

For: PLANNING AND REGULATION COMMITTEE – 30 NOVEMBER 2015

By: DEPUTY DIRECTOR FOR ENVIRONMENT & ECONOMY (STRATEGY & INFRASTRUCTURE PLANNING)

Development Proposed:

Erection of a mobile concrete batching plant with associated infrastructure, concrete hardstanding and portable toilet – Amendment to routeing agreement

Division Affected: Eynsham

Contact Officer: Mary Thompson **Tel:** Oxford 815901

Location: Land at Dix Pit adjacent to Workshops, Linch Hill, Stanton Harcourt, Oxford, OX8 1BB

Application No: MW.0053/15 **District Ref:** 15/01531/CC3REG

District Council Area: West Oxfordshire

Applicant: Hanson Quarry Products Ltd

Date Received: 31 March 2015

Consultation Period: 30 April – 21 May 2015

Background

1. Planning & Regulation Committee resolved to grant permission for the erection of a mobile concrete batching plant and associated infrastructure at land within Dix Pit landfill site on 27 July 2015 (item number PN9), as set out in the minutes of the meeting. An amendment to the conditions controlling the source of aggregate to be imported to the site was agreed by Planning & Regulation committee on 14 September 2015 (item number PN6).
2. The resolution to grant permission was subject to a routeing agreement to ensure that HGVs travel via the A415 and the A40, rather than using the B4449 eastwards through Sutton village and the B4044 over Swinford toll bridge. A routeing agreement was completed on 17 September 2015 and the permission was issued on 18 September 2015. Plan 1 is the routeing plan contained within that agreement, showing the route which HGVs associated with the development must use.

Proposed Modification to routeing agreement

3. The applicant has asked to temporarily vary the routeing agreement for certain vehicles only. They have found that concrete mixer trucks delivering concrete to the Westgate Centre redevelopment in Oxford city centre have been caught up in delays on the A40 heading into Oxford due to roadworks on the Cutteslowe and Wolvercote roundabouts. The delay has meant that the concrete has arrived at the Westgate Centre time-expired and therefore cannot be used and has had to be returned to the site.
4. Therefore, the applicant has asked for a variation to the routeing agreement for vehicles delivering concrete to the Westgate redevelopment and returning from the Westgate redevelopment only, until the completion of the roadworks. The proposed alternative route for these vehicles is shown on Plans 2 and 3. Vehicles would travel east along the B4449 towards Eynsham and then along the B4044 until joining the A420 eastwards into Oxford. Plan 2 shows the alternative route from the site and through Sutton and Plan 3 shows the approved and alternative routes in relation to Oxford, including the location of the roadworks and the Westgate redevelopment.
5. The applicant has stated that they would only use the alternative route between 9am and 3pm, in order to avoid peak times at the toll bridge and school run traffic.
6. The planning application stated that there would be an average of 21 vehicle movements per day associated with concrete transport. The

applicant is seeking agreement for concrete vehicles travelling both to and from the Westgate redevelopment to use the alternative route. This is because the vehicles travelling into Oxford would be carrying concrete which must reach the destination within a set timeframe or it is rejected. They have also asked for the returning vehicles to use the alternative route in order to get back to Dix Pit in enough time to fit all the deliveries in the proposed six hour window. 21 vehicles is an average not a maximum and the conditions on the planning consent do not specify a maximum number of vehicles per day.

Consultations

7. Transport Development Control, Stanton Harcourt Parish Council and the local County Councillor Cllr Charles Mathew were informed of the proposed amendment to the routeing and invited to comment.
8. Transport Development Control have confirmed that the roadworks on the roundabouts to the north of Oxford are adding around 20 minutes and up to 40 minutes to journey times on the eastbound A40 between 7am and 2pm. These roadworks are expected to continue until November 2016. Transport Development Control have confirmed that the dimensions and characteristics of the B4449 do not make it entirely unsuitable for use of HGV traffic. The additional average of 10 movements over a six hour day would amount to less than one vehicle per half hour, which given the background traffic would have no appreciable risk to safety or increase in congestion. There is a slightly higher than average accident rate on the B4449 between Sutton and Eynsham due to a cluster of collisions involving HGVs near the bend by Bell Bridge. Therefore, recommend that the dispensation is applied to full loads of concrete only rather than returning empty lorries.
9. Councillor Charles Mathew has commented by telephone and considers that the proposal is absolutely unsatisfactory for a number of reasons:
 - Additives could be added to the concrete to prevent it going hard before it reaches the destination
 - Hanson knew about the conditions on the consent for some time and should have anticipated this, delays on the A40 have been ongoing since before the application was determined
 - The proposed hours for the alternative route (9am-3pm) are not the worst times for delays on the A40
 - This would set a precedent for other companies with routeing agreements in the area
 - Hanson has other sites and made a commercial decision to locate the batching plant at this one in knowledge of the routeing requirements
 - The B4449 is suffering additional traffic due to the delays on A40

- Concern over the use of Swinford bridge, which can be dangerous and lorries passing each other on the narrow bridge can cause delays
- He has received 40 emails from residents, all of which consider this to be unreasonable

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

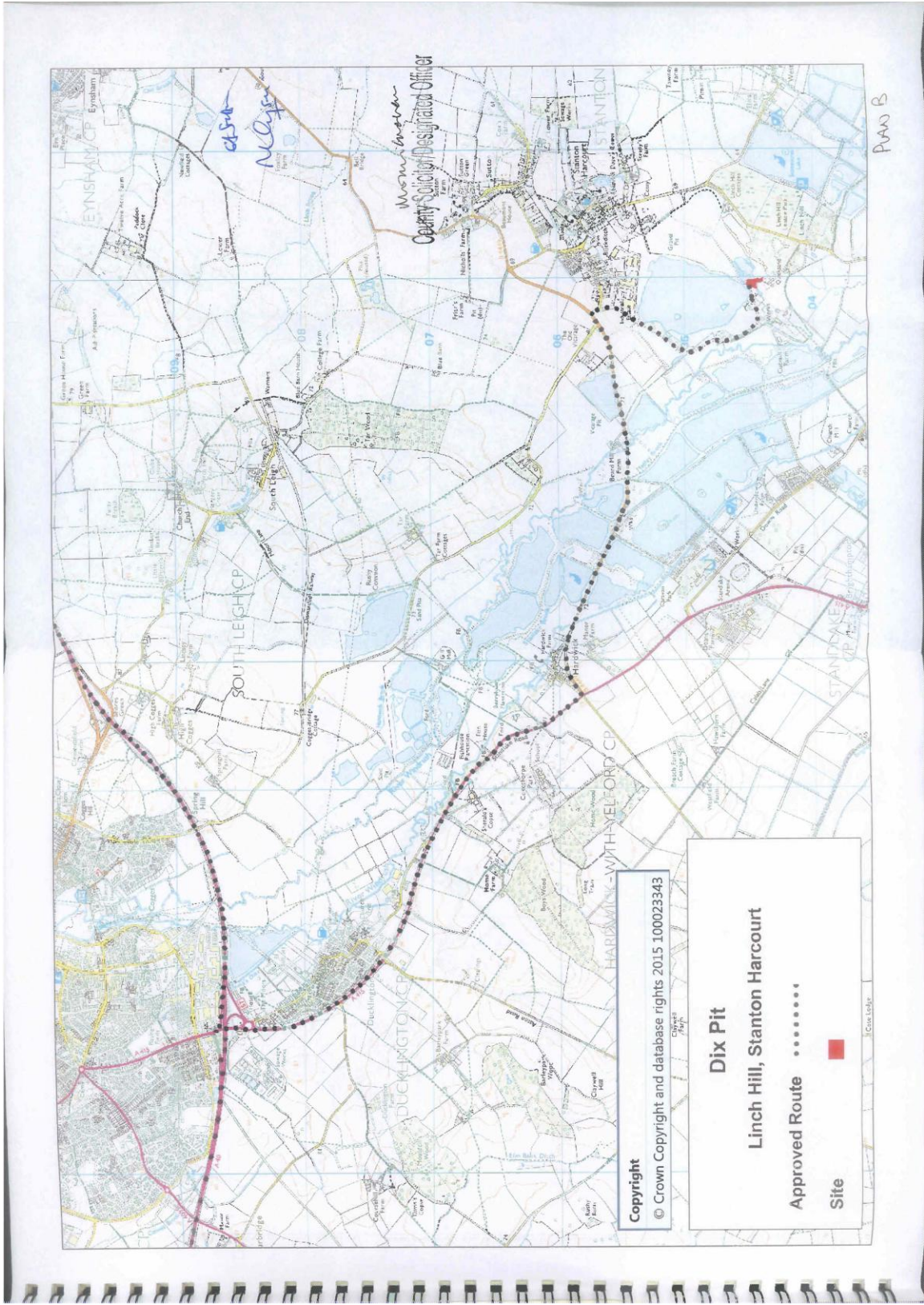
10. Oxfordshire Minerals and Waste Local Plan 1996 policy SH2 states that planning permission will not be granted for minerals or waste development which would lead to a significant increase in traffic in Sutton, or prolongation of significant traffic intrusion.
11. The proposed use of the alternative route for lorries delivering concrete to the Westgate would be in the interests of sustainability as it would address the current problem of concrete loads being returned to the site, which results in unnecessary traffic on the highway network and wastage. The justification for also allowing returning empty lorries to use the route is less clear.
12. Transport Development Control have not objected, however they have recommended that the dispensation only applies to full concrete lorries, to mitigate the risk of concrete being rejected at the Westgate Site, not also the empty lorries returning to the site.
13. The use of the alternative route for Oxford-bound loaded concrete lorries only would result in an average of 1 additional HGV movement every half hour on the B4449, based on an average of 10 movements per day within the six hour window proposed. The use of the route for both outbound and returning lorries (an average of 21 per day) would result in almost one movement every quarter of an hour, which would be more noticeable. In the absence of an overriding reason justifying the use of this route for empty vehicles, it is considered that these movements would lead to a more significant increase in vehicles travelling through Sutton which is not justified and not in accordance with OMWLP policy SH2.
14. The applicant has explained that the use of the alternative route for vehicles carrying concrete to the Westgate redevelopment is necessary because loads are not arriving within the necessary time period using the approved route. Transport Development Control have confirmed roadworks are causing delays on this route. Therefore, given the limited number of vehicle movements and the restricted hours that vehicles would be routed through Sutton, also due to the circumstances beyond the control of the applicant in relation to roadworks on the outskirts of Oxford, it is considered that the increase in HGV traffic through Sutton resulting

- from the use of the amended route for vehicles carrying concrete only, would be justified.
15. It has been suggested that the problem could be addressed through the use of additives to the concrete to extend the length of time it can be transported for. The applicant has advised that the Westgate redevelopment does not accept concrete containing any additives.
 16. Transport Development Control have identified a slightly higher than average accident rate on the B4449 between Eynsham and Sutton due to a cluster of incidents near Bell Bridge bend. This is further reason for not allowing more vehicles than necessary to use the alternative route and limiting use of the route to HGVs carrying concrete only.
 17. If agreed, this change to the approved route could be achieved through a deed of variation relating to the existing routeing agreement.
 18. **RECOMMENDATION**
 19. **It is RECOMMENDED that the County Council enter into a deed of variation to the existing routeing agreement for application MW.0053/15 to allow off-peak HGV movements on the alternative route to Oxford for concrete mixer trucks travelling to the Westgate redevelopment in central Oxford only, until the completion of roadworks on the Cutteslowe and Wolvercote roundabouts.**

BEV HINDLE

Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

November 2015



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Dix Pit
Linch Hill, Stanton Harcourt

Approved Route
Site ■

PWS B

Plan 2 - Proposed alternative route



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Scale 1/49446 Date 17/11/2015

Centre = 444276 E 207780 N



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Plan 3 - Dix Pit concrete batching plant amended routing



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Scale 1/49446 Date 17/11/2015

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