

**LATTON: INERT AGGREGATE RECYCLING FACILITY AT EYSEY MANOR QUARRY,
NEAR CRICKLADE FOR TARMAC LTD.
(Application No. N/07/07017)**

Purpose of Report

1. To consider the above application and to recommend that planning permission be granted subject to conditions.

The Site/Planning History

2. Eysey Manor Quarry site lies some five miles from Cirencester and eight miles from Swindon in the northern part of the County of Wiltshire and east of the A419(T) road. The site is bounded on the north by the C124 (eastern spine road), on the south by the River Thames (western end) and in the east by the Eysey Manor Farm landholdings. (See plan at **Appendix 1**). Planning permission was granted on the 25th October, 2001 for the extraction and processing of sand and gravel, and subsequent site restoration, together with a concrete batching plant. The permission amounted to 150 hectares (370 acres) and proposed the establishment of a new quarry to extract, process and sell 2.7 million tonnes of sand and gravel over an 18 year period.

The Application

3. This application seeks planning permission for the establishment of an inert aggregate recycling facility at the existing Eysey Manor Quarry site. The facility would be operated alongside the approved mineral processing plant at the site (see **Appendix 2**).
4. The approved restoration scheme for the quarry already provides for the importation of inert waste material to facilitate restoration back to agricultural uses for certain areas. Establishing an inert aggregate recycling facility would:
 - (i) Maximise waste recovery/recycling on the site and deliver sustainable quarry restoration for those parts of the site identified for agricultural uses.
 - (ii) Speed up quarry restoration by sourcing additional inert materials suitable for restoration purposes and
 - (iii) Allow for the implementation of additional waste management control measures to ensure compliance with waste acceptance criteria.
5. The facility would be located alongside the approved mineral processing plant and would be a mobile operation consisting of various items of movable plant on land which has been excavated and brought back to pre-excavation levels using inert fill.

6. At present the site attracts some 30,000 cubic metres of inert material per annum to carry out restoration. Approximately 20,000 cubic metres per annum of additional construction and demolition (C + D) inert waste arisings could be attracted to the site which would contain around 60% (12,000 cubic metres) recyclable material and 40% (8,000 cubic metres) for landfill. In addition, 9,000 cubic metres of road planings could be attracted to the site and recycled fully.
7. With regard to the proposed changes, these can be best shown in tabular form as follows:

Table 1

	Landfill	Recycled	Total
	m³	m³	m³
Current (no recycling)	30,000	0	30,000
Proposed (with recycling)			
Existing	24,000	6,000	30,000
Additional C+D	8,000	12,000	20,000
Road Planings	0	9,000	9,000
Total	32,000	27,000	59,000

8. Overall, the amount of material coming onto site would increase from 30,000 cubic metres to 59,000 cubic metres. (27,000 cubic metres would be recycled and 32,000 cubic metres landfilled, i.e. 46% recycled, 54% landfilled.)
9. The above figures are an estimate as actual volumes will depend on construction activity in the locality.
10. Imported materials would comprise clean concrete, bricks, masonry, rubble, asphalt road planings, and similar inert materials sourced from local road and pathway maintenance, private and demolition contracts and local utility contractors, etc.
11. With regard to traffic movements generated based on an average working year of 280 days per annum, allowing for an additional 29,000 cubic metres of inert material coming into the site and 27,000 cubic metres of recycled product being sold from the site, this equates to 188 cubic metres per day which equates to some 14 loads per day (13.5 cubic metres per load) assuming no back-haul.
12. In summary, vehicle movements associated with waste related activities at the site currently amount to an average of 8 loads per day (inert to site with no recycling) which would increase to an average of 22 loads per day assuming no back-hauls (17 per day with back-hauls). This in practice amounts to an increase of 1-2 loads per hour and is small when taking into account existing vehicle movements associated with the site.

13. Access to the site would be via the approved site entrance. The existing weighbridge, wheel wash, offices, welfare and other associated site infrastructure would be utilised in conjunction with the facility.
14. The proposed hours of operation would accord with the approved working hours for the quarry site, i.e.

0700 – 1800 Monday – Friday
0700 – 1300 Saturdays
No operations on Sunday, Bank or Public Holidays

The plant would be operated on a campaign basis.

Planning Policy.

15. The following policies are considered relevant to this application:
- Policy RE4 Regional Planning Guidance for the South West (RPG10) (use and supply of aggregates).
 - Policies W1-W4 of the Wiltshire Structure Plan 2016 (Adopted April 2006) (recycling).
 - Policies 6 and 12 of the Adopted Wiltshire and Swindon Waste Local Plan.
 - Policy 40 of the Wiltshire and Swindon Minerals Local Plan – Adopted November 2001 (secondary aggregates).

The above policies are set out in full in **Appendix 3**.

Consultations

16. **North Wiltshire District Council** – no objections subject to conditions being imposed to ensure removal of recycling facility after the site has been restored.
17. **North Wiltshire District Council (Environmental Health Officer)** – no objections.
18. **Latton Parish Council** – objects to the planning application on the grounds of increased Heavy Goods Vehicle (HGV) traffic flow through the village. Considers that incremental HGV flows through the village will have a significant adverse impact on the environment, human health and amenity and cause significant problems to householders, some of whom live within one metre of the road, and if all traffic was to travel south there would not be an issue.
19. **Cricklade Town Council** – objects to the proposal on a number of grounds set out under the following headings:-
- (a) Recreation – close proximity to North Meadow National Nature Reserve, impact on public rights of way, protected species. Site should be kept for recreational use and not industry.
 - (b) Environmental Issues – the area is a flood sensitive area and residential properties could be affected by dust and smells.
 - (c) Highway Implications – HGV's through Cricklade Town Centre could be a problem. The Southern Relief Road for Cricklade needs to be addressed.
 - (d) Birds would be attracted to Recycling Facility

20. **Cotswold District Council** – no objections.
21. **Gloucestershire County Council** – support the application in principle.
22. **Natural England** – no objection. Proposal will not impact on the nearby North Meadow Site of Special Scientific Interest (SSSI) which is also part of North Meadow and Clattinger Farm Special Area of Conservation (SAC).
23. **Cotswold Water Park Society** – no response received.
24. **Cotswold Water Park Joint Committee** – no objections.
25. **Environment Agency** – originally objected on the grounds that insufficient information was provided regarding the potential for flood risk and how the existing drainage system operated. Further information was required to confirm that the risk of flooding to third party properties would be minimised. (The applicant provided the further information required and the Agency subsequently withdrew their objections.)
26. **Highways Agency** – no objections.
27. **Defence Estates – Safeguarding** – no safeguarding objections.
28. **Archaeology** – no objections.
29. **Countryside Section** – Ecology – no objection.
30. **Local Highway Authority** – raise no highway objections subject to a condition being attached to any permission granted requiring the submission of a Transport Plan for the routing of HGVs to and from the site to allow for monitoring of the arrangements, notification to drivers and disciplinary steps to be taken in the event of default.
31. Copies of the consultation replies are available in the **Members' Room**.

Publicity

32. The application was advertised in the local press, by site notices and neighbour notification. No letters of representation have been received.

Planning Considerations

33. This planning application is for the establishment of an inert waste recycling facility at Eysey Manor Quarry adjacent to the mineral processing area.
34. The application must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The main issues to be considered are:
 - Principle of development
 - Traffic
 - Flood risk
 - Dust
 - Odour, pests and vermin
 - Ecology

Principle of Development

35. A range of inert materials that are currently landfilled can be recycled and used as substitutes for primary land-won aggregates. National, Regional and Local Planning Policies encourage the increased use of alternatives to locally produced primary aggregates, including use of secondary aggregates and recycled materials for construction projects. The proposed recycling facility would enable the recyclable element of the waste brought to the site for restoration purposes to be recovered. Policy 40 of the Minerals Local Plan provides support for proposals that involve the production or processing of secondary aggregates. The Waste Local Plan, under Policy 12, identifies sites for the recycling of a variety of types of material, and provides policy support for facilities to be located at existing mineral working and landfill sites provided the agreed restoration timetable is not unduly prejudiced (which in this case it would not). Eysey Manor is well located in terms of access onto the local road network and both generators of inert waste and users of recycled and secondary aggregates. The principle of the development is therefore supported.

Traffic

36. The issue of traffic has been raised by Latton Parish Council and by Cricklade Town Council. Latton Parish Council is concerned that increased HGV traffic flow through the village would have a significant adverse impact on the environment and would cause significant problems to households who are close to the old A419 road. Cricklade Town Council is concerned about HGVs travelling through Cricklade town centre.
37. Vehicle movements associated with waste related activities at the site currently amount to an average of 8 loads per day and this could increase to 22 loads per day assuming no back hauling. This would result in an additional 1-2 loads per hour. Such additional increase in traffic in terms of the total operation is insignificant. The Highways Agency and the Highway Authority raise no objections to the proposals.
38. However, the issue of concern appears to relate more to the routing of traffic. The applicant has confirmed agreement to route vehicles away from Latton and Cricklade. A condition can be attached to any permission granted requiring the submission of a Transport Plan for the routing of HGVs to and from the site. This would stipulate the arrangements for monitoring, ensuring that all drivers are made aware of the approved arrangements and the disciplinary steps which would be exercised in the event of default. It is considered that this condition will ensure that the concerns of Latton Parish Council and Cricklade Town Council in relation to HGV traffic using inappropriate routes would, as far as possible, be overcome.

Flood Risk

39. Cricklade Town Council has raised concerns regarding the proposal being in a flood sensitive area. The Environment Agency originally objected to the proposal on the grounds that there was a need to submit additional information to clarify a number of matters relating to flood risk. That objection was withdrawn in light of further information and clarification in respect of the flood risk assessment.

Dust

40. Although generation of air-borne dust associated with transportation, stockpiling, tipping, screening, etc. is possible, this can be reduced by good management practices. The use of a water bowser to dampen haul roads and water generally to dampen stockpiles of processed material will ensure that dust would not become a problem. A condition can be imposed to control dust.

Odour/Pests and Vermin

41. Cricklade Town Council has raised concern regarding the possibility of odour and of birds being attracted by the recycling facility. However, because the materials to be recycled are totally inert, they would not contain biodegradable materials that emit odour or attract pests and vermin to the site.

Ecology

42. The site is not affected by ecological designations, although North Meadow (a National Nature Reserve (NNR), SAC and SSSI) lies to the west and two county wildlife sites lie to the north. The proposed recycling facility would be located on an area which has been worked for sand and gravel and backfilled with inert material but not yet restored. It is not, therefore, capable of supporting any form of wildlife in its current state and is therefore suitable for the use intended. Cricklade Town Council has said that the site should be kept for recreational use and not industry. However, the longer term proposals post-restoration are that the site be used for nature conservation and recreational use. Both Natural England and the County Ecologist have no objections to the proposals.

Conclusions and Reasons for the Recommended Decision

43. The application is seeking planning permission to establish an inert aggregate recycling facility at Eysey Manor Quarry.
44. Recycling of waste and the production of secondary aggregates conforms with national, regional and local plan policies. The proposed development would be located adjacent to the existing mineral processing area and therefore its impact on the local environment will be minimal.
45. The environmental impacts of dust, odour, pests and vermin have been considered and it has been concluded that they can either be mitigated or would not materialise.
46. The main issue for concern raised by both Latton Parish Council and Cricklade Town Council is in relation to potential increased traffic impact as HGVs travel through Latton village and Cricklade town centre. The requirement for a Transport Plan to be submitted by condition to direct HGVs away from Latton village and Cricklade town centre will ensure that this does not become an issue for the residents of Latton and Cricklade.
47. It is considered that, with the imposition of conditions as set out below, the application is in accordance with the Development Plan. The application provides for the recovery of recyclable waste and production of recycled aggregate and there are no material considerations which would dictate that planning permission should not be granted.

Recommendation

48. That planning permission be granted for the reasons set out above and subject to the following conditions:

Commencement

1. The development hereby permitted shall commence within three years from the date of this permission.

Reason: To comply with Section 51(1) of the Planning and Compulsory Purchase Act 2004.

Duration

2. This permission shall be limited until 31st October, 2026 or upon the final restoration of the site in accordance with Drawing No. C96/20A dated January 2000 whichever is the sooner. All plant and machinery shall be removed from the site within three months of the cessation of use.

Reason: To enable the Waste Planning Authority to adequately control development and to ensure the restoration of the site.

Hours of Operation

3. Recycling shall only take place during the following hours:

07.00 – 18.00 Monday – Friday
07.00 – 13.00 Saturday

There shall be no operations on Sundays or Bank or Public Holidays.

Reason: To protect local amenity.

Noise

4. No operations authorised by this permission shall commence until a barrier of minimum height of 4 metres has been constructed in accordance with details shown on Drawing No. C96/81a. During the combined operation of the recycling facility and the minerals processing, the noise levels at the following noise sensitive properties nearest the site shall not exceed the relevant criterion limit set out in the schedule below at each nominated dwelling.

With 4 metre high barrier around recycling area

<u>Location</u>	<u>Criterion dB(LAeq) (1 hour) freefield</u>
Eysey Cottages	45
Eysey Manor	49
Bridge Cottage	49

Reason: To safeguard the amenity of local residents.

Mobile Plant

5. All loading shovels and other mobile plant operating within the recycling area shall be fitted with “smart” reversing alarm systems which have a white noise audible alarm set at a level which would not impact upon the occupants of nearby noise sensitive properties.

Reason: To safeguard the amenity of local residents.

Dust

6. The hard surface areas and stockpiles of material shall be watered or treated with an approved dust laying agent at such times as may be necessary to prevent dust nuisance arising.

Reason: To protect the amenities of the locality from the effects of any dust arising from the development.

Pollution Prevention

7. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. No drainage outlet shall be provided. The bunded area shall be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges should be enclosed within its curtilage. The vent pipes should be directed downwards into the bund.

Reason: To prevent pollution of the water environment.

Transport Plan

8. No operations authorised by this permission shall commence until the applicant has submitted a transport plan for the routing of HGVs to and from the site to the Waste Planning Authority and received written approval. The plan shall identify the arrangements for:
- (i) Monitoring of the approved arrangements.
 - (ii) Ensuring that all drivers of vehicles permitted to deliver material to the site are made aware of the approved arrangements and
 - (iii) The disciplinary steps that will be exercised in the event of default.

The approved plan shall be implemented throughout the life of the site.

Reason: In the interests of residential amenity and highway safety.

Height of Stockpiles

9. No materials shall be stockpiled or deposited to a height exceeding 5 metres.

Reason: In the interest of visual amenity.

GEORGE BATTEN

Director of Environmental Services

Report Author

DAVID ROSE

Principal Planning Officer

The following unpublished documents have been relied on in the preparation of this Report:

Consultation replies