

For: PLANNING AND REGULATION COMMITTEE – 16 APRIL 2012

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

Developments Proposed:

- 1) An application to import, store and process inert construction and demolition waste and operation of an Aggregate recycling facility**
- 2) An application for the continuation of planning permission 10/00360/CM (for the comprehensive restoration and redevelopment of Shipton-on-Cherwell Quarry) with a variance of condition 1 (to amend phasing plans to take account of the proposed aggregate recycling facility), condition 6 (to extend import of material by road from 3 years to 10 years) and condition 7 (to remove the limit on the total volume of waste imported by road)**

Division Affected: Kidlington and Yarnton

Contact Officer: David Flavin **Tel:** Oxford 815655

Location: Shipton-on-Cherwell Quarry, Shipton-on-Cherwell
Oxfordshire

Applicant: Hansteen Land Ltd.

Application Numbers MW.0119/11 (aggregate recycling)
MW.0120/11 (variation of conditions)

District Council Area: Cherwell

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Part 1 – Facts and Background

Site Location (see site location plan)

1. The quarry is situated 10km (6.2 miles)¹ north west of Oxford, immediately north of the village of Shipton-on-Cherwell and east of the A4260. The site lies within the Oxford Green Belt.
2. Bletchingdon lies 2km (1.2 miles) to the east of the site. To the north west of the site is the linear settlement of Bunkers Hill, separated from the quarry by the A4095. Oxford Airport lies 1km (0.6 miles) to the south west. The site is within the Oxford Green Belt.

Site and Setting (see site plan)

3. The quarry is in open countryside covering 71 hectares, of which 67 hectares comprise a largely worked out dormant limestone quarry. Derelict and decaying cement works buildings, including a 76m high chimney are situated within the north east corner of the site. The proposed aggregate recycling facility (ARF) would be located in a central 3.5 hectare area of the quarry, immediately east of the permitted haul road. This area has planning permission for inert landfill to create a development platform.
4. To the north eastern boundary of the quarry, the land falls away to the Oxford Canal/River Cherwell. The Birmingham to Oxford railway line runs along the eastern boundary.
5. The quarry has been designated a County Wildlife Site and parts of it are designated as geological Sites of Special Scientific Interest (SSSI). A public right of way skirts the site to the north and south. Parts of the site are contaminated and are subject to remediation measures required by conditions attached to the extant planning permission.
6. The nearest dwellings to the proposed aggregate recycling site are in Jerome Way (in Shipton-on-Cherwell village) 400 metres to the north west.

Background

7. In September 2006 the County Council approved a proposal for the comprehensive restoration and development of the quarry². This development incorporated:
 - Import and deposit of inert waste in order to raise the quarry floor above water level and create a development platform.
 - Re-establishment of rail sidings, construction of a rail aggregates depot and rail storage depot.
 - Mineral extraction.

¹ All distances are approximate

² Planning permission reference 06/02046/CM

- B8 industrial use.
 - Demolition and recycling of existing structures.
 - Wildlife and geological conservation areas.
 - Temporary car storage (15 years).
 - Woodland for managed timber production (after 15 years).
 - Improvements to A4260 / A4095 junctions.
8. In 2010 an application³ to vary two of the planning conditions attached to the above permission was approved by the County Council. Both these variations allow for the staged submission of details relating to the investigation and remediation of contaminants on the site. This permission repeated all the other planning conditions from the original permission and superseded the original consent. The permission was implemented in 2010 when works were undertaken to raise the internal haul road above the water table.

Details of the Aggregate Recycling Facility

9. The aggregates recycling facility is proposed for a period of 10 years⁴ with a capacity of 250,000 tonnes per annum. It would operate in conjunction with Phase 1 of the existing permission which currently allows inert waste to be imported by road for a period of 3 years whilst the railhead, referred to in paragraph 7 is constructed. At the end of the 3 year period the present permission anticipates further imports would be by rail. This current proposal is for a recycling facility (serviced solely by road imports) to be established as part of Phase 1 and 2 for a period of 10 years. This would also mean that road imports to the site would be extended (from 3 to 10 years, see separate variation of conditions application). It would allow more time for a rail contract to be secured and railhead built.
10. Specifically, the proposal involves the siting of machinery including a crusher and a screener which would be used to process and screen imported inert waste into grades of recycled aggregate and to recover topsoil and subsoil. Some recovered material would be used for onsite engineering purposes, whilst the majority would be exported from the site. The applicant anticipates that up to 60% of the imported material could be recycled. The remaining non-recyclable portion of the waste would be used in the permitted infilling works.
11. The facility would be located within Phase 1 of the permitted infilling works and would be moved around as the construction of the development platform progresses. The crusher would be 4 metres high and 14 metres long, the screener would be 3 metres high and 14 metres long. Both processed and unprocessed material would be stockpiled on the site.
12. The proposal also seeks retrospective permission for a weighbridge, site office and wheel wash that have been placed on site.

³ Planning permission reference 10/00360/CM

⁴ The applicant originally applied for a temporary period of 25 years, but reduced this duration following consultation.

13. Vehicle movements for the import of waste and export of recycled materials are anticipated to amount to a maximum of 144 movements per day (72 lorries in, 72 lorries out). The existing planning permission at the site limits the vehicle movements to 318 per day. The proposed recycling activities, in conjunction with the other permitted operations would not exceed this permitted daily limit.
14. The demolition and recycling of the buildings and structures that comprise the derelict cement works on the wider site is already permitted as part of Phase 1 of the existing planning permission.

Details of Variations to the Existing Planning Permission

15. The proposal to vary Condition 1 in order to amend the phasing plans of the present permission to show how the aggregate recycling facility would fit in with the consented development has been outlined in the previous section of this report.
16. Condition 6 of the comprehensive restoration and redevelopment planning permission limits the import of waste by road (for use in the construction of the development platform) to a period of 3 years. The original planning application envisaged that 3 years would be a suitable timescale to re-establish the rail head connection at the site and that all waste material after this period would come in by rail.
17. The applicants now state that they envisage that 3 years is insufficient time to secure rail based waste contracts and to carry out the necessary works to re-establish the rail head connection. This application therefore proposes that Condition 6 be varied to allow import of waste by road for 10 years. Initially the application proposed to remove this condition but, during the course of consultations on the proposal, the applicant agreed to limit imports by road to 10 years and is linked to the proposed duration of the aggregate recycling facility. It is likely that waste imported by rail would be largely non-recyclable as it is generally more efficient to recycle waste closer to its source.
18. Condition 7 of the existing permission limits the amount of waste imported by road to 250,000 tonnes per year. It also restricts the total amount of waste that can be imported to the site by road to 750,000 tonnes.
19. This application proposes that Condition 7 is varied to remove the restriction on the total amount of waste that can be imported to the site. The requirement to limit the annual import of waste by road to 250,000 tonnes would be retained.

Part 2 – Other Viewpoints

20. In addition to the initial round of consultation on the applications, comments have been received following notifications of the adjustment to the proposal (reducing the life of the recycling facility from 25 to 10 years).

Representations

21. Seven objections have been received from residents of Shipton-on-Cherwell concerning noise, dust and increased traffic. Two of the representations request that contaminated material present in the quarry be removed prior to any new operations. One resident requests that crushing is not carried out after 5 pm or at weekends.

Consultations

Cherwell District Council

22. CDC has reservations about the aggregate recycling facility, primarily due to its location in the Green Belt. They consider that the proposal would cause harm by way of inappropriateness and effect on the openness of the Green Belt.
23. CDC note that there are benefits associated with the facility and its potential to increase recycling, but are not convinced that these amount to very special circumstances that outweigh the presumption against inappropriate development in the Green Belt. They consider that the County Council is best placed to assess whether a very special circumstances case can be made in relation to Green Belt policy.
24. With regard to the application to vary conditions of the existing consent, CDC have concerns about the increased duration over which lorry movements to the site will take place. CDC are of the opinion that approval of this application will reduce the applicant's urgency to secure a rail linked waste contract. Should the application be approved, OCC is asked to consider that the improvements to highways and traffic arrangements proposed during Phase 4 of the consented development should be carried out prior to the commencement of aggregate recycling.
25. The District Environmental Health Officer has no objection subject to noise and dust conditions.

West Oxfordshire District Council Planning

26. No objections.

Shipton-on-Cherwell and Thrupp Parish Council

27. No objections and support both applications subject to:
 - Retention of the existing routing agreement.
 - Retention of the existing condition limiting HGV movements to 318 per day.
 - Limiting the recycling facility and import of waste by road to a period of 10 years.
28. The Parish Council have in principle always supported the comprehensive redevelopment and restoration of the site and would like to see some useful

activities in the quarry as soon as possible. They hope that allowing the proposed recycling facility will lead to the full implementation of the existing consent.

Kidlington Parish Council

29. The Parish Council objects to further development and the relaxation of conditions as there has been no demonstration of sufficient commitment to achieving the objectives of the original permission, which was to secure alternative transport means for the import of materials to the site.
30. The Parish have not commented on the amendment to the application reducing the time limit of the recycling facility from 25 years to 10 years.

Bletchingdon Parish Council

31. Object to the removal of Condition 6 which limits import by road to 3 years as they believe it would protect them from more vehicles coming through the village.

Bladon A4095 Action Group

32. Request that traffic be prohibited from being routed west along the A4095 in the direction of Witney from the A4095 junction with A44.

Oxford Greenbelt Network

33. Object to the applications and are disappointed that a rail-based scheme for dealing with inert waste may become one that is almost entirely dependent upon road transport. OGBN consider the number of anticipated lorry movements is large and have reservations about the impact of traffic on local roads.
34. OGBN maintain that the nature of the operation, involving the movement of material by road, the processing of large quantities of waste on site and the retention of the weighbridge buildings conflicts with the openness and visual amenity of the Green Belt. This constitutes the principle basis of their objection, but they are also concerned about the impact of the proposed operations on the wildlife that has colonised the quarry, and especially about the impact on birdlife which is particularly rich at Shipton Quarry.
35. OGBN note that as far as the Green Belt is concerned, one of the attractions of the previously approved scheme was that the unsightly buildings of the old cement works would be removed fairly soon. This is important if the visual amenity of the Green Belt in this vicinity is to be enhanced. OGBN do not wish to see any further delay to what they had hoped to see achieved and what they see as relevant in terms of Green Belt policy and aims.
36. Finally, OGBN is unclear how the present proposals fit in with the emerging County Minerals and Waste Plan. OGBN express concern over the reference

to need for an additional recycling plant for construction, demolition and excavation waste close to Oxford. If the proposed facility at Shipton Quarry satisfies this perceived need, it could have the merit of saving the Green Belt from yet another recycling development on a greenfield site.

Campaign for the Protection of Rural England

37. No objection providing there is no increase in traffic movements and that the conditions pertaining to the existing permission for the restoration of the site are retained. CPRE would particularly like to see the old cement works demolished and the geological SSSI and biodiversity of the site protected.

Environment Agency

38. No objection subject to conditions on surface water drainage and the disposal of foul water.

Natural England

39. No objection subject to damage being prevented to the designated rock faces (for example from machinery or vehicles using the site) and a condition preventing waste processing and storage from occurring directly in front of the designated rock faces.

BBOWT

40. No objection providing the recommendations of the County Council's Ecologist are conditioned. Reptile surveys will need to be updated before any works are carried out. Regard must be had to the approved Reptile and Amphibian Translocation Method Statement.

Thames Water

41. No objection.

Network Rail

42. No objection.

Highways Agency

43. No objection.

Ministry of Defence

44. No objection.

Health & Safety Executive

45. No objection.

County Ecologist

46. No objections subject to conditions relating to the protection of reptiles, the protection of breeding birds and the submission of an Ecological Management Plan.

County Archaeologist

47. No objections.

County Drainage Engineer

48. No objections.

Transport Development Control

49. No objections subject to retention of the existing 318 limit on daily HGV movements.

Part 3 – Relevant Planning Documents (Relevant planning documents and legislation (see Policy Annex to the committee papers))

50. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
51. The relevant development plan documents and policies are:

The South East Plan: Policies BE1, CO4, W6, W17, M2, NRM5, NRM9, NRM10

Adopted Cherwell Local Plan: Policies GB1, C1, C2, C5, C7, C30, TR7, TR10, ENV1

The Oxfordshire Minerals and Waste Local Plan: Policies W3, W4, PE5, PE14

52. The Oxfordshire Minerals & Waste Core Strategy proposed submission Document (draft) (OMWCS) is a material consideration. It has not been formally adopted but is at an advanced stage. The draft has been out to consultation and proposed changes were considered by Cabinet on 13 March and a report will be taken to Full Council on 3 April.
53. The SEP forms part of the development plan. However, the government has made it clear that it intends to abolish regional strategies. The Localism Act enables the Secretary of State to revoke the whole or any part of a regional strategy by order. Whilst no such order has been made at the date this report was drafted, the published intention to revoke is a material consideration to which substantial weight should be given.

54. At the time of writing the government's National Planning Policy Framework has just been published (27 March). Any consequences which may flow from this new document will be reported at Committee.
55. PPS10: Sustainable Waste Management remains as extant government advice on waste planning matters.

Part 4 – Opinions and Conclusions

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

56. The two applications under consideration in this report should be decided on their own merits, but they are closely interlinked and it is sensible to consider all the relevant issues affecting and referring to both applications.
57. The main issues to be considered relate to:
 - need for the development and waste management
 - location of the development (open countryside within the Green Belt)
 - environmental impact on local residents
 - traffic implications
 - impact on ecological/geological interests

Need and waste management facilities

58. The work undertaken on needs assessment as part of the emerging Minerals & Waste Core Strategy has established that there is a general need for this type of recycling facility in the country, particularly on sites close to the main centres of population, in this case Oxford (Policy W5). The operation of a recycling facility on an already established permitted site could reduce the need to open up further temporary facilities close to the city (possibly also within the Green Belt).
59. With the recent publication of the NPPF, a large number of government policy statements and guidance notes have been superseded. PPS10 (Sustainable Waste Management) however remains in force and states that “the overall objective of government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible”.
60. The Aggregate Recycling Facility (ARF) would be temporary in nature and would be carried out in association with the permitted infill activities. It is for a temporary period of 10 years which is well within the overall timescales associated with the existing planning permission for development of this site. It would promote aggregate recycling, diverting waste from landfill and pushing waste up the waste hierarchy, in accordance with both national and regional policy. The development would contribute towards helping the County reach its recycling targets but such benefits must be weighed against any potential harm

the development might cause to the amenity of the Green Belt (this issue is dealt with in the following section).

Location of the development (Open Countryside and Green Belt)

61. Policy W4 of the OMWLP does not support recycling proposals in open countryside unless there is an established overriding need and/or the development forms part of a mineral extraction or landfill site and will be removed on completion of extraction or landfill. Although surrounded by open countryside this is an old established quarry with consent for landfilling and the application proposes a 10 year life for the recycling operation with it being removed to allow final restoration of the site.
62. Policy W3 of the OMWLP supports recycling provided such facilities are located close to the source of the waste (or market for the recycled aggregate), have good links to the highway network, will not cause environmental nuisance or pose a risk to the water environment, or conflict with other local plan policies. This proposal satisfies the above criteria apart from local plan (and Green Belt) policy which is considered below.
63. Government guidance on Green Belts (PPG2) has been superseded by the new NPPF. The latter document, however, continues the government's commitment to the Green Belt, maintaining its openness and ensuring that developments conflicting with the purposes of the Green Belt or harming its visual amenities are not permitted.
64. The NPPF maintains the presumption against inappropriate development within the Green Belt and confirms that development should not be approved except in very special circumstances. The ARF with its associated stockpiles of material, buildings (site office) and structures (wheelwash and weighbridge), is inappropriate development and, therefore, very special circumstances are required to justify this proposal in this Green Belt location.
65. The original consent for the comprehensive redevelopment and restoration of this site was approved on the basis that the benefits of the removal of the derelict buildings on the cement works site together with the comprehensive restoration and after use (and long term management) of the site did justify very special circumstances to allow it to take place in the Green Belt.
66. This current proposal would not jeopardise the comprehensive redevelopment proposed. It would, however, delay the implementation of some of the elements of the permitted scheme – the railhead for instance – by pushing back the date by which the rail head facility should be brought on line (originally it was to be 3 years but it is now proposed to be within 10 years).
67. The proposal would still, therefore, form part of the comprehensive package to secure the eventual restoration of this site. The demolition of the cement works buildings themselves will require a significant financial investment and the income generated by an ARF would make their removal more viable. Indeed the removal of these derelict buildings (including the chimney) is currently

required by condition on the existing consent (i.e. within one year of the commencement of any mineral extraction). This application presents the opportunity to again promote removal of these unsightly buildings by the attachment of a condition requiring the derelict buildings to be removed within one year of aggregate recycling commencing.

68. The temporary harm to the openness of the Green Belt as a result of the ARF being approved is, I believe, limited in the context of this large site and relative to the significant permanent elements of the existing consented development. Planning & Regulation Committee considered very special circumstances existed when approving the comprehensive scheme in 2006 and the proposal before you now is, in my view, compatible with the comprehensive long term plans for this site. As such I consider that this proposal does amount to very special circumstances to support the wider restoration package and enable this development to proceed in this Green Belt location.

Environmental Impact on local residents

69. AFRs by their very nature can generate noise and dust. Objections in this respect have been received from local residents. The facility would be sited towards the centre of the quarry on the quarry floor. As such I consider that the direct environmental impact on neighbouring properties would be minimal. The District Council Environmental Health Officer has raised no objection to the application subject to conditions controlling operating hours, noise limits and dust management. HGVs entering and leaving the site can also be generators of noise; in this instance the access into the site from the B4095 does not pass any residential properties and so noise from vehicle movements should not present a problem.

Traffic Implications

70. The existing permitted development allows for up to 318 (159 in, 159 out) vehicle movements per day. The proposed ARF facility would generate in the region of 144 movements and the applicant has confirmed that total movements to the whole site over the course of the development would not exceed the 318 figure. The existing permitted development is also subject to a routeing agreement which prevents vehicles travelling through settlements including Kidlington and Bletchington. This routeing agreement would be retained for the current proposal. Transport Development Control consider that, subject to the maximum number of vehicle movements being restricted to that already permitted, the traffic generated by this proposal should be well within the capacity of the existing highway network.
71. This proposal will of course involve road import to this site for a period beyond that permitted (originally 3 years, but now 10 years is proposed). It could be argued, therefore, that this development lessens the applicant's incentive to secure a rail contract to serve this site. This may be true but I consider that, in order to achieve the benefits in terms of the overall restoration of this site, it is beneficial to the viability of these long term aims that this development is allowed to proceed with its extended period of road borne traffic; noting again

that the highway network has the capacity to take the level of traffic proposed without directly impacting on residential properties.

Ecology/geology

72. Some of the rock faces in the quarry are designated as a Geological Site of Special Scientific Interest. The ARF would be sited outside this designated area. The haul road, which is within this application area, does pass through the SSSI but this is an existing road and no further impact is anticipated as a result of this development. The quarry is also designated as a County Wildlife Site.
73. In determining planning applications the Council has to have regard to the provisions of both national (the Natural Environment and Rural Communities Act 2006 and Circular 6/05 – Biodiversity & Geological Conservation) and European (the EC Habitats Directive) legislation. In this instance consultations have taken place with Natural England, BBOWT and both the District and County Ecologists based on the survey information undertaken by the applicant. As a result it is considered that the EC Habitats Directive has been duly considered in that the welfare of any protected species found to be present will continue to be protected through this development. The proposal therefore accords with the provisions contained within the new NPPF relating to biodiversity issues and Policy C2 of the Cherwell Local Plan.

Variation of Conditions

74. The applicant is seeking to vary condition 6 of the original comprehensive redevelopment permission due to the inability thus far to secure a rail linked inert waste contract. This means that, in order to continue with the permitted development, the applicant needs to be able to continue, beyond the original three year permitted period, to import and export waste and material by road. It is proposed therefore that this condition is amended to allow the use of the road network for a period of 10 years.
75. This would then have an implication for condition 7 of the original permission, as this condition provides a restriction on the overall amount of material which can be imported by road within the three year period (maximum of 250,000 tpa). The applicant therefore seeks that this condition be varied to remove the reference to the total amount of material which can be imported by road for the life of the recycling operation to give the applicant flexibility in this respect.
76. In addition, condition number 1 needs to be varied to allow the plans and documents approved as part of the original permission to be changed from those currently included within the list of approved documents to address the changes proposed to conditions 6 and 7 and indicate the location of the proposed ARF. This has no significant consequences for the development itself.
77. In terms of the merits of the proposals, the change sought to the conditions is not likely to have any substantive greater impact upon the openness or visual

amenities of the Green Belt compared to the extant permission, given that ultimately the change to the conditions relates to the way in which waste and material is transported to and from the site rather than a change to the volume of material or how the material will be processed. Similarly I don't believe there is likely to be any notable impact upon the visual amenities of the area and wider landscape, the residential amenity of neighbouring properties or the ecology of the area than the impact which has already been considered and accepted as part of the original planning permission.

78. There is clearly a highway implication from these proposals although as has already been stated, County development control officers have no objection to these proposals as they consider that the highway network can accommodate the amount of traffic proposed for this extended period.
79. The submitted documents state that the applicant continues to express the intention that import of inert material will occur by rail into the site. However, this is dependent on being able to secure a rail linked inert waste contract, which has not been possible to date. There is therefore a legitimate concern that the approval of this permission would reduce the applicant's urgency in securing a rail linked contract which may never be secured. The applicant originally applied for a 25 year period for road import before rail imports were introduced but has reduced this now to 10 years. I think that this timescale, when viewed within the timescale of the overall comprehensive redevelopment of this site, is reasonable in the context of a desire to see implementation of other elements of the permitted redevelopment come to fruition.

Conclusion

80. There is an existing planning permission to redevelop and restore this large quarry which currently suffers from significant areas of decay and dereliction. Since that permission was granted, little has been done in terms of implementing that consent and particularly clearing up the dereliction that exists. The site lies within the Green Belt but very special circumstances were put forward and accepted which justified approval of the original redevelopment proposal.
81. Despite the temporary nature of the development, the aggregate recycling proposal constitutes inappropriate development in the Green Belt, and very special circumstances are required to justify a permission. It is my view that there are benefits associated with the provision of the ARF within this location in relation to Oxford in terms of increasing recycling and that given the extensive nature of the existing permission on the site, the current proposal would not detract from the openness of the Green Belt.
82. The proposal to extend the period for road imports as against rail importation is regrettable but is accepted by transport officers in highway terms. I consider that the very special circumstances that were put forward to justify the 2006 permission are applicable to the changes here proposed and that permitting this latest development would help to provide the impetus to implement the various beneficial elements of the original consent and offer the opportunity to

secure the removal of the dereliction that currently exists and restore the site to a condition appropriate to its green belt countryside location.

Recommendation

83. It is **RECOMMENDED** that:

(A) subject to:

- (a) the Secretary of State deciding not to call in the application (as a departure from the Development Plan);**
- (b) amendments to the existing Legal Agreements attached to the existing planning permission to take account of the aggregate recycling facility;**
- (c) a routeing agreement;**

that planning permission be granted for Application No. MW.0119/11 (aggregate recycling facility) subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the following matters:

- 1. Detailed compliance – as per approved plans.**
- 2. Temporary consent – recycling facilities and road imports limited to 10 years.**
- 3. Details of working plan to show stockpiles and location of plant as landfill progresses.**
- 4. Demolition of derelict cement buildings within one year of aggregate recycling.**
- 5. Restriction on vehicle movements.**
- 6. Working hours to be agreed.**
- 7. Noise from aggregate recycling not to exceed permitted levels.**
- 8. Noise restrictions during site preparation for final restoration.**
- 9. Dust management plan to be submitted and agreed.**
- 10. Details of surface and foul water drainage to be submitted and agreed.**
- 11. No damage to designated rock faces.**
- 12. No waste processing or storage directly in front of designated rock faces.**
- 13. Submission of an Ecological Management Plan.**
- 14. Updated reptile surveys to be undertaken prior to works commencing;**

Informatives

- Environment Agency and Thames Water advice relating to oil storage bunding.**
- Network Rail advice relating to the safe operation of the railway.**
- Ecological informative relating to breeding birds and reptiles.**

and

(B) subject to:

- (a) amendments to the existing Legal Agreements attached to the existing planning permission to take account of the aggregate recycling facility;**
- (b) a routeing agreement;**

that planning permission be granted for Application No. MW.0120/11 subject to conditions to be determined by the Deputy Director for Environment & Economy (Growth & Infrastructure) to include the following matters:

- 1. All conditions (excluding those to be varied below by this application) to be carried over from existing planning permission (ref: 10/00360/CM).**
- 2. Condition 1 of Permission No. 10/00360/CM to be amended to include revisions to Phasing Plans 1 and 2.**
- 3. Condition 6 of Permission No. 10/00360/CM to be amended to limit road imports to 10 years.**
- 4. Condition 7 of permission No. 10/00360/CM to be amended to allow limit of waste to be imported by road to be 250,000 tonnes per annum.**

Informatives

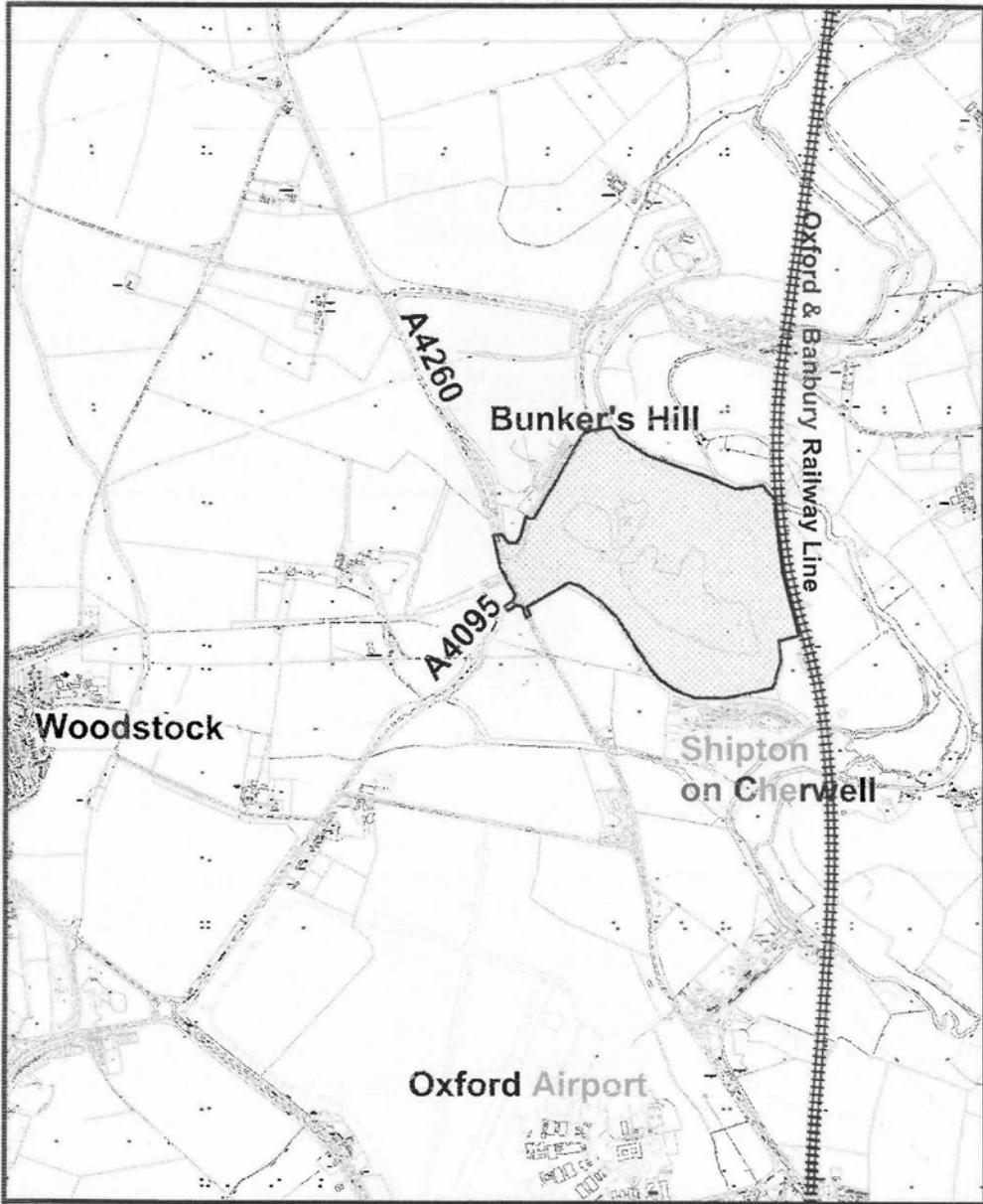
- Environment Agency and Thames Water advice relating to oil storage bunding.**
- Network Rail advice relating to the safe operation of the railway.**
- Ecological informative relating to breeding birds and reptiles.**

MARTIN TUGWELL

Deputy Director for Environment & Economy (Growth & Infrastructure)

April 2012

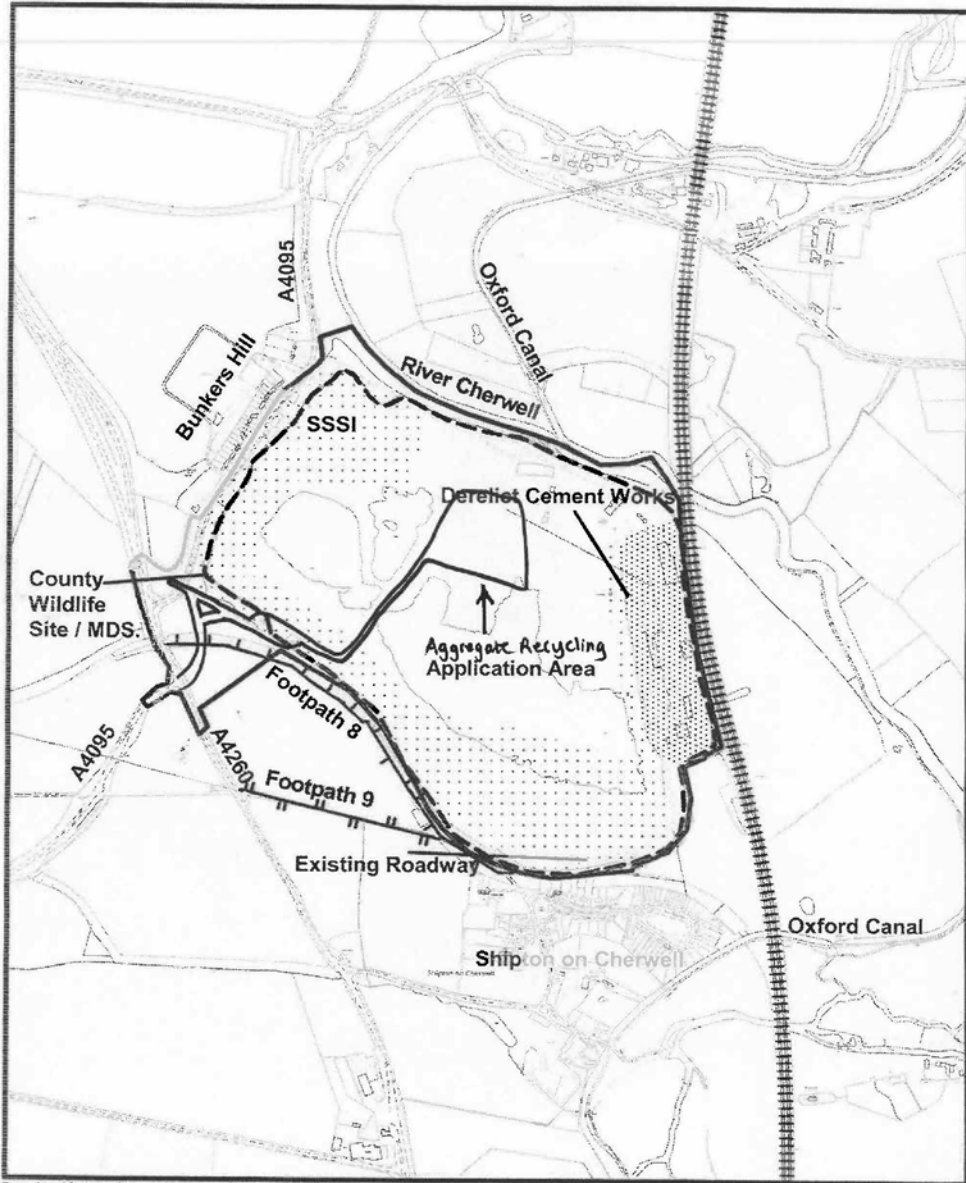
Plan 1 - Location Plan



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Plan 2 - Site Plan



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Plot Date:17/12/2007