

**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.

Background

2. At its meeting on 13th February 2008 the Committee resolved to defer consideration of the above application as Members were concerned about traffic generation and also required assurance that the suggested planning condition to discourage heavy goods vehicle traffic (HGVs) associated with the development from travelling through Cricklade Town Centre or along the old A419 route through Latton village could be enforced.
3. A copy the Committee report is attached at **Appendix A**.

Current Position regarding traffic movements at the site without recycling

4. When the original application for Eysey Manor Quarry was considered in 2000 it was anticipated that 90% of the sand and gravel vehicles would travel west from the site entrance before heading south towards Swindon and 10% would travel west before heading north towards Cirencester through Latton. With regard to infill traffic, 95% of the vehicles leaving the site would travel south and 5% north. Planning permission was granted on this basis.
5. Based on sales of minerals and current importation rates of inert waste for restoration purposes the existing quarry development generates 80 vehicle movements (i.e. 40 in and 40 out) each working day. This equates to 8 vehicle movements per hour over a 10 hour working day. Of the 40 loads generated, 32 are sand and gravel (64 movements) and 8 are waste related (16 movements).

Vehicle numbers as a result of inert recycling

6. An additional 29,000m³ of inert waste material coming into the site and 27,000m³ of recycled product being sold from the site equates to an extra 28 movements per day. Adding these figures to the existing waste imports (16 movements) gives a total of 44 for waste movements (i.e. waste in and recycled product out loads) per day. Allowing for the anticipated split of 95% south and 5% north inert waste split this would equate to 21 loads (42 movements) coming and going to and from the south (Swindon) and 1 load per day (2 movements) coming and going to and from the north (Cirencester through Latton village).

Swindon as a generator of waste and consumer of recycled product

7. Swindon is currently undergoing major development and redevelopment and will continue to do so for many years to come. Consequently, it is likely that it will generate quantities of inert soils and construction and demolition waste which could be processed at Eysey Manor Quarry and then taken back to Swindon to be used in the ongoing development.
8. The main point to note is that, for the foreseeable future, Swindon and its surrounds is likely to be both the main generator of waste and the consumer of the recycled aggregate in the area and that vehicles travelling from Swindon with waste material and returning to Swindon with recycled aggregate will not need to travel either through Cricklade town centre or through Latton village. Most of the traffic will travel along the A419 (T) from Swindon and then leave at the Cricklade junction without the need to travel through Cricklade town itself. Similarly, recycled product and primary aggregate travelling from the Eysey Manor site to Swindon will access the A419 (T) south and not need to go through Cricklade.

The Proposed Transport Plan

9. Whilst there are no objections to the proposals in terms of highway safety and capacity, it is considered that, for reasons of protecting local residential amenity a condition should be imposed on any permission granted requiring the submission of a Transport Plan showing the routing to be used for HGVs travelling to and from the site and which avoid Cricklade and Latton.
10. The suggested condition is as follows:

“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.

11. Since the February meeting the Applicant has submitted a draft Transport Plan to demonstrate the arrangements which would be put in place if planning permission were granted. A copy of this draft plan is attached at **Appendix B**.
12. It is considered that the suggested Transport Plan is an appropriate and satisfactory response to the concerns of Cricklade Town Council and Latton Parish Council. However, the following points should be borne in mind:-
 - (i) The Transport Plan will relate to vehicles bringing waste to the Eysey Manor Quarry and taking recycled materials from the quarry only.

- (ii) The Transport Plan cannot be used to control vehicles from other sites in the Cotswold Water Park area but can only relate to the development under consideration. A wider view of the traffic issues relating to certain parts of the Water Park which are under pressure from quarry related development is beyond the scope of this application.
13. In addition to any monitoring and disciplinary action undertaken by the Applicant, the County Council would also regularly monitor the situation. In the event of any breach the County Council would be able to take enforcement action in relation to the suggested condition where expedient.

Conclusions

14. Of the traffic generated by this proposed development, a very small percentage is likely to travel through either Cricklade or Latton. Notwithstanding this, the imposition of a condition requiring approval of a Transport Plan will ensure that HGVs avoid such areas. This is not an unusual approach with minerals development and can be successful in reducing the traffic impacts associated with such development.

Recommendation

15. That Members now determine the application in accordance with the recommendation set out in paragraph 48 of the original report to this Committee dated 13th February 2008 and attached at **Appendix A**.

GEORGE BATTEN

Director of Environmental Services

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

None