. In March 2015 an initial assessment of potential minerals and waste sites and broad areas was undertaken in the Initial Assessment Tables.

6. It is the responsibility of the minerals planning authority to conduct their own sequential test and this is set out below.

Potential Alternative Sites

7. Local Plan evidence base documents have been used to identify possible alternative sites which includes site nominations which have been made.
8. The proposed quarry extension would provide approximately 0.5 million tonnes of sand and gravel. Two of the nominated sites have significant lower estimated yields and therefore would not be capable of providing an alternative to the development proposed at Bridge Farm and so were eliminated at stage 1 of the sequential test. All bar one of the remaining nominated sites would provide yields considerably in excess of that proposed by the application site. Given the scale of the development, it was decided that those sites with estimated yields of more than 50% greater (0.75 million tonnes) were also not comparable and should be eliminated. The full list of sand and gravel sites assessed including details of their yield is set out in Table 1.

Table 1

Site Name and Location	Site Ref.	Estimated Yield (million tonnes)	Site Status	Is the yield comparable
Land west of A420, Faringdon	SG-01	0.4	Nomination withdrawn	N/A
Land west of Wicklesham and south of A420	SG-02	0.3	Nomination withdrawn	N/A
Land adjacent to Benson Marina	SG-03	0.07	Active nomination	No
Extensions to Sutton Wick	SG-06	0.25	Nomination withdrawn	N/A

Land at Lower Road, Church Hanborough	SG-08	2.5	Active nomination	No
Land north of Drayton St Leonard	SG-09	4.5	Active nomination	No
Benson Marina	SG-11	0.07	Nomination withdrawn	N/A
Land South of Chazey Wood, Mapledurham,	SG-12	3.0	Active nomination	No
Land at Shillingford	SG-13	5.3	Active nomination	No
Stonehenge Farm, Northmoor	SG-14	1.7	Nomination withdrawn	N/A
Dairy Farm, Clanfield	SG-15	5.4	Active nomination	No
Land at Culham	SG-17	4	Active nomination	No
Bridge Farm, Appleford,	SG-19	0.5	Active nomination	Application site
Land between Eynsham & Cassington	SG-20	1.5	Active nomination	No
Wharf Farm, Cassington	SG-20a	1.6	Active nomination	No
Land at Eynsham	SG-20b	1.9	Active nomination	No
Sutton Farm, Sutton	SG-29	5.0	Active nomination	No
New Barn Farm, South of Wallingford	SG-33	4.0	Active nomination	No

PN6

Land at Friars Farm, Stanton Harcourt	SG-36	0.4	Active nomination	No
Land at Grandpont	SG-37	1.5	Active nomination	No
North of Lower Radley	SG-41	1.5	Active nomination	No
North of Lower Radley	SG-41a	2.3	Not a nominated site	N/A
Nuneham Courtenay	SG-42	4.4	Not a nominated site	N/A
Land at Marcham	SG-43	8.7	Not a nominated site	N/A
Land at Little Wittenham	SG-44	24.4	Not a nominated site	N/A
Land at Appleford	SG-45	17.7	Not a nominated site	N/A
Land northeast of Cholsey	SG-46	1.5	Not a nominated site	N/A
Land at Wallingford Benson	SG-47	2.5	Not a nominated site	N/A
Land North of Didcot Perimeter Road, Didcot,	SG-53	0.75	Not a nominated site	N/A
Land south of River Thames near Radcot	SG-54a/b	31.0	Not a nominated site	N/A
Thrupp Lane, Radley	SG-56	0.2	Nomination withdrawn	N/A

New Barn Farm, Cholsey	SG-57	0.4	Nomination withdrawn	N/A
Chestlion Farm, Clanfield	SG-58	5.0	Active nomination	No
Manor Farm, Clanfield	SG-58a	12.0	Active nomination	No
Stadhampton	SG-59	1.0	Active nomination	No
White Cross Farm, Wallingford	SG-60	0.5	Active nomination	Yes
Mains Motors, Eynsham	SG-61	Not known	Not known	N/A
Appleford, Didcot,	SG-62	1.1	Active nomination	No

9. As shown in Table 1, following the elimination of sites which could not provide a comparable yield and sites for which the nomination had been withdrawn or not taken forward, there was one potential alternative site remaining:

SG-60 White Cross Farm, Wallingford

10. The application site has more than 85% of the extended extraction area in Flood Zone 3 with the rest in Flood Zone 2. White Cross Farm has over 75% of its area in Flood Zone 3 with around 20% Flood Zone 1. The application extension does not include any new built development within the Flood Zones 2 and 3 as it would utilise the existing permitted plant site which lies in Flood Zone 1. As no application has been received for White Cross Farm it is not known whether or not any plant or built development would be required.

Conclusion

11. The development of White Cross Farm would lead to less development in Flood Zones 2 and 3 than is proposed at the application site, however, this is of relatively small order. The White Cross Farm site would be an entirely new mineral extraction site with no associated existing plant or other infrastructure whereas the application site is a relatively small extension to an existing quarry and the proposed development proposes the creation of two lakes which would

increase the capacity of the flood plain in this area and so would not have any effect on flooding elsewhere. It is also considered unlikely that White Cross Farm could be delivered within the same timescale as the application site. In addition, further assessment work of the White Cross Farm site would be needed and should this work be undertaken in the future it is possible it could find the site to be unsuitable, or significantly reduce the area of the site which could be worked.

12. It is therefore considered that a pragmatic approach should be taken to applying the sequential test in this instance. The application as submitted does pass the sequential test as there is no clearly deliverable alternative likely to come forward with the same level of yield and so scale in the timescale proposed in an area of less flood risk. The restoration proposals through the creation of two lakes would increase flood capacity. The development is in any instance water compatible development.

European Protected Species

The Local Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Species & Habitats Regulations 2010 which identifies 4 main offences for development affecting European Protected Species (EPS).

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

4. Damage or destruction of an EPS breeding site or resting place.

Ecological survey results indicate that a European Protected Species is likely to be present.

The survey submitted with the application details the following mitigation measure - a standoff strip will be maintained along all hedges to protect trees and flight routes.

The mitigation measures detailed within the survey are considered to be convincing and in your officers' opinion will secure "offence avoidance" measures.

Your officers consider that sufficient information has been submitted with the application which demonstrates that measures can be introduced which would ensure that an offence is avoided. The application is therefore not considered to have an adverse impact upon protected species provided that the stated mitigation measures are implemented.

This page is intentionally left blank

Agenda Item 7

For: PLANNING AND REGULATION COMMITTEE – 5 JUNE 2017

By: DIRECTOR FOR PLANNING AND PLACE

Development Proposed:

Demolition of existing asphalt plant and construction and operation of a replacement asphalt plant with ancillary plant and machinery, a new weighbridge and portable office

Division Affected: Sutton Courtenay and Marcham

Contact Officer: David Periam **Tel:** 01865 895151

Location: Appleford Sidings, Appleford Road, Sutton Courtenay, Abingdon OX14 4PW

Applicant: Hanson Quarry Products Europe Limited

Application No: MW.0005/17 **District No:** P17/V0138/CM

Application received date: 15 December 2017

Consultation Period: 19 January 2017 – 9 February 2017

District Council Area: Vale of White Horse

Contents:

- Part 1 – Facts and Background
- Part 2 – Other Viewpoints
- Part 3 – Relevant Planning Documents
- Part 4 = Analysis and Conclusions

Recommendation Summary:

Approval

Part 1 – Facts and Background

Site Location

1. Appleford Sidings is located just off the Portway which is a Public Byway Open to All Traffic (10/Sutton Courtenay), which is accessed from an unclassified road immediately north of the A4130 Didcot Northern Perimeter road.
2. The application site covers an area of 0.56 hectare and lies towards the centre of the Sutton Courtenay landfill complex; approximately 1.3 km east of Sutton Courtenay, 0.8 km west of Appleford, 3km south of Abingdon and

1.5km north of Didcot. It lies within both the Lowland Vale and an Area for Landscape Enhancement as designated in the Vale of White Horse District Council Local Plan 2011 and the Vale of White Horse Local Plan 2031. The site lies in Flood Zone 1, the area of lowest flood risk.

3. The main site is centrally located within the Sutton Courtenay Quarry and Waste Management Facility and is immediately surrounded by:
 - A temporary asphalt plant, rail sidings and roadstone depot to the north;
 - an environmental waste transfer, recycling and composting facility to the west;
 - restored phases of the Sutton Courtenay landfill to the east and south; and
 - the operational landfill and Didcot Power Station also lie to the south.An electricity pylon is located next to the Site rising to an elevation of about 95.5m Above Ordnance Datum (AOD).
4. The new weighbridge and small associated office (28.8 m2 gross floorspace and 2.6 metres high), would be located approximately 100 metres to the south-east of the main site on part of the roadstone depot. Access to both parts of the application would be taken from the Portway. The nearest residential dwellings to the site are located 820 metres to the east of the main site and 720 metres to the east of the proposed weighbridge.

Relevant Planning History

5. The existing asphalt plant was granted planning permission (planning reference P633/72) by Berkshire County Council on 11 June 1973. The temporary asphalt plant which is intended to provide for asphalt production between the existing plant being demolished and replaced by the new one the subject of this application was granted planning permission on 6th April 2017 (OCC planning reference MW.0137/16).
6. Planning permission was granted for Appleford depot and railway sidings on 6 October 1976 (planning reference SUT/APF/616/7). An application to amend condition 5 of this permission which controls the hours permitted for unloading trains in the railway sidings (application reference MW.0028/17) is currently before the County Council for consideration.

Proposed Development

7. The site has been used for the existing asphalt plant use for more than 30 years. The applicant states that the existing asphalt plant has reached the end of its operational life. This application seeks to maintain longer term asphalt production at the same site with no change to existing throughputs of around 300,000 tonnes of asphalt per annum and no increase in traffic. It would continue to provide employment for six people. All coarse aggregate would continue to be imported by rail via the adjacent rail head. All end products would continue to leave the site by lorry, either articulated lorry of up to 30

tonnes load or more typically or 8 wheel tippers. Lorry numbers therefore fluctuate with sales volume. Sales destinations can be anywhere up to about a 30 miles radius. Where practical, the applicant uses a return load method of delivery utilising recycled aggregate plantings (RAP) and secondary aggregates in substitution for primary aggregates in the asphalt production process. The site location and plant layout has been designed so that as far as reasonably possible one-way routing is provided with full turning circles thus minimising the need for reversing and the use of lorry mounted alarms.

8. Once the existing plant is demolished, the existing concrete foundations will be part removed and a new pad laid. Ground investigation works undertaken in October 2016 has shown the ground within the Site comprises sand and gravel over Oxford clay, showing the area has not been the subject of previous mineral extraction or backfilling. No special construction methods are therefore considered necessary. The existing plant will be demolished and the new plant erected. Recoverable materials e.g. scrap metal will be recycled and reprocessed wherever practicably possible.
9. The new plant would be constructed on a single reinforced concrete pad or series of adjoining pads measuring up to about 50m by 50m. The concrete would be about 300 mm thick and constructed at or about current ground level, meaning minimal ground excavation is required. The plant would then set in, anchored or bolted to the pad(s). The full demolition of the existing asphalt plant and construction of the new replacement plant is expected to be completed over about six months plus commissioning.
10. The new plant comprises a typical modern asphalt batch mix assembly of plant and machinery, comprising:
 - rotary dryer / kiln (to dry and pre heat the aggregate to a temperature of 150-160°C);
 - RAP feed in line;
 - bucket elevator, vibrating screen and weigher;
 - mixer tower and armoured hopper (where aggregate bitumen and filler are mixed);
 - hot storage bins and discharge shoots for loading lorries;
 - bag filter to remove dust and surge hopper for storage (then re-fed into the mixer);
 - bitumen storage tanks
 - control and monitoring room;
 - fuel and water storage tanks;
 - power substation; and
 - emission stack.
11. Some elements of the existing plant would be retained, namely:
 - the aggregate loading hoppers, ramp and conveyor;
 - electrical substation;
 - natural gas house;

- drainage infrastructure.

No trees or vegetation lie within the Site or will be otherwise affected by the construction.

12. The existing plant has an elevation of about 72.7m AOD and emissions stack height of around 19.14 metres above ground level. The top of the proposed plant would be at an elevation of about 82m AOD and emissions stack height of 29.2 metres above ground level. It is proposed the steel work for the new plant would be finished in neutral colour goosewing grey (RAL 7038 / BS10A05).
13. The manufacture of asphalt uses a mixture of coarse aggregates (crushed rock), sand and a filler (e.g. stone dust), in the correct proportions, which is heated and then coated with a binder, usually bitumen. The specific formula used ensures that the asphalt produced will provide the performance characteristics for the required road surfacing application. The existing hot rolled asphalt plant incorporates traditional plant and machinery whereby the (rail imported) crushed rock aggregate (and some recycled road planings) are dried and heated in a rotary kiln before being mixed with bitumen (stored in silos) and dispatched via hoppers into tipper and articulated lorries.
14. The new plant would allow up to 40% of RAP to be utilised instead of virgin aggregates. RAP is produced when an old road surface is 'planed' off so that a new wearing surface can be applied. By using a return load system RAP can be returned to the plant when new asphalt is delivered by lorry. The use of RAP therefore also reduces the number of lorry miles required to transport these materials. The access road is over 8 metres wide and accommodates two way HGV traffic. No highway modifications are required as a result of the proposed development. Employees parking would remain adjacent the existing plant and offices located within the depot. The applicant will enter into a routeing agreement to route all vehicles other than those making local deliveries to and from the A4130 avoiding Sutton Courtenay and Appleford villages.
15. Aggregates would be stored in stockpiles adjacent to the plant. Bitumen and fuel would be stored in above ground bunded tanks. The operation of the plant, emissions, fuel storage and management of dust would be the subject of an Environmental Permit issued by the District Council Environmental Health Officer.
16. No changes are proposed to the core hours of operation for the existing asphalt plant which are 06.00 am to 6.00 pm Mondays to Sundays but there is no restriction and sometimes 24 hour a day working is required to meet contracts. At present such full hours working accounts for approximately 10% of annual production.
17. The new plant would be provided with lighting when working in the dark is required by a series of downcast floodlights located no higher than 15 metres above ground level. Lighting would be turned off when the site is not

operating. Elevated access gantries and walkways would be lit only with modern low voltage, low level LED type safety lights, turned off when the site is shut.

18. By employing new methods of manufacture, it is stated that the new plant and equipment would operate at reduced noise levels compared to the existing plant. A noise assessment has been provided in support of the application. The new plant would operate in accordance with a new Environmental Permit which will require the use of modern low emission plant and machinery and best practice operating procedures to arrest noise. The predicted noise levels from operations for all assessment scenarios are all below the 54 dB LAeq1hr limit specified in planning permission P/14/V0479/CM for the landfill site, as well as below existing monitored ambient noise levels at selected sensitive receptors. The assessment also demonstrates that the noise levels from the replacement asphalt plant are predicted to be less than the existing asphalt plant while operating at maximum capacity. The development will not result in any significant noise effects and as such no mitigation measures are required.

19. The new plant would allow the site to be redeveloped to create a modern working area that should not create excessive fugitive dust. All powders and dusts utilised by the asphalt plant would be stored in silos and transported in sealed containers giving minimum potential for fugitive dust emissions. It is stated that the handling of aggregates to and from stockpiles in dry windy weather can allow dust to be generated. However the coarse natures of the aggregates used and the remote location of the site from sensitive receptors means the escape of fugitive dust at a level likely to cause a nuisance is highly unlikely. In addition to the above, the applicant operates all of its plants in accordance with an approved management scheme which sets out the measures to be taken to control fugitive dust emissions potentially arising from the operation. Measures include e.g. the sealing of primary haul roads and the use of water suppression systems, as required. The applicant would continue to apply the appropriate dust control measures at the site. The applicant considers that this approach, together with appropriate planning condition(s) attached to any grant of planning permission will be sufficient to ensure that dust generated from the operation of the facility is maintained within acceptable limits.

20. A landscape and visual impact assessment (LVIA) has been undertaken in respect of the proposed development which considers the potential impact of the proposal. The summary of visual effects identifies that:
 - For the majority of viewpoints, although the proposed development would be a noticeable new element within the scene, it will be viewed in the context of existing quarrying activities and the surrounding infrastructure such as electricity pylons and Didcot Power Station. The development would not result in a change to the overall balance and condition of the existing view. Additionally, in most cases, views of construction and operation activities will be partially screened and in all cases temporary. The proposed development will result in an insignificant effect on all viewpoints. Appleford Station and Old

Wallingford Way will gain close distance views of the construction and operation activities.

- All locations will be subject to a maximum minor significance of effect during construction and operation. At post restoration of the surrounding landfill operation (at 15 years), significance is concluded to be negligible at all locations.
21. For all landscape and visual effects at all stages of the development landscape and visual effects are assessed as non-significant in the decision making process. The assessment has determined that the proposed development will not result in any long term significant landscape or visual effects. As such, the LVIA concludes that no mitigation measures are necessary, and there will be no residual effects.
 22. The site does not lie in a high risk flood area. Site drainage would be managed in accordance with the submitted development plan referenced in section 3.6 with an outfall to the swale / soakaway to the east via an interceptor so that surface water does not accumulate within the Site. Ground water monitoring in the local area indicates ground water levels are likely to be 1-2m below ground level. A ground investigation exercise found the ground in and around the existing plant comprises hardstanding (concrete and asphalt) over some Pulverised Fuel Ash (PFA) material over in situ sand and gravel with Oxford Clay lying at a depth of 6-8m. The investigation showed that the plant was built over previously unworked ground i.e. it has not been the subject of previous mineral extraction or landfill, levelled with some granular PFA with concrete / asphalt hardstanding above. No ground contamination issues are anticipated by the applicant from the resulting minor excavation work required to facilitate construction of the new plant. With the mitigation measures in place at the site it is considered that there will not be any significant impacts from the proposed development on the water environment. The overall risk of flooding to/from the proposed development is considered to be very low and no further mitigation is required.
 23. In response to the point raised by consultees (please see below) with regard to tying the life of the asphalt plant to that of the landfill site, the applicant has advised that the existing asphalt plant benefits from a permanent permission and no reason is seen to tie the life of its replacement to that of the landfill site. However, should the council be minded to do so, the applicant would accept a condition on any planning permission that may be granted requiring the removal of the asphalt plant should the use of the rail sidings ever permanently cease.
 24. The applicant states that the proposal has been assessed to be fully compliant with the development plan and the NPPF in all material respects and should be approved.

Part 2 – Other Viewpoints

Consultations & Representations

25. One third party representation has been received which states that there is no objection to the replacement asphalt plant. However, there is a critical need for a condition to be applied that it be removed by Dec 2030. Para 3.35 of application no. MW.0039/15 (the correct reference is application no. MW.0005/16 for a crushing, screening and stockpiling area for recycled asphalt) states "The asphalt recycling operation will be time limited to 31 Dec 2030 by which time the operations will have ceased and the site restored. This date coincides with the end of a number of adjacent activities"; that is FCC's waste activities. Since then the Didcot Garden Town initiative has arisen and the asphalt plant will be in the green space within the Town boundary, so its continuation beyond 2030 would also be counter to the Green Town's provisions.
26. The Vale of White Horse District Council as local planning authority has not commented on the application.
27. The District Environmental Protection Team comments that it has no objection to the proposed development subject to the existing hours of use.
28. Sutton Courtenay Parish Council would wish to see the end date coincide with the date for the remainder of the site i.e. 2030. It would also like to see protection for the village such as a routeing agreement to ensure that vehicles do not pass through the village, together with hours of operation restrictions.
29. The Campaign to Protect Rural England (CPRE) states that the proposed plant will not be out of place while waste disposal work on the rest of the site continues, but will be an eyesore in open countryside thereafter and therefore the approval should be limited to 2031.
30. Network Rail has no objection but has suggested conditions to ensure the safe operation of the railway and protection of their land. NB – it is considered that these matters are more appropriately addressed as informatives.
31. The County Council as Highway Authority has no objection to the application subject to completion of a routeing agreement to take traffic to and from the A4130 Didcot north perimeter road.
32. The County Archaeologist has no objection to the application.
33. The County Council's Environmental Strategy Officer has advised on landscape and visual issues. Initially objection was raised but following further information and consideration, he raises no objection to the application.
34. The County Council's Ecology Officer has no objection to the application.

35. The County Council as Lead Flood Authority has no objection subject to conditions to provide for:
- i) soakage test information,
 - ii) details of the size/length to the filter trench draining the plant; and
 - iii) information on how the weighbridge will drain.
36. The County Council's Countryside Access team has no comments to make on the application.
37. National Grid has no objection to the application.

Part 3 - Relevant Planning Documents

38. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for this area comprises:

- Oxford Minerals and Waste Local Plan 1996 (saved policies).

As the OMWLP pre-dates the NPPF, an assessment of the consistency of the saved policies with the NPPF and NPPW has been undertaken to ensure the continued validity of these policies to assist decision makers, developers and the local communities.

- Vale of White Horse Local Plan 2011 (saved policies)
- Adopted Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies (VOWHLP 2031)

39. Other material considerations are:
- i) The Draft Oxfordshire Minerals and Waste Local Plan Core Strategy (OMWCS) was submitted to the Secretary of State for independent examination in January 2016. Following an examination hearing held in September, the Inspector has produced an Interim Report dated October 2016. Following the Inspector's Interim Report, the Council carried out further Strategic Environmental Assessment/Sustainability Appraisal (SEA/SA) work and have now published the Proposed Modifications (February 2017) and a SEA/SA update report for consultation, which ran from 3rd February to 20th March. Therefore, although the OMWCS is not yet adopted, it is at an advanced stage and the draft policies should be given due weight.
 - ii) The Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (VOWHLP 2031 Part 2) was subject to a period of consultation which closed on 4th May 2017. Whilst a material consideration, in accordance with paragraph 216 of the NPPF, these policies are at an early stage and should be given limited weight in any decision made. The site falls within an area which has been designated by central government as Didcot Garden Town. Although at a very early stage, the proposed first draft Didcot Garden Town Master Plan

2016 – 2031 shows the application area along with the rail sidings as an area of woodland.

- iii) The National Planning Policy Framework (NPPF), is also a material consideration.

Relevant policies

40. The relevant Development Plan policies are:

Oxfordshire Minerals and Waste Local Plan 1996 (OMWLP)

- SD7 (Rail Head development)
- SD9 (Uses near Rail Heads)
- SC3 (Sutton Courtenay vehicle routeing)
- PE13 (Restoration of mineral workings and landfill sites)
- PE18 (Code of Practice)

Vale of White Horse Local Plan 2011 (VWHLP)

- DC1 (Design)
- DC9 (Amenities of neighbouring properties & the wider environment)
- DC12 (Water Environment)
- NE9 (Lowland Vale)
- NE11 (Area for landscape enhancement)

Adopted Vale of White Horse Local Plan 2031 (VWHLP 2031)

- Core Policy 1 (Presumption in favour of sustainable development)
- Core Policy 33 (Sustainable Transport)
- Core Policy 40 (Sustainable Design and Construction)
- Core Policy 42 (Flood Risk)
- Core Policy 43 (Natural Resources)
- Core Policy 44 (Landscape)

41. The relevant policies of the OMWCS are:

- M9 (Safeguarding mineral infrastructure)
- M10 (Restoration of mineral workings)
- C1 (Sustainable Development)
- C5 (General environmental and amenity protection);
- C8 (Landscape); and
- C10 (Transport)

42. The relevant policies of the VWHLP 2031 Part 2 are:

- Core Policy 16b: Didcot Garden Town
- Development Policy 15 (Access)

- Development Policy 20 (Lighting)
- Development Policy 22 (Amenity)
- Development Policy 24 (Noise)

Part 4 - Analysis and Conclusions

Planning Analysis – Comments of the Director for Planning & Place

43. I consider that the assessment of the application against development plan, developing local policy and national policy has to be set in the context of the existing planning permissions for the site. The land on which it would be located has not been previously worked for mineral nor landfilled with waste although it is included within the area of the existing main mineral and landfill permission for Sutton Courtenay. The approved restoration plan (the most recent of which is attached to permission no. MW.0039/15 (P15/V0530/CM)) which requires the rest of the main landfill site to cease operations by 31st December 2030 and to be restored by 30th September 2036, shows the application area within land adjoining the railway sidings being left in continued industrial use. Planning permission no. P633/72 under which the existing asphalt plant was permitted and constructed, contains no condition requiring its removal. Planning permission SUT/APF/616/7 for the railway sidings does not contain a condition requiring their removal. Therefore there is currently permanent planning permission for industrial use in the application area, for the existing asphalt plant and the adjoining railway sidings.
44. Against this background, I consider that the key planning issues are impact on the :
- a. Amenity of the surrounding area;
 - b. Landscape and restoration; and
 - c. Impacts of traffic.

Impact on the amenity of the surrounding area

45. Policy DC1 of the VWHL P explains that new development should not harm the character and appearance of its surroundings. Policy C5 of the OMWCS and DC9 of the VWHL P seek to ensure that new developments do not unacceptably harm the visual impact of the wider area. Potential adverse amenity affects from external lighting are protected through saved policy DC20 of the VWHL P. Policy C5 of the OMWCS and policy DC9 of the VWHL P also seek to ensure that new developments do not unacceptably harm the amenity of neighbouring properties and the wider environment. OMWLP policy PE18 through reference to Code of Practice which sets out measures which serve to protect amenity including limiting normal hours of operation to 7.00 am to 6.00 pm Mondays to Fridays and 7.00 am to 1.00 pm on Saturdays. Draft Development Policies 20, 22 and 24 of the VWHL P 2031 Part 2 are also relevant.
46. The proposed asphalt plant would be around 10 metres taller than the existing plant which is to be demolished and replaced. In my view the proposed development would therefore be potentially more visible than the existing

asphalt plant that it is intended to replace. However, the application site is within the area of the site with permanent permission for industrial uses which, following the restoration of the landfill site, would be to some extent screened by the mounded landforms surrounding it. The proposed asphalt plant is at some considerable distance from the nearest residential properties and the settlements of Appleford, Sutton Courtenay and Didcot. It is also located in close proximity to an electricity pylon which is at an elevation of 13.5 metres higher AOD and which is one of a sequence linked by overhead power lines lying to the west of the site and so prominent in any views from the west. The Byway Open to All Traffic which runs along the Portway does of course adjoin the site, but any impact on users of this would be transient. I do not therefore consider that the development would be unacceptably visually intrusive such as to be harmful to the character and appearance of the wider area, the amenity of neighbouring properties or the wider environment. Whilst the working hours would be more extensive than those set out in the Code of Practice, they would be the same as for the existing asphalt plant. It is also noted that the District Council's Environmental Protection Team has raised no objection to the application subject to the existing hours of use and has not asked for any conditions to be attached to any planning permission given to control matters such as noise and dust or lighting. I do however consider that it would be appropriate to attach a condition requiring that the proposed floodlighting is not used during night-time hours other than with prior notification to and approval from the Mineral Planning Authority.

47. Sutton Courtenay Parish Council has suggested that the hours of operation of the asphalt plant be restricted so that there is no impact on the parish. In my view the hours of operation for the proposed development should have a negligible impact as:
- no changes are proposed to the existing hours of operation permitted for the existing asphalt plant which are not restricted by condition but generally are carried out between 0600 and 1800 hours; and
 - no recent complaints have been received by the Mineral Planning Authority from local residents with regard to the operation of the existing plant which is at a distance of some 800 metres from the nearest residential property.
48. However, the planning permission for the existing asphalt plant is an old one and it is reasonable to consider that restrictions on hours may now be applicable. I consider that a suitable condition should be imposed to ensure that the existing core hours are maintained and that any operations outside those hours are subject to prior notification and approval by the Mineral Planning Authority. Whilst this would not prevent 24 hours per day operation, it would enable the planning authority to be alerted to any night-time operations and to be in the position to advise the Parish Councils as such.
49. I therefore consider that subject to conditions, the planning proposals are in accordance with the aims of policy C5 of the OMWCS, policies DC1, DC9 & DC20 of the VWHLP and 20, 22 & 24 of the VWHLP 2031 Part 2.

Landscape & restoration

50. Policy NE9 of the VWHL P states that development in the Lowland Vale will not be permitted if it would have an adverse effect on the landscape and policy NE11 seeks to see landscape enhancements made. Core Policy 44 of the VWHL P 2031 seeks to see landscape features and character protected. Core policy 16b of the VWHL P 2031 Part 2 states that proposals for development within the Didcot Garden Town Masterplan Area will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles which include design, local character, landscape and green infrastructure.
51. Policy C8 of the OMWCS requires that proposals shall demonstrate that they respect and where possible enhance local landscape character. Policy M10 of the OMWCS and policy PE13 of the OMWLP, discuss the need to restore mineral working sites to a high standard and in a timely and phased manner, with satisfactory restoration proposals.
52. For the reasons set out in paragraph 46 above, I do not consider that the proposed development would be unacceptably visually intrusive and similarly I do not consider that in the context of its surroundings it would have a demonstrably adverse effect on the landscape.
53. No objection has been raised to the application from local residents or Sutton Courtenay Parish Council but a caveat to this is that the development should cease by 31st December 2030 in line with the requirements of the main landfill permission as set out above. Also reference has been made to the site lying within the designated area for Didcot Garden Town.
54. As set out above, the area of the main mineral and landfill permission within which this application site lies, is not subject to any restoration requirements and rather is shown to continue in industrial use. There is therefore no conflict with the restoration provisions which apply to the majority of the permitted mineral and landfill site and therefore the reference to there being a conflict with the end date of 31st December 2030 is erroneous. Whilst the site is in the area which has been designated for the Didcot Garden Town, the detail of this is at a very early stage and I consider that very little weight can be given to the first draft Masterplan which shows this area and the adjacent sidings as woodland. There are permanent planning permissions for railway sidings and industrial use which apply to these areas and support is given to the maintenance and use of the rail depots for the importation of hard rock aggregate mineral by rail through OMWLP policies SD7 & SD9 and OMWCS policy M9. Policy M9 specifically reflects national policy set out in NPPF paragraph 43 to safeguard existing mineral infrastructure including sites for the manufacture of coated materials. OMWCS policy M9 is also at an advanced stage of the Local Plan preparation process and so it is considered that considerable weight should be given to it in the determination of applications. The continued provision of an asphalt plant at this location which has permanent planning permission for industrial use is therefore entirely consistent with this policy background.

55. Therefore, it seems clear that there is support both through national and developing local mineral plan policies for a rail head to be maintained at Sutton Courtenay which would enable hard rock aggregates to be imported from elsewhere for the production of coated roadstone. Whilst the concern about the Didcot Garden Town is understood, I consider that this carries greater weight in the making of a decision on this application at this time than the provisions set out in policy Core Strategy 16b) of the VWHLP 2031 Part 2 and the first draft Didcot Garden Town Masterplan. Nonetheless, I consider that any permission should be subject to the cessation of use and removal of the asphalt plant and all associated infrastructure should the use of the adjacent railway sidings for the importation of mineral permanently cease. To this end, I would define “permanently” as there being no importation of mineral for a period of two years.

Transport

56. Saved VWHLP policy DC5 states that developments will only be permitted provided there is safe and convenient access to the highway network and it can accommodate the traffic arising from the development. Core Policy 33 of the VWHLP 2031 supports sustainable transport and the limitation of any adverse impacts from traffic. VWHLP 2031 Part 2 Development Policy 15 makes similar provision. It is understood that there would be no additional throughput compared to the existing asphalt plant and so no need for additional vehicle movements associated with the proposed development. Policy C10 of the OMWCS seeks to secure safe and suitable access from waste sites to the advisory lorry routes shown on the Oxfordshire Lorry Routes Map. OMWLP policy SC3 seeks to see vehicles routed to and from the A4130 Didcot Northern Perimeter Road and avoiding local villages including Sutton Courtenay.
57. Sutton Courtenay Parish Council has asked that the existing routeing restriction be applied to avoid vehicles travelling through that parish. The County Council as Highway Authority also has no objection subject to a routeing agreement being entered into to take traffic to and from the A4130 Didcot north perimeter road. The applicant has advised that they will enter into such a routeing agreement. Subject to this I see no conflict with the aims of the above policies.

Other Matters

58. Subject to a condition being attached to any planning permission granted requiring the drainage details requested by the Lead Local Flood Authority and subject to the development complying with the drainage scheme, I am satisfied the development would not adversely affect the water environment. I therefore consider the development is in compliance with Core Policy 42 of the VWHLP 2031 and saved policy DC12 of the VWHLP.
59. Core Policy 40 of the VWHLP 2031 requires new development to incorporate climate change adaptation and Core Policy 43 of the VWHLP seeks to minimise environmental impacts associated with development proposals. The

vertical plant arrangement would provide high energy and resource efficiency, higher environmental performance and ease of monitoring as it allows the capture and reuse of heat and dust through a single vertical structure. As set out above in paragraph 14, the new plant would also allow up to 40% of RAP to be utilised instead of virgin aggregates, also reducing the number of lorry miles required for the transportation of materials through a return load system. I consider the design of this development has sought to incorporate climate change adaptation measures and minimise environmental impacts. As such, I consider the proposed development is in accordance with the aims of Core Policy 40 and Core Policy 43 of the VWHL 2031.

Conclusion

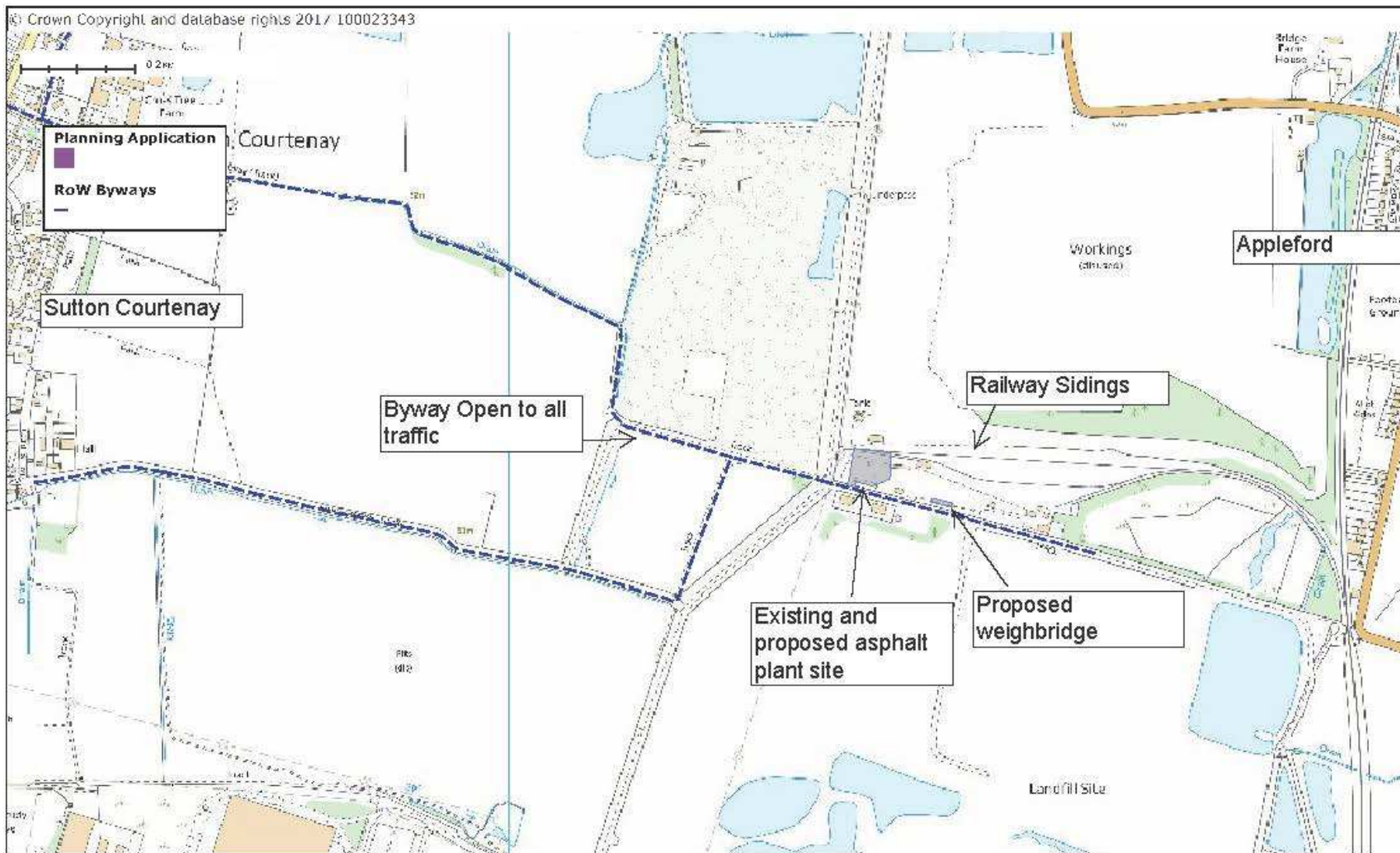
60. Core Policy 1 of the VWHL 2031 favours sustainable development in accordance with the provisions of the plan where appropriate and the National Planning Policy Framework (NPPF) otherwise, unless there are material considerations which indicate otherwise. OMWCS policy C1 makes similar provision. The proposed development would enable the applicant to maintain continuity of production using hard rock imported by rail which is not otherwise available locally in Oxfordshire. I consider that it has environmental, economic and also social benefits through the continued use of rail for the importation of coarse aggregate and the provision of continuing employment.
61. The asphalt plant should not unacceptably harm the amenity of the surrounding area or the local landscape through visual impact given the context of the site's surroundings and there are no close residents. It will also not affect the restoration requirements of the main mineral and landfill permission. Whilst the concern raised with the designation of the Didcot Garden Town is understood, the development plan policy to support the detail of this is at an early stage and only very limited weight can be given to it particularly when set against the sustainability benefits of the application, the minerals policy support for it and the fact that permanent planning permission exists for industrial use in the application area. Conditional planning permission should be granted including conditions governing core hours of use.

RECOMMENDATION

It is RECOMMENDED that subject to the completion of a routeing agreement requiring all vehicles to access and egress the site to and from the A4130 Didcot northern perimeter road, application MW.0005/17 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2.

SUSAN HALLIWELL
Director for Planning and Place

May 2017



Annex 2: Proposed Conditions

1. The development shall be carried out strictly in accordance with the particulars of the development, plans and specifications contained in the application except as modified by conditions of this permission.

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

2. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission. The date of commencement of development shall be notified to the planning authority within 7 days of commencement.

Reason:- In accordance with Sections 73 (5), 91 to 95 of the Town and County Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3. No development shall commence until a drainage scheme including the following details has been submitted to and approved in writing by the Mineral Planning Authority:

- i) soakage test information,
- ii) details of the size/length to the filter trench draining the plant; and
- iii) information on how the weighbridge will drain.

The approved scheme shall be implemented for the duration of the development.

Reason: To ensure the development is carried out in a manner that ensures the site is properly drained and no silt is drained off site (OMWLP PE4 and PE18).

4. Other than with prior notification to and written approval from the Mineral Planning Authority, no operations, including HGVs entering and leaving the site shall be carried out other than between 0600 and 1800 hours Mondays to Sundays.

Reason: To protect the amenities of local residents.

Policy: OMWLP PE18.

5. No coarse aggregate mineral shall be imported to the site other than that which has been delivered by rail to the Appleford rail sidings.

Reason: To protect the amenities of local residents.

Policy: OMWLP PE18.

6. No reversing beepers or other means of audible warning of vehicles reversing shall be fixed to, or used on any vehicle operating on the site, other than vehicles transporting material to and from the site, and those which use white noise.

Reason: To minimise any noise disturbance experienced by nearby residents.
Policy: OMWLP PE18.

7. No mud or dust shall be deposited on the public highway.

Reason: In the interests of highway safety.
Policy: OMWLP PE18.

8. A sign shall be erected and thereafter maintained at the site exit, advising drivers of vehicles leaving the site to turn left and to only travel to the A4130 via the Portway on leaving the site and that returning drivers shall only access the site from the A4130 and by turning right into the site.

Reason: In the interests of highway safety.
Policy: OMWLP PE18.

9. No floodlighting shall be used before 0600 hours or after 1800 hours without prior notification to and approval in writing from the Mineral Planning Authority.

Reason: To protect the amenities of local residents.
Policy: OMWLP PE18.

10. The asphalt plant and all associated infrastructure shall be removed at such time as the rail sidings approved under planning permission no. SUT/APF/616/7 or any subsequent application varying the conditions of that planning permission cease to be used for the importation of mineral for a period of two years.

Reason: To protect the amenities of local residents.
Policy: OMWLP PE18.

European Protected Species

The Mineral Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Species & Habitats Regulations 2010 which identifies 4 main offences for development affecting European Protected Species (EPS).

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

4. Damage or destruction of an EPS breeding site or resting place.

Our records and the habitat on and around the proposed development site and ecological survey results indicate that European Protected Species are unlikely to be present. Therefore no further consideration of the Conservation of Species & Habitats Regulations is necessary.

Informatives

Network Rail

Drainage - Soakaways, as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged into Network Rail's property or into Network Rail's culverts or drains. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Full details of the drainage plans are to be submitted for approval to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the approval of the Network Rail Asset Protection Engineer.

Fencing - If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Safety - No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Site Layout - It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Excavations/Earthworks - All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no

interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Signalling - The proposal must not interfere with or obscure any signals that may be in the area.

Environmental Issues - The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping - It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, scaffolding and cranes - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Access to Railway - All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

This page is intentionally left blank

For: PLANNING AND REGULATION COMMITTEE – 5 June 2017

By: DIRECTOR FOR PLANNING AND PLACE

Development Proposed:

Erection of a salt barn, provision of hardstanding and vehicle wash down facility, and installation of Siltbuster settlement unit, desalination plant, drainage, lighting and landscaping.

Division Affected: Sutton Courtenay and Marcham
Contact Officer: Catherine Kelham **Tel:** 07809 383 809
Location: Drayton Highways Maintenance Depot, Depot & Premises
Divisional Surveyors Offices, Milton Road, Sutton
Courtenay, Abingdon, OX14 4EZ
Applicant: Oxfordshire County Council
Application No: R3.0030/17 **District No:** P17/V0865/CM
Application received date: 15 March 2017
Consultation Period: 30 March 2017 to 20 April 2017
District Council Area: Vale of White Horse

Contents

- Part 1 – Facts and Background
- Part 2 – Other viewpoints
- Part 3 – Relevant Planning Documents
- Part 4 – Analysis and Conclusions

Part 1 - Facts and Background

Location (see site plan Annex 1)

1. Drayton Highways Maintenance Depot is located approximately 1.25km to the east of Drayton village and approximately 1.25km to the west of Sutton Courtenay village, in the Abingdon-on-Thames and Oxford Fringe area of the Vale of the White Horse. The proposed development would take place in the southern part of the depot site and the proposed salt barn would be erected in the south-west corner. The depot is accessed via its north-west corner from Milton Road.

The Site and its Settings

2. Drayton Highway's Maintenance Depot is an open site consisting of hardstanding areas used for internal circulation of highways maintenance vehicles and the storage of highways equipment, road signage, recycled materials and road planings. The site is already used for the open air storage of salt and its distribution and at present, the southern part of the site contains large, open-air stockpiles of rock salt.

3. The Highways Maintenance Depot is predominantly surrounded by agricultural land. An employment site made up of several industrial units is located immediately north of the depot and a garden machinery sales, servicing and repairs unit is located approximately 70 metres to the southwest of the site. The closest residential property (Windy Ridge Cabin) is approximately 20 metres to the south of the location the proposed salt barn. Other residential properties are approximately 65 metres to the south-west on Milton Road, approximately 115 metres to the south-west on Drayton East Way, approximately 325m to the north-west on Milton Road and approximately 260 metres to the north on Drayton Road.
4. The site is located within the Lowland Vale (Saved Policy NE9) policy area and landscape enhancement (Saved Policy NE11) policy area of the Vale of White Horse Local Plan 2011. Public Bridleway no. 192/1/40 runs east-west immediately to the south of the site. A scheduled ancient monument, believed to be a historic settlement site, lies to the south of the site adjacent to the bridleway. There is a Biodiversity Action Plan site (floodplain grazing marsh) approximately 500 metres to the north-east of the proposed salt barn site. Gilbourn's Farmhouse, a grade II listed building, lies approximately 420 metres to the north-west of the proposed salt barn site.
5. The depot is screened along the west part of the southern boundary by a group of semi-mature ash. A tree line formed of mature leyland cypress forms the west boundary of the site.

Details of the Proposed Development

6. In order to keep the salt store dry and minimise its loss from exposure to wind and rain, Oxfordshire County Council are seeking permission to erect a salt barn, hardstanding and ancillary development associated with the existing salt storage at Drayton Highways Maintenance Depot.
7. No changes to how the Highways Maintenance Depot operates are proposed. Vehicle movements currently occur throughout the day and night. This proposal would not alter the existing pattern or quantity of vehicle movements to or from the site.
8. The salt barn would be positioned in the south-west corner of the site. It would consist of a galvanised lattice steel frame outer structure covered with a tensioned green coloured composite PVC membrane (RAL number to be confirmed). The building would have a pitched roof with peak height of 13 metres and eaves height of 8.8 metres. The building would be 28 by 35 metres (gross external floor area 980m²). A 6m wide and 11m high opening would be provided centrally in the outer structure's east elevation. The internal structure would comprise of a 26 by 33 metres salt bay with a capacity for 5,500 tonnes of rock salt. A 25 by 25 metres area of hardstanding is proposed at the foot of the salt barn's east elevation.
9. The vehicle wash down area would be a 10 by 10 metres concrete pad connected to the southern edge of the proposed hardstanding area. The wash down area would be screened by 3 metres high timber fences along the east, south and west elevations. An elevated steel scaffold walkway would be

provided along the east and south elevations within the fenced area to assist with the wash down process. The highest point of the structure would be the walk way guard rail at 4 metres from ground level.

10. Two water storage tanks providing water to the wash down facility are proposed along the southern boundary of the site adjacent to the desalination plant. The cylindrical tanks (1.8m wide x 1.5m in height) would be mounted side by side on a 3m high steel platform. The maximum height of the mounted tanks would be 4.5m from ground level.
11. The Siltbuster would replace an existing structure and connect to the site's drainage system along the western boundary of the site, to the north of the proposed salt barn. It would have a maximum height of 3m, a maximum length of 2.3m and width of 1.5m. The unit would be of steel construction and blue/green (STANDARDRAL 5001) in colour.
12. The site seeks to manage salt spillage and the chloride concentration of brine water that runs off the loading area through general operational controls. Should a desalination plant be required, it would be located adjacent close to the south-east corner of the salt barn, between the storage water tanks and vehicle wash down area. It would consist of three black coloured plastic tanks, two of which would be mounted on steel support frames, and the third would be fixed to the ground. It would have a maximum height of 2.5 metres, width of 1.5 metres and length of 5 metres.
13. In each corner of the proposed hardstanding area, steel road lighting columns of 8 metres nominal height would be installed. A fifth lighting column, with the same height and design would be installed to the south of the proposed wash down area.
14. New planting to screen the development is proposed along the western, southern, and eastern site boundaries. Along the western (road-facing) boundary, it is proposed to interplant the existing conifer tree line with holly and yew. To the south, it is proposed to interplant the ash tree belt with understorey native shrub species including holly, hazel, field rose, goat willow and hawthorn. This understorey planting would continue along the eastern (field-facing) boundary. Along this boundary, it is also proposed to plant new native tree species of field maple and English oak. The final details of this planting scheme are yet to be finalised.

Part 2 - Other Viewpoints

Third Party Representations

15. No representations have been received.

Consultation Responses

16. Sutton Courtenay Parish Council objects to this application. They have considerable concerns regarding the size of the building and believe there would be extensive impact from light pollution during the winter months.

17. Historic England has no objection to the application on heritage grounds. Historic England has however highlighted the proposed development site may contain archaeological remains. With regard to these undesignated archaeological remains, Historic England defers to the advice of Oxfordshire County Archaeological Service.
18. The Vale of the White Horse Environmental Protection Team has no objection to the proposed development, subject to the lighting scheme complying with the overspill impact identified in the lighting report.
19. The County Council's Ecology Officer has recommended the inclusion of a condition to ensure the development proceeds in accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins submitted with the application.
20. The County Council's Environmental Strategy Officer has provided suggestions and comments on the boundary planting proposals and maintenance plan. In addition, he recommends the final choice of colour for the salt barn should be agreed.
21. The County Council as Lead Local Flood Authority has no objection to the application.
22. The Arboricultural Officer has no objection to the application.
23. The Archaeological Officer has noted that the application site is within an area of high archaeological potential and has recommended the inclusion of two conditions to require the applicant to implement a programme of archaeological works.

Part 3 – Relevant Planning Documents

Relevant planning policies (see Policy Annex to the committee papers)

24. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
25. The Development Plan for this area comprises:
 - i. Saved Policies of the Vale of the White Horse Local Plan 2011 (VWHLP); and
 - ii. Adopted Vale of White Horse Local Plan 2031 (VWHLP 2031).
26. Other documents that need to be considered in determining this development include:
 - i) The Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (VWHLP 2031 Part 2) was subject to a period of consultation which closed on 4th May 2017. Whilst a material consideration, in accordance with paragraph 216 of the NPPF, these policies are at an early stage and should be given limited weight in any decision made.
 - ii) National Planning Policy Framework (NPPF).

27. The relevant Development Plan policies are:

Vale of White Horse Local Plan 2011 (VWHLP)

- DC5 (Access)
- DC6 (Landscaping)
- DC9 (The impact of development on neighbouring uses)
- DC12 (Water Environment)
- DC20 (External lighting)
- HE10 & HE11 (Archaeology)
- NE9 (The Lowland Vale)
- NE11 (Areas for landscape enhancement)

Vale of White Horse Local Plan 2031 (VWHLP 2031)

- Core Policy 1 (Presumption in favour of sustainable development)
- Core Policy 37 (Design and Local Distinctiveness)
- Core Policy 39 (The Historic Environment)
- Core Policy 40 (Sustainable Design and Construction)
- Core Policy 42 (Flood Risk)
- Core Policy 43 (Natural Resources)
- Core Policy 44 (Landscape)
- Core Policy 46 (Biodiversity)

28. The relevant policies of the VWHLP 2031 Part 2 are:

- Development Policy 20 (Lighting)
- Development Policy 22 (Amenity)
- Development Policy 24 (Noise)
- Development Policy 38 (Archaeology & Heritage Assets)

Part 4 – Analysis and Conclusions

29. The key policy issues to consider in determining this application are:

- i. Principle of the Development
- ii. Landscape and Visual Impact
- iii. Amenity (noise, light, visual impact, traffic)
- iv. Heritage and Archaeology

Principle of the Development

30. As stated above, the Highways Maintenance Depot site is currently used for the open air storage of salt and its distribution. The use of the land for this purpose is therefore already established. The matter for consideration for the Committee is whether the erection of a building to store the salt and ancillary development, is an improvement that should be granted permission or whether it would cause harm (by way of its landscape, visual or amenity impacts) that would warrant refusal of planning permission.

31. Core Policy 1 of the VWHLP requires development to be sustainable, echoing the NPPF. Storing salt indoors minimises its erosion by wind and rain. In addition, when the salt is dry, the amount that needs to be spread on the roads reduces. In my view, this proposed development therefore aids the sustainable use of a natural resource through reducing its erosion and supporting its more efficient use. The enclosed storage of salt should also reduce the potential for adverse impacts on habitats and species in and surrounding the application site. I therefore consider this development is in accordance with sustainable development policy and in keeping with the overarching themes of the VWHLP 2031 in helping to meet the needs of the people living in the Vale and responding to changing climate.

Landscape and Visual Impact

32. The proposed development site is located both within the Lowland Vale (saved policy NE9 of the VWHLP) and Area for Landscape Enhancement (saved policy NE11 of the VWHLP) as defined on the policy map. In these areas, development would not be permitted if it would have an adverse effect on the landscape, or further erode or damage the character of the landscape. Core Policy 44 of the VWHLP 2031 seeks to integrate development into the landscape character of the area, and protect it from harmful development. Saved policy DC6 of the VWHLP requires development to include landscaping measures to protect and enhance the visual amenities of a site. In addition, Core Policy 37 of the VWHLP 2031 requires new development to be of high quality design that functions well and is appropriate to the site and surroundings.
33. The salt barn building is large, and specific concern has been raised by Sutton Courtenay Parish Council of it having a major visual impact on the surrounding area, even with the proposed screening in place. I am also mindful that the proposed salt barn building is likely to be visible above the height of the tree screening, and even with the proposed screening, is likely to be seen from outside the Highway Maintenance depot site.
34. The building has been designed to meet its function of storing salt for covering roads central Oxfordshire in winter. The construction materials (galvanised steel frame and PVC composite membrane) have been selected to minimise the oxidising effects of salt. The building's footprint and height are constrained by the need to safely stockpile one winter season's worth of salt, and maintain operational space within the depot site. The building height is also constrained by the internal height required to accommodate the loading shovel, as well as the unloading of articulated tipper lorries. I am therefore of the opinion that, whilst large, the building is the minimum size to be functional and meet its purpose.
35. As discussed above in paragraph 33, the nature of the development necessitates a large building. The building shape is similar to that of an agricultural barn, which is not unusual in the rural setting. The Oxfordshire Wildlife and Landscape Study for this landscape character area however specifically references that "large scale agricultural barns can be visually dominant, particularly when on roadsides". As the proposed building is located

away from the roadside and screening is proposed, in this instance, I consider the proposed development would not be unacceptably visually dominant and therefore is in compliance with Core Policy 37 of the VWHL 2031.

36. Although boundary planting and tree screening would not hide the salt barn building, I believe they would help soften the effect of the building within the landscape and enhance the appearance of the development. The completion photomontages (figure 3.2 and 3.3 of Drayton Salt barn Landscape and visual Appraisal) supplied with the application indicate the development would be visible within the landscape, but predict that after five years growth, the tree screening would be more effective. Following comments from the Environmental Strategy Officer, and his recommendation of including some taller growing evergreens, particularly on the eastern and southern boundaries to tie in with the existing belt of evergreens on the western boundary, the proposed planting boundary is being amended and has yet to be finalised. As the boundary planting is a key feature in mitigating the impact of the development, should permission be granted, the boundary planting and its maintenance would be secured through planning conditions.
37. The salt barn is proposed to be green in colour and the Environmental Strategy Officer has expressed his wish for the colour to be agreed should the development be consented. This would ensure the colour is appropriate, helping to integrate it into the site and surrounding landscape, and with the tree planting, reduce its visual impact. I therefore consider the development is in keeping with Core Policy 44 of the VWHL 2031 and saved policy DC6 of the VWHL 2031.
38. In summary, I consider it is unlikely the proposed development would enhance the area. However, taking into account the need for the building to be functional, the already semi-industrial nature site, the comments from the Environmental Strategy Officer regarding the capability of the landscape to absorb a relatively large structure compared to other landscapes, and the ability to soften the visual impact of the proposed development through the landscaping planting scheme, and controlling the salt barn's colour, I believe the proposed development would not be unacceptably harmful to the appearance and character of the wider landscape. I therefore consider the proposed development is in overall compliance with saved policies NE9 and NE11 of the VWHL and Core Policy 37 of the VWHL 2031.

Amenity (noise, light, visual impact, traffic)

39. Policy DC9 of the VWHL seeks to prevent development that would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of loss of privacy, dominance, visual intrusion and external lighting. Potential adverse amenity affects from external lighting are further protected through saved policy DC20 of the VWHL. Draft Development Policies 20, 22 and 24 of the VWHL 2031 Part 2 are also relevant.
40. The development has the potential to cause adverse visual effects for people in nearby residential properties and along the bridleway that runs along the

south of the site. Sutton Courtenay Parish Council has also raised specific concern over the scale of the building adversely affecting nearby residents and believes there would be extensive impact from light pollution from the compound as this would be used predominantly during winter months. Furthermore, they believe that a large building regularly lit would be troublesome for the nearby residents and have other environmental consequences.

41. The proposed site of the salt-barn building is already screened from the bridle path by trees and a soil bund. If one stood adjacent to the salt barn building on the bridle path, there may be some feeling of overshadowing from the salt barn building. With the screening and soil bund however, I consider it unlikely that the salt barn building and wash down area would be visually obtrusive at eye level. Views of the salt barn building from users of the bridleway are likely to be transient and would change along the distance along the path. As the bridleway already runs through a corridor of trees adjacent to the proposed salt barn building location, I consider that thickening the tree planting is unlikely to significantly change the feel of the bridleway at this point. I therefore consider the impact of the proposed development on bridleway users in terms of visual dominance and intrusion would be minor at worst.
42. The nearest property to the development, Windy Ridge Cabin, faces south with no windows or doors on its north facing elevation and no rear garden. Its original lawful use was for the repair and servicing of domestic lawnmowers. In 2014, permission was granted for the conversion of this building into a 2-bedroom single storey dwelling (Vale of the White Horse application number P14/V/2531/FUL). With the proposed development on the Highways Maintenance Depot, the views from this dwelling would be unchanged. There would also be no views into this dwelling, or any other nearby dwelling, from the salt barn building. I therefore believe that overshadowing and overlooking amenity impacts from the proposed development would be minimal, and I consider the development is in compliance with saved policy DC9 of the VWHLP and draft Development Policy 22 of the VWHLP 2031 Part 2.
43. In reference to lighting, whilst it is likely that peak use of the salt barn and associated facilities would occur in the winter months, when there are less daylight hours, the site is already operational 24 hours a day. The Highways Maintenance Depot site and the current salt loading operations are already lit, and the lighting is necessary for safe working. The salt barn building itself is not proposed to be lit but five steel road lighting columns are proposed in order to light the hardstanding and wash down areas. The proposed lighting is LED luminaires of G3 intensity, which would ensure any light above the horizontal of the light source is limited to the bare minimum. The lux plan submitted with the application shows the anticipated light spill and indicates that it would not impact nearby residential properties. It is however likely there would be some light spill along the bridleway. I also note the District Council's Environmental Protection Team has raised no objection to the proposed development, subject to the lighting scheme complying with the overspill impact identified in the lighting report.

44. With regard to other environmental consequences of the proposed lighting, as the site is already lit; further disturbance of light-sensitive species such as bats is likely to be small. The Ecological Impact Assessment submitted with the proposed development did not record any evidence of species of notable status with the application site. The County Council's Ecology Officer has not commented on the impact of the lighting scheme. Subject to conditions to ensure that no lighting other than that proposed is erected at the site, I believe the proposed development is in compliance with saved policies DC20 and DC9 of the VWHLP and draft Development Policy 20 of the VWHLP 2031 Part 2.
45. As described in paragraph 7, this proposal would not change how the Highways Maintenance Depot operates or alter the existing pattern or quantity of vehicle movements to or from the site and so would not have any adverse traffic impacts. This development could also provide positive amenity impacts for local residents - the indoor manoeuvring of the salt would reduce noise from the site compared to the current outdoor operation. Therefore I consider with regard to noise impact that it would comply with saved policy DC9 of the VWHLP and draft Development Policy 24 of the VWHLP 2031 Part 2.

Heritage & Archaeology

46. Saved policies HE10 and HE11 of the VWHLP state that development would not be permitted if it would cause damage to the site or setting of archaeological remains, and specifies a preference for preservation in situ. Where this is not practical, saved policy HE11 requires developments not to be allowed to commence until a programme of archaeological investigation has been agreed and its implementation is secured. Core Policy 39 of the VWHLP 2031 also seeks to ensure that new development conserves heritage assets and their setting. Draft Development Policy 38 of the VWHLP 2031 Part 2 makes similar provision.
47. The Highway's Maintenance Depot site is located approximately 20 metres to the north of a scheduled ancient monument. Although there would be no direct impact on the scheduled monument from this development, both Historic England and the County Archaeologist have noted that features related and associated with the scheduled monument, including a Neolithic cursus, extend into the application site. English Heritage has also pointed to other archaeological potential within the development site, citing the excavation of an Anglo-Saxon settlement site that took place in the 1920s and 1930s.
48. Following the submission a site ground investigation report, the County Archaeologist has advised that archaeological monitoring and recording would not be required. I am satisfied the proposed development would be in accordance with saved policies HE10 and HE 11 of the VWHLP and Core Policy 39 of the VWHLP 2031 and draft Development Policy 38 of the VWHLP 2031 Part 2.

Other Matters

48. Following comments from the County Drainage Engineer and subject to the development complying with the drainage scheme, I am satisfied the development would not adversely affect the quality of water resources as a result of surface or waste water discharge, or contribute to increase risk of flooding elsewhere. I therefore consider the development is in compliance with Core Policy 42 of the VWHLP 2031 and saved policy DC12 of the VWHLP.
49. Core Policy 46 of the VWHLP 2031 seeks to avoid biodiversity loss and seeks opportunities for biodiversity gain. Drayton Highways Depot is not situated in an area of nationally or locally designated habitats and as mentioned in paragraph 43, the Ecological Impact Assessment submitted with the proposed development did not record any evidence of species of notable status within the application site. The County Council's Ecology Officer has recommended the inclusion of a condition to ensure the development proceeds in accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins. With this in place, I am satisfied the development is in compliance with Core Policy 46 of the VWHLP 2031.
50. Core Policy 40 of the VWHLP 2031 requires new development to incorporate climate change adaptation and Core Policy 43 of the VWHLP seeks to minimise environmental impacts associated with development proposals. The proposed development would incorporate rainwater management systems and make efficient use of water through harvesting and re-using rainwater from the salt barn building roof. Harvesting and re-using rainwater would reduce the proposed development's water consumption. Storing water and releasing it more slowly can also help to reduce a development's impact on flooding. Considering the water cycle, managing run-off in this way and creating a more sustainable system may become more common with the effects of changing climate. I consider the design of this development has sought to incorporate climate change adaptation measures and minimise environmental impacts. As such, I consider the proposed development is in accordance with Core Policy 40 and Core Policy 43 of the VWHLP 2031.
51. No changes to the access into the site from Milton Road are proposed. Inside the site, vehicles would follow the existing internal on-way circulation system. The proposed hardstanding area in front for the salt barn building would also provide space for loading, unloading and vehicle turning. I therefore consider the development is in compliance with policy DC5 of the VWHLP.

Conclusion

52. In this instance, I consider the need for the development outweighs its potential visual impacts. Oxfordshire County Council Highways are responsible for salting the Oxfordshire Road network during inclement weather. The Drayton Highway's Maintenance Depot is already a strategic site for this operation. Sustainable development is supported through Core

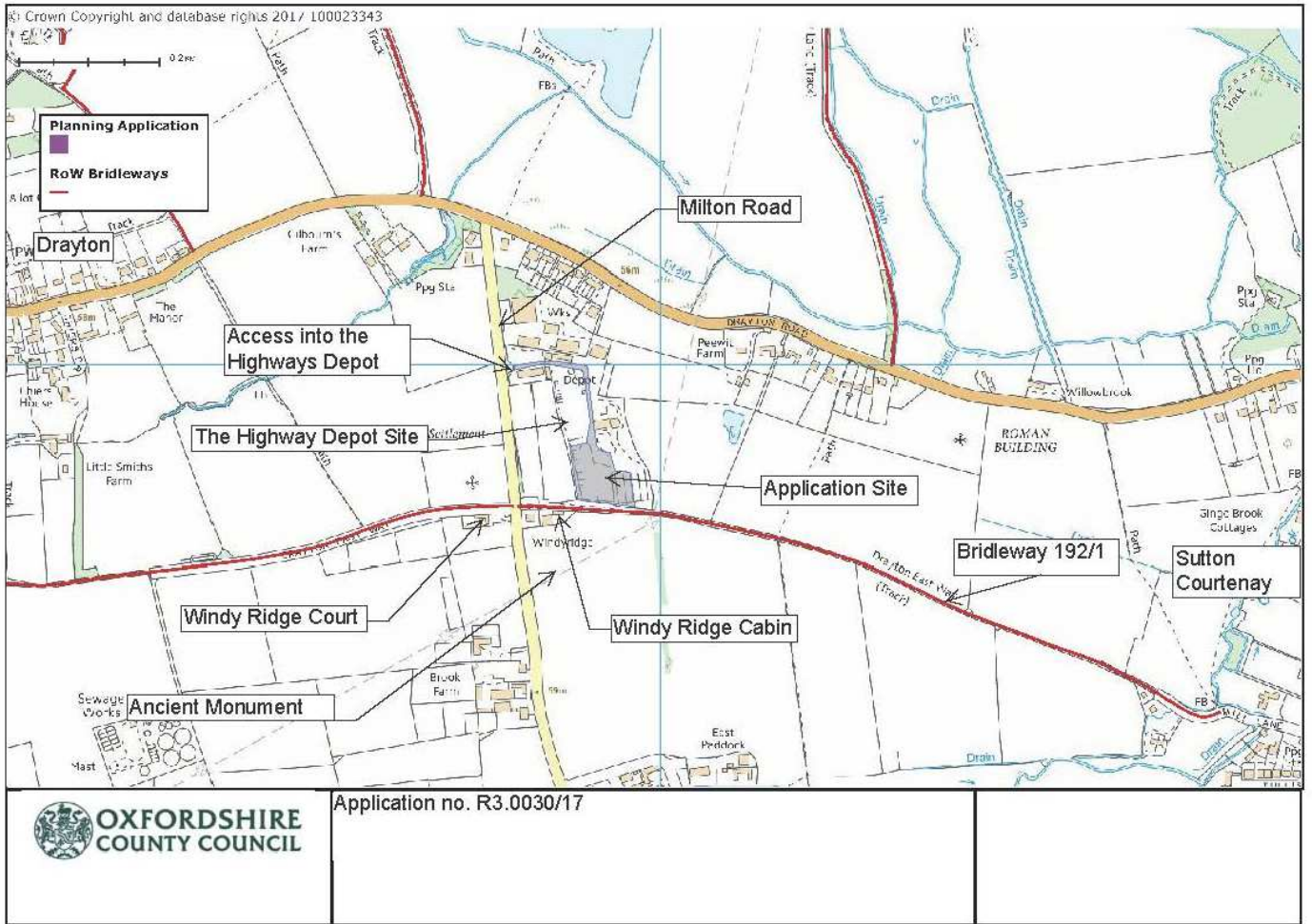
Policy 1 of the VVHLP 2031 and the NPPF. This proposed development would aid the sustainable use of a natural resource through reducing its erosions and supporting its more efficient use. The indoor manoeuvring of the salt would reduce noise from the site compared to the current outdoor operation – a positive amenity impact for nearby residents. The nature of the proposed development necessitates a large building, and the location of the development is restricted by its purpose. The ability to soften the visual impact of the proposed development through the landscaping planting scheme, and controlling the salt barn's colour, would help to reduce its visual impacts. As such, I believe the development would not be unacceptably harmful to the appearance and character of the wider landscape and therefore consider it to be in accordance with the development plan policies. Subject to conditions, I recommend the proposed development is approved.

RECOMMENDATION

53. **It is RECOMMENDED that application R3.0030/17 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to this report.**

SUSAN HALLIWELL
Director for Planning and Place

5 JUNE 2017



Annex 2: Proposed Conditions

1. The development shall commence no later than three years from the date of this consent.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990

2. The development shall be carried out strictly in accordance with the particulars of the development, plans and specifications contained in the application except as modified by conditions of this permission. The approved plans and particulars comprise:
 - Amended Application form dated 10.03.2017
 - Planning, Sustainability, Transport, Design and Access dated 14.03.17
 - Location Plan - Drawing No. HQ263675-FEA-101-001 Rev 2
 - Wash Down Area Elevations Plan - Drawing No. HQ263675-FEA-101-011
 - Desalination Plant Elevations Plan - Drawing No. HQ263675-FEA-101-010
 - Water Tank Elevations Plan - Drawing No. HQ263675-FEA-101-009
 - Siltbuster HB20R Elevations Plan - Drawing No. HQ263675-FEA-101-008
 - Site Sections Plan - Drawing No. HQ263675-FEA-101-007 Rev 1
 - Salt Barn Roof Plan - Drawing No. HQ263675-FEA-101-006
 - East and West Salt Barn Elevations Plan - Drawing No. HQ263675-FEA-101-005
 - North and South Salt Barn Elevations Plan - Drawing No. HQ263675-FEA-101-004
 - Boundary Elevations Plan - Drawing No. HQ263675-FEA-101-003
 - Site Layout Plan - Drawing No. HQ263675-FEA-101-002 Rev 2
 - Lighting Assessment dated March 2017
 - Amended Archaeological Desk-based Assessment dated March 2017
 - CC Ground Investigation Report C5243 dated 24/11/17
 - Flood Risk Assessment dated 14/03/17
 - Drainage Strategy dated 14/03/17
 - Landscape Appraisal dated 14/03/17
 - Arboricultural Survey dated 13/07/16
 - Addendum to Tree Survey dated 09/03/2017
 - Ecological Impact Assessment dated February 2017

Reason: To ensure the development is carried out proposed.

3. Prior to commencement of the approved development, the colour of the salt barn building composite PVC membrane shall be submitted to the County Planning Authority. Once approved in writing by the County Planning Authority, the approved colour and no other shall be used.

Reason: To control the development and minimise its visual impact in accordance with saved policies DC6 of the VWHL P and Core Policy 37 of the VWHL P 2031.

4. Prior to commencement of the approved development, a boundary planting and maintenance scheme shall be submitted to the County Planning Authority for approval in writing. No development shall take place until the planting and maintenance scheme has been approved in writing. The scheme shall include:
 - Details of the additional planting on the site boundary, including locations, species and size of all trees and shrubs to be planted, removed and retained; and
 - A programme of works to ensure maintenance of the planting for the lifetime of the development, including aftercare so that any trees or shrubs removed, dying, severely damaged or diseased are replaced in the next planting season with trees or shrubs of the same size and, subject to preventing disease, same species.

The approved planting and maintenance scheme shall be implemented in the first planting season following the completion of the development and maintained, for the duration of the development, in accordance with the approved programme of maintenance.

Reason: To ensure the visual impact of the development and its impact within the wider character of the landscape can be adequately mitigated for the lifetime of the development, in accordance with saved policies NE9 and NE11 of the VWHL P and Core Policy 44 of the VWHL P 2031.

5. The development shall not be carried out other than in complete accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins and submitted with the application documents.

Reason: To protect and enhance biodiversity in accordance with Core Policy 46 of the VWHL P 2031

6. The development shall not be carried out other than in complete accordance with the Drainage Strategy (Document reference: HQ263675.DS.001) dated 14.03.2017.

Reason: To ensure that the development does not increase the risk of flooding elsewhere in accordance with Core Policy 42 of the VWHL P 2031.

7. No external lighting shall be erected at the application site other than that shown on drawing number CAP-HLG-00-DR-E Revision A. The lighting scheme shall thereafter be maintained in accordance with the approved details.

Reason: To ensure that light spill beyond the boundaries of the site is minimised where possible in accordance with saved policies DC9 and DC90 of the VWHL P.

European Protected Species

The Local Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Species & Habitats Regulations 2010 which identifies 4 main offences for development affecting European Protected Species (EPS).

1. Deliberate capture or killing or injuring of an EPS
2. Deliberate taking or destroying of EPS eggs
3. Deliberate disturbance of a EPS including in particular any disturbance which is likely
 - a) to impair their ability –

- i) to survive, to breed or reproduce, or to rear or nurture their young, or
 - ii) in the case of animals of a hibernating or migratory species, to hibernate or migrate; or
- b) to affect significantly the local distribution or abundance of the species to which they belong.

4. Damage or destruction of an EPS breeding site or resting place.

Our records and the habitat on and around the proposed development site indicate that European Protected Species are unlikely to be present. Therefore no further consideration of the Conservation of Species & Habitats Regulations is necessary. European Protected Species are unlikely to be present. Therefore no further consideration of the Conservation of Species & Habitats Regulations is necessary.

This page is intentionally left blank

PLANNING & REGULATION COMMITTEE – 5 JUNE 2017

Policy Annex (Relevant Development Plan and other Policies)

Oxfordshire Minerals and Waste Local Plan 1996 – Saved Policies (OMWLP):

POLICY PE2: LOCATION AND CONTROL OF MINERAL WORKINGS

Planning permissions for mineral working will not be granted outside the areas identified in this Plan unless:

- (a) the working would be acceptable under policy SD2, or
- (b)
 - (i) the proposal satisfies the policies of the Structure Plan and this Local Plan, and
 - (ii) in the case of sand and gravel, the apportioned supply from the county cannot be met from within the areas identified, or
 - (iii) in the case of other minerals, the demand cannot be met from within areas which are identified in the Plan.

POLICY PE3: BUFFER ZONES

Appropriate buffer zones will be safeguarded around mineral working or waste disposal sites for protection against unacceptable losses of residential or natural amenity.

POLICY PE4: GROUNDWATER PROTECTION

Proposals for mineral extraction and restoration (including waste disposal) will not be permitted where they would have an impact on groundwater levels in the surrounding area which would harm existing water abstraction, river flow, canal, lake or pond levels or important natural habitats. Proposals must not put at risk the quality of groundwater.

POLICY PE5: RIVER THAMES

Mineral working or waste disposal should not harm the immediate setting and nature conservation value of the River Thames and other watercourses of significant visual or nature conservation value, or canals.

POLICY PE7: FLOODPLAIN

In the floodplain proposals for mineral extraction and restoration should not result in the raising of existing ground levels. Mineral extraction or restoration by landfill should not adversely affect groundwater levels or water quality, impede flood flows, reduce the capacity of flood storage or adversely affect existing flood defence structures. The developer and/or landowner will be expected to undertake any hydrological surveys necessary to establish the implications of a proposal.

POLICY PE8: ARCHAEOLOGY

Before determining an application for mineral extraction the County Council will normally require the applicant to carry out a preliminary archaeological assessment to determine the nature and significance of any archaeological remains. The County Council may, subject to the results of this initial assessment, require an archaeological field evaluation of the site to determine the appropriate means for mitigating the impact of extraction on the archaeological resource.

POLICY PE11: RIGHTS OF WAY AND PUBLIC ACCESS

The rights of way network should be maintained and individual rights of way retained in situ. Diversions should be temporary, safe and convenient and should be reinstated as soon as possible. Any proposal for permanent diversion should fulfil the functions of recreational and communications use of the right of way. Improvements to the rights of way network will be encouraged.

POLICY PE13: RESTORATION, AFTER-USE AND NATURE CONSERVATION

Mineral workings and landfill sites should be restored within a reasonable timescale to an after-use appropriate to the location and surroundings. Proposals for restoration, after-care and after-use should be submitted at the same time as any application for mineral working. Planning permission will not be granted for mineral working or landfill sites unless satisfactory proposals have been made for the restoration and after-use, and means of securing them in the long-term.

POLICY PE14: RESTORATION, AFTER-USE AND NATURE CONSERVATION

Sites of nature conservation importance should not be damaged. Proposals which would affect a nature conservation interest will be assessed by taking into account the importance of the affected interest; the degree and permanence of the projected damage; and the extent to which replacement habitat can be expected to preserve the interest in the long-term.

POLICY PE18: PLANNING APPLICATIONS

In determining applications covered by this Plan the County Council will:

- (a) have regard to the appropriate provisions of the Code of Practice in Annex 1, which is part of this Plan; and
- (b) regulate and control development by the imposition of conditions on the grant of permission. Where this cannot satisfactorily be done, appropriate planning obligations will be sought.

POLICY SD1: SAND AND GRAVEL - LANDBANKS

Separate landbanks will be maintained for sharp sand and gravel and for soft sand at levels which accord with current Government advice and with the current regional apportionment.

POLICY SD2: SAND AND GRAVEL – SMALL EXTENSIONS

Planning permission will normally be granted for small extensions to existing operating sand and gravel quarries where they would comply with national, Structure and Local Plan policies. Extraction from a small extension will not be expected to last for more than three years. Subsequent extensions to the same workings will not normally be permitted in advice of a review of the Plan.

POLICY SD7: RAIL DEPOTS

Subject to requirements of policy SD8, rail head development for the import of aggregates will be encouraged at the following locations shown on the inset maps:

Sutton Courtenay – Inset Map 1
Banbury (two depots) – Inset Map 7
Kidlington – Inset Map 8

POLICY SD9: RAIL DEPOTS

No development will be permitted which would prejudice the establishment and full use of rail depots identified under policy SD7, or subsequently permitted under policy SD8. Where development is proposed near to a proposed or approved rail depot, uses or buildings sensitive to disturbance from activities at the rail depot will not be permitted.

POLICY SC3: THE SUTTON COURTENAY AREA

Planning permission will not be granted unless a routeing 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.

Oxfordshire Minerals and Waste Core Strategy (proposed modifications February 2017)

POLICY M2: PROVISION FOR WORKING AGGREGATE MINERALS

Provision will be made through policies M3 and M4 to enable the supply of:
~~aggregate minerals~~

- sharp sand and gravel - 1.015 mtpa giving a total provision requirement of 18.270 million tonnes
- soft sand - 0.189 mtpa giving a total provision requirement of 3.402 million tonnes
- crushed rock - 0.584 mtpa giving a total provision requirement of 10.512 million tonnes

from land-won sources within Oxfordshire ~~to meet the requirement identified in the most recent Local Aggregate Assessment throughout~~ for the period to the end of 2014 – 2031 inclusive.

Permission will be granted for aggregate mineral working under policy M5 to enable separate landbanks of reserves with planning permission to be maintained for the extraction of minerals of:

- at least 7 years for sharp sand and gravel;
- at least 7 years for soft sand;
- at least 10 years for crushed rock;

in accordance with the annual requirement rates in the most recent Local Aggregate Assessment, taking into account the need to maintain sufficient productive capacity to enable these rates to be realised.

POLICY M3: PRINCIPAL LOCATIONS FOR WORKING AGGREGATE MINERALS

The principal locations for aggregate minerals extraction will be within the following strategic resource areas, as indicated on the Minerals Key Diagram shown on the Policies Map:

Sharp sand and gravel

in northern Oxfordshire (Cherwell District and West Oxfordshire District):

- The Thames, Lower Windrush and Lower Evenlode Valleys area from Standlake to Yarnton;

in southern Oxfordshire (South Oxfordshire District and Vale of White Horse District):

- The Thames and Lower Thame Valleys area from Oxford to Cholsey;
- The Thames Valley area from Caversham to Shiplake.

Soft sand

- The Corallian Ridge area from Oxford to Faringdon;
- The Duns Tew area.

Crushed rock

- The area north west of Bicester;
- The Burford area south of the A40;
- The area east and south east of Faringdon.

Specific sites (new quarry sites and/or extensions to existing quarries) for working aggregate minerals ~~will be identified~~ within these strategic resource areas will be allocated in the Minerals & Waste Local Plan: Part 2 – Site Allocations Document, in accordance with policy M4.

Specific sites for extensions to existing aggregate quarries (excluding ironstone) outside the strategic resource areas may also be allocated in the Minerals & Waste Local Plan: Part 2 – Site Allocations Document provided they are in accordance with policy M4.

Sites allocated for sharp sand and gravel working (including both new quarry sites and extensions to existing quarries, including any extensions outside the strategic resource areas), to meet the requirement in policy M2 will be located such that approximately 25% of the additional tonnage requirement is in northern Oxfordshire and approximately 75% of the additional tonnage requirement is in southern Oxfordshire, to achieve an approximately equal split of production capacity for sharp sand and gravel between northern and southern Oxfordshire by 2031.

POLICY M5: WORKING OF AGGREGATE MINERALS

Prior to the adoption of the Minerals & Waste Local Plan: Part 2 – Site Allocations Document, permission will be granted for the working of aggregate minerals where this would contribute towards meeting the requirement for provision in policy M2 and provided that the proposal is in accordance with the locational strategy in policy M3 and that the requirements of policies C1 – C12 are met.

Permission will be granted for the working of aggregate minerals within the sites allocated further to policy M4 provided that the requirements of policies C1 – C14 C12 are met.

Permission will not be granted for the working of aggregate minerals outside the sites allocated further to policy M4 unless the requirement to maintain a steady and adequate supply of aggregate in accordance with policy M2 cannot be met from within those sites and provided that the proposal is in accordance with the locational strategy in policy M3 and the requirements of policies C1 – C12 are met. ~~The criteria in policy M4 will be taken into consideration in the determination of planning applications for aggregate minerals working in locations not allocated under policy M4.~~

Permission will exceptionally be granted for the working of aggregate minerals outside the sites allocated further to policy M4 where extraction of the mineral is required prior to a planned development in order to prevent the mineral resource being sterilised, having due regard to policies C1 – C14 C12.

~~Prior to the adoption of the Minerals & Waste Local Plan: Part 2 – Site Allocations Document, permission will be granted for the working of aggregate minerals where this is required in order to maintain landbanks in accordance with policy M2 and taking into consideration the criteria in policy M4 and provided that the requirements of policies C1 – C11 are met.~~

Permission will exceptionally be granted for borrow pits to supply mineral to associated construction projects, having due regard to policies C1 – C12, provided that all of the following apply:

- the site lies on or in close proximity to the project area so that extracted mineral can be conveyed to its point of use with minimal use of public highways and without undue interference with footpaths and bridleways;
- the mineral extracted will only be used in connection with the project;

- it can be demonstrated that supply of the mineral from the borrow pit would have less environmental impact than if the mineral were supplied from an existing source;
- the borrow pit can be restored without the use of imported material, other than that generated by the project; and
- use of the borrow pit is limited to the life of the project.

Notwithstanding the preceding paragraphs, permission for working of ironstone for aggregate use will not be permitted except in exchange for an agreed revocation (or other appropriate mechanism to ensure the non-working) without compensation of an equivalent existing permission in Oxfordshire containing potentially workable resources of ironstone and where there would be an overall environmental benefit.

POLICY M8: SAFEGUARDING MINERAL RESOURCES

~~Mineral Safeguarding Areas will be defined in the Minerals and Waste Local Plan: Part 2—Site Allocations Document, covering the following mineral resources:~~

- ~~• Sharp sand and gravel in the main river valleys, including the strategic resource areas identified in policy M3, and other areas of proven resource;~~
- ~~• Soft sand within the strategic resource areas identified in policy M3;~~
- ~~• Limestone within the strategic resource areas identified in policy M3;~~
- ~~• Fuller’s earth in the Baulking—Fernham area.~~

Mineral resources in these Mineral Safeguarding Areas shown on the Policies Map are safeguarded for possible future use. Development that would prevent or otherwise hinder the possible future working of the mineral will not be permitted unless it can be shown that:

- The site has been allocated for development in an adopted local plan or neighbourhood plan; or
- The need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or
- The mineral will be extracted prior to the development taking place.

~~Mineral Consultation Areas, based on the Mineral Safeguarding Areas, are shown on the Policies Map. Within these areas the District Councils will consult the County Council on planning applications for non-mineral development will be defined, identified and updated when necessary in the Minerals and Waste Annual Monitoring Reports.~~

POLICY M9: SAFEGUARDING MINERAL INFRASTRUCTURE

Existing and permitted infrastructure that supports the supply of minerals in Oxfordshire is safeguarded against development that would unnecessarily prevent the operation of the infrastructure or would prejudice or jeopardise its continued use by creating incompatible land uses nearby.

Safeguarded sites include the following rail depot sites which are safeguarded for the importation of aggregate into Oxfordshire:

- Hennef Way, Banbury (existing facility);

- Kidlington (existing facility);
- Appleford Sidings, Sutton Courtenay (existing facility); and
- Shipton-on-Cherwell Quarry (permitted facility);
as shown on the Policies Map; and
- any other aggregate rail depot sites which are permitted, as identified in the Annual Monitoring Report.

Other safeguarded sites will be identified defined in the Minerals and Waste Local Plan: Part 2 – Site Allocations Document.

Proposals for development that would directly or indirectly prevent or prejudice the use of a site safeguarded for mineral infrastructure will not be permitted unless:

- the development is in accordance with a site allocation for development in an adopted local plan or neighbourhood plan; or
- it can be demonstrated that the infrastructure is no longer needed; or
- the capacity of the infrastructure can be appropriately and sustainably provided elsewhere.

POLICY M10: RESTORATION OF MINERAL WORKINGS

Mineral workings shall be restored to a high standard and in a timely and phased manner to an after-use that is appropriate to the location and delivers a net gain in biodiversity. The restoration and after-use of mineral workings must take into account:

- the characteristics of the site prior to mineral working;
- the character of the surrounding landscape and the enhancement of local landscape character;
- the amenity of local communities, including opportunities to enhance green infrastructure provision and provide for local amenity uses and recreation;
- the capacity of the local transport network;
- the quality of any agricultural land affected, including the restoration of best and most versatile agricultural land;
- the conservation of soil resources
- flood risk and opportunities for increased flood storage capacity;
- the impacts on flooding and water quality of any use of imported material in the proposed restoration;
- bird strike risk and aviation safety;
- any environmental enhancement objectives for the area;
- the conservation and enhancement of biodiversity appropriate to the local area , supporting the establishment of a coherent and resilient ecological network through the landscape-scale creation of priority habitat;
- the conservation and enhancement of geodiversity; ~~and~~
- the conservation and enhancement of the historic environment; and
- consultation with local communities on options for after-use.

Planning permission will not be granted for mineral working unless satisfactory proposals have been made for the restoration, aftercare and after-use of the site, including where necessary the means of securing them in the longer term.

Proposals for restoration must not be likely to lead to any increase in recreational pressure on a Special Area of Conservation.

POLICY C1: SUSTAINABLE DEVELOPMENT

A positive approach will be taken to minerals and waste development in Oxfordshire, reflecting the presumption in favour of sustainable development contained in the National Planning Policy Framework and the aim to improve economic, social and environmental conditions of the area.

Planning applications that accord with the policies in this plan will be approved, unless material considerations indicate otherwise. Where there are no policies relevant to the application, or relevant plan policies are out of date, planning permission will be granted unless material considerations indicate otherwise, taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits of the proposed development when assessed against the National Planning Policy Framework; or
- specific policies in the National Planning Policy Framework indicate that the development should be restricted.⁸³¹

POLICY C4: WATER ENVIRONMENT

Proposals for minerals and waste development will need to demonstrate that there would be no unacceptable adverse impact on or risk to:

- The quantity or quality of surface or groundwater resources required for habitats, wildlife and human activities;
- The quantity or quality of water obtained through abstraction unless acceptable provision can be made; ~~and~~
- The flow of groundwater at or in the vicinity of the site; and
- Waterlogged archaeological remains.

Proposals for minerals and waste development should ensure that the River Thames and other watercourses and canals of significant landscape, nature conservation, or amenity value are adequately protected from unacceptable adverse impacts.

POLICY C5: LOCAL ENVIRONMENT, AMENITY AND ECONOMY

Proposals for minerals and waste development shall demonstrate that they will not have an unacceptable adverse impact on:

- the local environment;
- human health and safety;
- residential amenity and other sensitive receptors; and
- the local economy;
including from:

⁸³¹ For example, those policies relating to sites protected under the Birds and Habitats Directives (NPPF paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

- noise;
- dust;
- visual intrusion;
- light pollution;
- traffic;
- air quality;
- odour;
- vermin;
- birds;
- litter;
- mud on the road;
- vibration;
- surface or ground contamination;
- tip and quarry-slope stability;
- differential settlement of quarry backfill;
- subsidence; and
- the cumulative impact of development.

Where necessary, appropriate separation distances or buffer zones between minerals and waste developments and occupied residential property or other sensitive receptors and/or other mitigation measures will be required, as determined on a site-specific, case-by-case basis.

POLICY C6: AGRICULTURAL LAND AND SOILS

Proposals for minerals and waste development shall demonstrate that they take into account the presence of any best and most versatile agricultural land.

The permanent loss of best and most versatile agricultural land will only be permitted where it can be shown that there is an overriding need for the development which cannot reasonably be met using lower grade land, and where all options for reinstatement without loss of quality have been considered, taking into account other relevant considerations.

Development proposals should make provision for the management and use of soils in order to maintain agricultural land quality (where appropriate), soil quality, including making a positive contribution to the long-term conservation of soils in any restoration.

POLICY C7: BIODIVERSITY AND GEODIVERSITY

Minerals and waste development should conserve and, where possible, deliver a net gain in biodiversity.

The highest level of protection will be given to sites and species of international nature conservation importance (e.g. Special Areas of Conservation and European Protected Species) and development that would be likely to adversely affect them will not be permitted.

In all other cases, development that would result in significant harm will not be permitted unless the harm can be avoided, adequately mitigated or, as a last resort, compensated for to result in a net gain in biodiversity (or geodiversity) or, if the impact cannot be fully mitigated or compensated for, the benefits of the development on that site clearly outweigh the harm. In addition:

- (i) Development that would be likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other development) will not be permitted except where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the Site of Special Scientific Interest and any broader impacts on the national network of Sites of Special Scientific Interest.
- (ii) Development that would result in the loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees, will not be permitted except where the need for and benefits of the development in that location clearly outweigh the loss.
- (iii) Development shall ensure that no significant harm would be caused to:
 - Local Nature Reserves;
 - Local Wildlife Sites;
 - Local Geology Sites;
 - Sites of Local Importance for Nature Conservation;
 - Protected, priority or notable species and habitats,except where the need for and benefits of the development in that location clearly outweigh the harm.

All proposals for mineral working and landfill shall demonstrate how the development will make an appropriate contribution to the maintenance and enhancement of local habitats, biodiversity or geodiversity (including fossil remains and trace fossils), including contributing to the objectives of the Conservation target Areas wherever possible. Satisfactory long-term management arrangements for restored sites shall be clearly set out and included in proposals. These should include a commitment to ecological monitoring and remediation (should habitat creation and/or mitigation prove unsuccessful).

POLICY C8: LANDSCAPE

Proposals for minerals and waste development shall demonstrate that they respect and where possible enhance local landscape character, and are informed by landscape character assessment. Proposals shall include adequate and appropriate measures to mitigate adverse impacts on landscape, including careful siting, design and landscaping. Where significant adverse impacts cannot be avoided or adequately mitigated, compensatory environmental enhancements shall be made to offset the residual landscape and visual impacts.

Great weight will be given to conserving the landscape and scenic beauty of Areas of Outstanding Natural Beauty (AONB) and high priority will be given to the enhancement of their natural beauty. Proposals for minerals and waste development within an AONB or that would significantly affect an AONB shall demonstrate that

they take this into account and that they have regard to the relevant AONB Management Plan. Major developments within AONBs will not be permitted except in exceptional circumstances and where it can be demonstrated they are in the public interest, in accordance with the 'major developments test' in the NPPF (paragraph 116). Development within AONBs shall normally only be small-scale, to meet local needs and should be sensitively located and designed.

~~Where adverse impacts cannot be avoided or adequately mitigated, compensatory environmental enhancements shall be made to offset the residual landscape and visual impacts.~~

POLICY C9: HISTORIC ENVIRONMENT AND ARCHAEOLOGY

Proposals for minerals and waste development will not be permitted unless it is demonstrated, including where necessary through prior investigation, that they or associated activities will not have an unacceptable adverse impact on the historic environment.

Great weight will be given to the conservation of designated heritage assets: Blenheim Palace World Heritage Site; scheduled monuments; listed buildings; conservation areas; historic battlefields; registered parks and gardens; and non-designated archaeological assets which are demonstrably of equivalent significance to a scheduled monument; and the setting of those assets.

Where an application would affect a non-designated heritage asset, the benefits of the proposal will be balanced against the scale of harm to or loss of the heritage asset and its significance.

Where, following assessment of an application, the loss (wholly or in part) of a heritage asset is considered acceptable in principle, the applicant will be required to record and advance understanding of that asset, proportionate to the nature and level of the asset's significance, and to publish their findings.

Proposals for mineral working and landfill shall wherever possible demonstrate how the development will make an appropriate contribution to the conservation and enhancement of the historic environment.

POLICY C10: TRANSPORT

Minerals and waste development will be expected to make provision for safe and suitable access to the advisory lorry routes shown on the Oxfordshire Lorry Route Maps in ways that maintain and, if possible, lead to improvements in:

- the safety of all road users including pedestrians;
- the efficiency and quality of the road network; and
- residential and environmental amenity, including air quality.

Where development leads to a need for improvement to the transport network to achieve this, developers will be expected to provide such improvement or make an appropriate financial contribution.

Where practicable minerals and waste developments should be located, designed and operated to enable the transport of minerals and/or waste by rail, water, pipeline or conveyor.

Where minerals and/or waste will be transported by road:

- a) mineral workings should as far as practicable be in locations that minimise the road distance to locations of demand for the mineral, using roads suitable for lorries, taking into account the distribution of potentially workable mineral resources; and
- b) waste management and recycled aggregate facilities should as far as practicable be in locations that minimise the road distance from the main source(s) of waste, using roads suitable for lorries, taking into account that some facilities are not economic or practical below a certain size and may need to serve a wider than local area.

Proposals for minerals and waste development that would generate significant amounts of traffic will be expected to be supported by a transport assessment or transport statement, as appropriate, including mitigation measures where applicable.

Vale of White Horse Local Plan 2011

POLICY DC1: DESIGN

Development will be permitted provided that:

- i) it is of a high quality and inclusive design such that the layout, scale, mass, height, detailing, materials used and its relationship to adjoining buildings and open space do not adversely affect those attributes that make a positive contribution to the character of the locality;
- ii) it takes into account local distinctiveness and character either in a modern or a traditional interpretation.

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 DC6: LANDSCAPING

All proposals for development will be required to include hard and soft landscaping measures designed to:

- i) project and enhance the visual amenities of the site and its surrounding including, where appropriate, existing important landscape features; and
- ii) maximise the opportunities for nature conservation and wildlife habitat creation.

POLICY DC9: IMPACT OF DEVELOPMENT ON NEIGHBOURING USES

Development will not be permitted if it would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of:

- i) loss of privacy, daylight or sunlight;
- ii) dominance or visual intrusion;
- iii) noise or vibration;
- iv) smell, dust, heat, gases or other emissions;
- v) pollution, contamination or the use of or storage of hazardous substances; and
- vi) external lighting.

POLICY DC12: WATER QUALITY AND RESOURCES

Development will not be permitted if it would adversely affect the quality of water resources, including groundwater, rivers and lakes, as a result of abstraction, or the nature of related surface or waste water discharge, or the disturbance of contaminated land.

POLICY DC20: EXTERNAL LIGHTING

Applications for planning permission, or for consent for the display of advertisements, which involve external lighting will be permitted provided that:

- i) there will be no adverse effect on the character of the area or the amenity of neighbouring properties;
- ii) the lighting proposed is the minimum necessary to undertake the task for which it is required;
- iii) the potential light pollution from glare and spillage is minimised; and
- iv) there will not be a hazard to highway safety.

Where permission or consent is granted for external lighting conditions may be imposed requiring a light spillage test prior to its first use and, where necessary, the fitting of devices to reduce glare and light spillage and/or to restrict the hours during which the lighting may be used.

POLICY HE9: HISTORIC ENVIRONMENT EVALUATION

Where there are reasonable grounds for believing that important archaeological remains may be disturbed or otherwise adversely affected by a development proposal the applicant will be required to carry out an archaeological field evaluation of the site and its setting before the planning application is determined.

POLICY HE10: PROTECTION OF NATIONALLY IMPORTANT ARCHAEOLOGICAL REMAINS

Development will not be permitted if it would cause damage to the site or setting of nationally important archaeological remains, whether scheduled or not.

POLICY HE11: HISTORIC ENVIRONMENT, EXCAVATION AND RECORDING

Development affecting important archaeological sites should be designed to achieve preservation in situ. Where this is not practicable or desirable development will not be allowed to commence until a programme of archaeological investigation including excavation, recording, analysis and publishing results has been agreed and its implementation secured.

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 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.

Vale of White Horse Local Plan 2031

CORE POLICY 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Planning applications that accord with this Local Plan (and where relevant, with any subsequent Development Plan Documents or Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, and unless:

- i. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, or
- ii. specific policies in that Framework indicate that development should be restricted.

CORE POLICY 33: NATURAL RESOURCES

All development proposals will be required to make provision for the efficient use of natural resources, including:

- i. making adequate provision for the recycling of waste
- ii. using recycled and energy efficient materials
- iii. minimising waste
- iv. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials
- v. causing no deterioration and, where possible, achieving improvements in water and air quality
- vi. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary, and
- vii. re-using previously developed land provided it is not of high environmental value.

CORE POLICY 37: DESIGN

All proposals for new development will be expected to be of high quality design, such that the layout, scale, mass, height, detailing, materials, landscaping and relationship to context make a positive contribution to the character of the locality.

All new development schemes should also:

- i. connect to the surrounding area and existing development
- ii. relate well to existing and proposed facilities
- iii. have access to public transport where possible
- iv. have locally inspired or otherwise distinctive character
- v. sensitively incorporate any existing distinctive features on site, such as landscape or structures, as well as having a suitable level of new landscaping
- vi. ensure that buildings and streets are well defined with landscaping and buildings that relate well to the street
- vii. be legible and easy to move through
- viii. encourage low vehicle speeds and allows streets to function as social spaces
- ix. have a sufficient level of well-integrated parking
- x. have clearly defined public and private spaces
- xi. include sufficient external space for bins, recycling and bicycle
- xii. ensure that public and communal spaces are overlooked in the interest of community safety, and
- xiii. be compatible with urban design principles, including Secured by Design and Active Design principles.

Development will be expected to follow the design principles set out in relevant SPD and National Guidance.

CORE POLICY 39: THE HISTORIC ENVIRONMENT

The Council will work with landowners, developers, the community, Historic England and other stakeholders to:

- i. ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation¹
- ii. ensure that vacant historic buildings are appropriately re-used as soon as possible to prevent deterioration of condition
- iii. seek to reduce the number of buildings on the “Heritage at Risk” Register
- iv. encourage better understanding of the significance of scheduled monuments on the “Heritage at Risk” Register and to aid in their protection
- v. better understand the significance of Conservation Areas in the district through producing Conservation Area Character Appraisals and Management Plans
- vi. identify criteria for assessing non designated heritage assets and maintaining a list of such assets as Locally Listed Buildings, and
- vii. encourage Heritage Partnership Agreements, particularly for Listed Buildings on any ‘at risk’ register.

¹Planning (Listed Buildings and Conservation Areas) Act 1990

CORE POLICY 40: SUSTAINABLE DESIGN AND CONSTRUCTION

The Council encourages developers to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns in all new development, which could include:

- i. planting, shading and advanced glazing systems to reduce solar heat gain during the summer
- ii. using materials to prevent penetration of heat, including use of cool building materials, green roofs and walls and using flood resilient materials
- iii. increasing natural ventilation and removing heat by using fresh air
- iv. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes
- v. locating windows at heights that maximise heating from lower sub angles during the winter, and
- vi. incorporating flood resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows.

A sensitive approach will need to be taken to safeguard the special character of the heritage assets e.g. in a Conservation Area or where historic assets would be affected.

The Vale of White Horse is located within an area of water stress and is applying a higher standard for water efficiency*.

New developments are required to be designed to a water efficiency standard of 110 litres/head/day (l/h/d) for new homes.

*Vale of White Horse District Council Water Cycle Study: updated Phase 1 Study September 2015

CORE POLICY 42: FLOOD RISK

The risk and impact of flooding will be minimised through:

- i. directing new development to areas with the lowest probability of flooding
- ii. ensuring that all new development addresses the effective management of all sources of flood risk
- iii. ensuring that development does not increase the risk of flooding elsewhere, and
- iv. ensuring wider environmental benefits of development in relation to flood risk.

The suitability of development proposed in flood zones will be strictly assessed using the Sequential Test, and, where necessary, the Exceptions Test. A sequential approach should be used at site level.

A site-specific flood risk assessment will be required for all developments of 1 hectare and greater in Flood Zone 1 and, for all proposals for new development, including minor development and change of use in Flood Zone 2 and 3 and, in Critical Drainage Areas, and also where proposed development or a change of use to a more vulnerable class that may be subject to other forms of flooding. Appropriate mitigation and management measures will be required to be implemented.

All development proposals must be assessed against the Vale of White Horse and South Oxfordshire Strategic Flood Risk Assessment and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented.

All development will be required to provide a drainage strategy. Developments will be expected to incorporate sustainable drainage systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Developers should strive to reduce run-off rates for existing developed sites.

Sustainable drainage systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive (WFD).

CORE POLICY 43: NATURAL RESOURCES

The Council encourages developers to make provision for the effective use of natural resources where applicable, including:

- i. minimising waste and making adequate provision for the recycling of waste on site
- ii. using recycled and energy efficient materials
- iii. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and re-use of materials
- iv. making efficient use of water, for example through rainwater harvesting and grey water
- v. causing no deterioration in, and where possible, achieving improvements in water quality
- vi. takes account of, and if located within an AQMA, is consistent with, the Council's Air Quality Action Plan
- vii. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary
- viii. avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality, and
- ix. re-using previously developed land, provided it is not of high environmental value.

CORE POLICY 44: LANDSCAPE

The key features that contribute to the nature and quality of the Vale of White Horse District's landscape will be protected from harmful development and where possible enhanced, in particular:

- i. features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies
- ii. important landscape settings of settlements
- iii. topographical features
- iv. areas or features of cultural and historic value
- v. important views and visually sensitive skylines, and
- vi. tranquillity and the need to protect against intrusion from light pollution, noise, and motion.

Where development is acceptable in principle, measures will be sought to integrate it into the landscape character and/or the townscape of the area. Proposals will need to demonstrate how they have responded to the above aspects of landscape character and will be expected to:

- vii. incorporate appropriate landscape proposals that reflect the character of the area through appropriate design and management
- viii. preserve and promote local distinctiveness and diversity and, where practical, enhance damaged landscape areas.

High priority will be given to conservation and enhancement of the natural beauty of the North Wessex Downs AONB and planning decisions will have regard to its setting. Proposals that support the economy and social wellbeing of communities

located in the AONB, including affordable housing schemes, will be encouraged, provided they do not conflict with the aims of conservation and enhancement.

CORE POLICY 45: GREEN INFRASTRUCTURE

A net gain in Green Infrastructure, including biodiversity, will be sought either through on-site provision or off-site contributions and the targeted use of other funding resources. A net loss of Green Infrastructure, including biodiversity, through development proposals, will be resisted.

Proposals for new development must provide adequate Green Infrastructure in line with the Green Infrastructure Strategy. All major applications must be accompanied by a statement demonstrating that they have taken into account the relationship of the proposed development to existing Green Infrastructure and how this will be retained and enhanced. Proposals will be required to contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets including Conservation Target Areas in accordance with the standards in the Green Infrastructure and the Habitats Regulations Assessment.

CORE POLICY 46: CONSERVATION AND IMPROVEMENT OF BIODIVERSITY

Development that will conserve, restore and enhance biodiversity in the district will be permitted. Opportunities for biodiversity gain, including the connection of sites, large-scale habitat restoration, enhancement and habitat re-creation will be actively sought, with a primary focus on delivery in the Conservation Area Target Areas. A net loss of biodiversity will be avoided.

The highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species). Development that is likely to result in a significant effect, either alone or in combination, on such sites and species will need to satisfy the requirements of the Habitat Regulations*.

Development likely to result in the loss, deterioration or harm to habitats or species of importance to biodiversity or of importance for geological conservation interests, either directly or indirectly, will not be permitted unless:

- i. the need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest;
- ii. it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interests; and
- iii. measures can be provided (and are secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for, the adverse effects likely to result from development.

The habitats and species of importance to biodiversity and sites of geological interest considered in relation to points i) and iii) comprise:

- Sites of Special Scientific Interest (SSSI)
- Local Wildlife Sites

- Local Nature Reserves
- Priority Habitats and species listed in the national and local Biodiversity Action Plan
- Ancient Woodland and veteran trees
- Legally Protected Species
- Local Important Geological Sites

The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.

It is recognised that habitats/areas not considered above (*i.e. Nationally or Locally designated and not priority habitats*) can still have a significant biodiversity value within their local context, particularly where they are situated within a Conservation Target Area and/or they have good potential to be restored to priority habitat status or form/have good potential to form links between priority habitats or act as corridors for priority species. These habitats will be given due weight in the consideration or planning applications. If significant harm to these sites cannot be avoided (through locating on an alternative site with less harmful impacts) it will be expected that mitigation will be provided to avoid a net loss in biodiversity or, as a last resort, compensation will be required to offset the impacts and achieve a net gain in biodiversity.

*Habitats Directive 92/43/EEC of 21 May 1992.

Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites

CORE POLICY 16b: DIDCOT GARDEN TOWN

Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the Adopted Policies Map and shown by Figure 2.8 will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (Figure 2.7).

DEVELOPMENT POLICY 15: ACCESS

All proposals for new development will be required to be of high quality design in accordance with Core Policy 37: Design and Local Distinctiveness. In addition to those criteria set out in CP37 and other relevant Local Plan policies, proposals for development will also need to demonstrate that:

- i. the road network can accommodate the traffic arising from the development without causing safety and/or congestion
- ii. adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning, and
- iii. acceptable off-site improvements to the highway infrastructure (including traffic management measures), cycleways, public rights of way and the public transport network can be secured where these are not adequate to service the development.

DEVELOPMENT POLICY 22: IMPACT OF DEVELOPMENT ON AMENITY

Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors:

- i. loss of privacy, daylight or sunlight
- ii. dominance or visual intrusion
- iii. noise or vibration
- iv. smell, dust, heat, odour, gases or other emissions
- v. pollution, contamination or the use of/or storage of hazardous substances; and
- vi. external lighting

DEVELOPMENT POLICY 24: NOISE POLLUTION

Noise-Generating Development

Noise-generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation that should take account of:

- i. the location, design and layout of the proposed development
- ii. existing levels of background noise
- iii. measures to reduce or contain generated noise, and
- iv. hours of operation and servicing.

Development will not be permitted if mitigation cannot be provided within an appropriate design or standard*.

Noise-Sensitive Development

Noise-sensitive development in locations likely to be affected by existing sources of noise**, will be expected to provide an appropriate scheme of mitigation to ensure appropriate standards of amenity are achieved for future occupiers of the proposed development taking account of:

- i. the location, design and layout of the proposed development
- ii. measures to reduce noise within the development to acceptable levels, including external areas where possible, and
- iii. the need to maintain adequate levels of natural light and ventilation to habitable areas of the development.

In areas of existing noise, proposals for noise-sensitive development should be accompanied by an assessment of environmental noise and an appropriate scheme of mitigation measures.

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

*Standards to be achieved are currently set out in British Standards 4142:2014 and 8233:2014. The Council is currently developing guidance relating to setting standards for noise mitigation.

**Busy roads, railway lines, aerodromes, industrial/commercial developments, waste, recycling and energy plant, and sporting, recreation and leisure facilities.

DEVELOPMENT POLICY 29: WATERCOURSES

Development of land that contains or is adjacent to a watercourse will only be permitted where it would not have a detrimental impact on the function or setting of the watercourse or its biodiversity, or the detrimental impact can be appropriately mitigated.

Plans for development adjacent to or encompassing a watercourse should include a minimum 10 m buffer zone to either side of the watercourse to create a corridor of land and water favourable to the enhancement of biodiversity.

Proposals which involve culverting a significant section of a watercourse are unlikely to be considered acceptable.

Development which is located within 20 m of a watercourse will require a construction management plan to be agreed with the Council before commencement of work to ensure that the watercourse will be satisfactorily protected from damage, disturbance or pollution.

DEVELOPMENT POLICY 38: ARCHAEOLOGY AND SCHEDULED MONUMENTS

Development will be permitted where it can be shown that it would not be detrimental to the site or setting of Scheduled Monuments or nationally important designated or undesignated archaeological remains.

When researching the development potential of a site, applicants will be expected to undertake an assessment of appropriate detail to determine whether the site is known or is likely to contain archaeological remains, and demonstrate how the development proposals have had regard to any such remains.

Where the assessment indicates known archaeological remains on site, and development could disturb or adversely affect important archaeological remains and/or their setting, applicants will be expected to:

- i. submit an appropriate archaeological desk-based assessment or
- ii. undertake a field evaluation (conducted by a suitably qualified, and archaeological organisation), where necessary.

Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Development proposals that would lead to harm or total loss of significance of such remains will only be permitted in exceptional circumstances where:

- iii. it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or
- iv. all of the circumstances of paragraph 133 of the NPPF apply.

For other archaeological remains, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application. As such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm. The scale of the harm or loss will be weighed against the presumption and the significance of the heritage asset.

In all cases where, exceptionally, harm to or loss of significance is considered to be justified, the harm should be minimised, and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. Planning permission will not be granted until this programme has been submitted to, and approved by, the local planning authority, and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the relevant local and county authorities.

This page is intentionally left blank