

Relevant Planning Applications and Appeals Relating to Sutton Courtenay

At the time of writing (March 2021)

Key to refusal reasons

	Flooding/ Drainage
	Highways
	Coalescence/ Countryside
	Character
	Heritage
	Sustainability
	Env Health
	PRoW
	Ecology/ Biodiversity

Application Ref	Proposed development	Decision	Commentary								
P19/V2555/FUL	Change of use of dog kennels to form residential dwelling and change of use of stable block to form ancillary office and plant room, plus external alterations and associated landscaping improvements and car parking space and a new access point (amplified by SUDS assessment received 15 January 2020) The Old Kennels Drayton Road Sutton Courtenay OX14 4HB	Refused <table border="1" style="width: 100px; height: 100px;"> <tr> <td style="background-color: #00B0F0;"></td> <td></td> </tr> <tr> <td style="background-color: #FFC300;"></td> <td></td> </tr> <tr> <td style="background-color: #008000;"></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>									Unsustainable location Buildings not suitable for conversion Flood Zone Site access issues
P16/V1457/FUL	Change of use of existing public house and associated works to create 1 no. 4-bedroom dwelling together with construction of 1 no. 2-bedroom dwelling to the rear, including access, car parking, landscaping, bin and cycle storage. 51 High Street Sutton Courtenay ABINGDON OX14 4AT	Approved									
P16/V1527/O	Outline application for four detached dwellings	Approved	Highways objection								

	Land to the East 67A High Street Sutton Courtenay ABINGDON OX14 4AT		
P16/V2306/O	Development of redundant site to provide 15 no. 2 storey residential dwellings with new access of Hobbyhorse Lane Christ Church Hobbyhorse Lane Sutton Courtenay ABINGDON OX14 4BB	Refused	Unallocated site beyond limits of Sutton Courtenay in the open countryside.
			Concurrent application on land south of Hobbyhorse Lane for a much larger development of 360 houses REF: P16/V0646/O. Application includes this site and was unclear if two applicants are working together. Immediately to the south of a strategic allocation for 200 houses considered under application P15/V2353/O
			Highways objection to access proposals to narrow Hobbyhorse lane as would frustrate safe access arrangements for the allocated site further along the lane.
			Surface water flooding. Residential amenity. No suitable contaminated land assessment. Ecology concerns re water voles.
P16/V0646/O P18/V0340/O	The demolition of existing buildings, residential development of up to 354 residential units, a medical centre of up to 650m2 and a community hub/shop/business and retail facility of up to 325m2 together with green infrastructure and two access of Harwell Rd (all other matters reserved apart from access)..... Harwell Road Sutton Courtenay Sutton Courtenay OX14 4BN Land south of Hobbyhorse Lane	Refused 10/2/17	103 letters of objection, largely highlighting overdevelopment of Sutton Courtenay. Objections highlighted concerns over highways, flooding, risk of contamination from adjacent landfill site.
			No highways objection from OCC subject to financial contributions to local bus services and cycle network improvements, visibility splays, travels plans and construction traffic management plans. OCC landscape officer objection re visual impacts from adjacent housing and local public rights of way network. OCC Environmental health objection due to lack of adequate contamination assessment. Objection from Drainage Engineer VoWH.
			Officers report highlights that site clearly in open countryside. Contrary to the spatial strategy of the Local Plan 2031. <i>Cumulative Impact: "Sutton Courtenay has been subject to a number of planning applications for housing development that have been permitted or remain</i>

			<p><i>undecided. These applications include a pending application or up to 200 dwellings off Hobby Horse Lane (P15/V2353?O), 195 permitted dwellings on the Amey site (P14/V2061/RM), 124 dwellings permitted at the rear of Milton Road (applications no. P13/V0233/FUL P14/V2362/FUL and P13C2321/RM). Permission exists for at least 319 dwellings. The 2011 census states that the parish population was 2421 people at that time. Based on an average household size of 2.4 people, this application if permitted could add up to a further 223 residents increasing the parish population by 9%. The aforementioned permitted schemes could add 766 people to the village, the Hobby Horse Lane scheme a further 480 people of permitted and application no. P16/V0646/O a further 864 people if permitted. The combined total of all schemes if approved is a further 2293 residents which would almost double the parish population".</i></p> <p>Site represents Grade 2 and Grade 3b agricultural land. Site of potential interest to protected species, including bats, badgers and water voles.</p> <p>OCC assessed the original TA and confirmed that it had no objections. Officers were satisfied that the proposal would not cause severe cumulative harm to the local road network. However, the revised application was deemed unacceptable on highways grounds as road network considered unable to accommodate the traffic, particularly at Culham bridges and adjacent Abingdon Road, Tollgate Road and Appleford Road.</p> <p>Site was also identified as an essential gap between Sutton Courtenay and Didcot.</p>
P10/V1907/O P17/V0170/DIS P16/V0076/DIS P15/V1687/NM	<p>Outline application for residential development and associated access (resubmission of withdrawn application SUT/19470/8-X)</p> <p>Amey Roadstone Ltd Appleford Road Sutton Courtenay Abingdon Oxfordshire OX14 4PP</p>		<p>Original application was approved on 9 April 2013. Application approved 171 dwellings. New application altered the location of a footway/cycleway to the western boundary of the proposed access road and along the southern side of Appleford Road.</p>
P16/V0254/FUL P17/V1110/DIS	<p>Retention and construction of earth bunds and change of use of land to private recreational use.</p> <p>Eastwest All Saints Lane Sutton Courtenay Abingdon OX14 4AG</p>	<p>Approved 31/03/17</p>	<p>PC objection due to visual impact & character. Approved as deemed no adverse effects on landscape or neighbours.</p>
P17/V0555/FUL	<p>Proposed replacement of two existing residential mobile homes with 2 dwelling house</p>	<p>Approved 3/8/17</p>	<p>Positive visual impact following certificate of lawfulness for mobile homes.</p>

	5 & 6 Mill Lane Sutton Courtenay ABINGDON OX14 4BE		
P17/V0511/FUL	Erection of detached four bedroom dwelling with attached garage and erection of replacement double garage at Swan Acre Swan Acre All Saints Lane Sutton Courtenay ABINGDON OX14 4AG	Approved 11/8/17	Deemed acceptable with no amenity or highways impacts
P17/V0783/FUL	The construction of 2no detached dwellings. The proposed dwellings occupy footprints to two recently consented dwellings on the site. Amendment to P16/V2212/FUL. 90A Milton Road Sutton Courtenay ABINGDON OX14 4BT	Approved 19/5/17	No Highways objection Planning permission was granted in January 2017 for the erection of four dwellings on the application site, therefore the principle of residential development was accepted.
P16/V1111/FUL	Erection of 3 detached dwelling houses with associated landscaping, access and car parking. Peewit Farm 95 Drayton Road Sutton Courtenay ABINGDON OX14 4HB	Approved 3/10/16	No officers report available online
P17/V2202/FUL	Erection of 1no. dwelling and detached garage including access and parking (amendment to withdrawn planning application P17/V0371/FUL) The Plough 51 High Street Sutton Courtenay ABINGDON OX14 4AT	Approved 20/12/17	The site has an extant planning permission P16/V1457/FUL approved (12/12/2016) for the change of use of the existing public house and associated works to create 1 no. 4-bedroom dwelling together with construction of 1 no. 2-bedroom dwelling to the rear (on the site which is the subject of this application).
P18/V0069/O P19/V0866/DIS	Residential development of 91 dwellings and associated access Land at Appleford Road Sutton Courtenay OX14 4PP Discharge of condition 9(contamination) of planning permission P18/V0069/O Residential development of 91 dwellings and associated access.	Approved 9/10/18	Phase 2 of an extant planning consent (P10/V1907/O) and P14/V2061/RM) for 195 dwellings. No highways objection raised as extant permission, despite being in a sensitive part of the road network. "Due to the gridlock, the impact of additional trips is disproportionate and very few trips may add to delay significantly. In the long term the Oxfordshire Local Transport Plan includes a new Thames river crossing which will relieve pressure on this part of the network". "It is important to note that an application (P17/V1431/FUL was refused on 21/8/17 for one two bed dwelling at 9 Hobbyhorse Lane, Sutton Courtenay, based on the severe traffic impact on the local highway network. This decision was appealed and dismissed on 6 th March 2018 based on clear evidence that part of the local highway network already operates well above its capacity, resulting in congestion and significant delays to road users at peak periods".

			<p>Previous activities at this site have resulted in contamination. Significant hydrocarbon contamination has been noted in soils and groundwater. Other contaminants including VOC have been noted on this site. Groundwater is located at shallow depths beneath the site and was noted as being impacted. Further information and measures are required to ensure that the development is not put at unacceptable risk from, or adversely affected by water pollution. It is recommended that this is secured by condition.</p>
<p>P18/V1615</p>	<p>Erection of 3 dwellings and associated infrastructure</p> <p>Peewit Farm 95 Drayton Road Sutton Courtenay ABINGDON OX14 4HB</p>	<p>Refused 19/11/18</p>	<p>Outside existing built up area.</p> <p><i>"The Local Highways Authority have identified that the proposed development would generate new vehicular trips through a sensitive part of the highway network over Culham Bridges and adjacent Abingdon Road, Tollgate Road and Appleford Road. At peak times queuing at the signalised Culham Bridges results in the blocking of the bridge and adjacent junctions, to the North the signalised junction of the A415 and to the south the priority junction of Abingdon Road and Appleford Road. The blocking back results in a situation akin to gridlock, with queues slow to disperse and highway users performing "unorthodox" manoeuvres and blocking straight ahead travel. Any new trips will add to the delay experienced at these junctions and would increase the periods of blocking of junctions and carriageways. Due to the gridlock, the impact of the additional trips is disproportionate and very few trips may add to the delay significantly. The Local Highway Authority considers the traffic impact of this development would be unacceptable and would meet the NPPF criterial of "severe harm" so as to justify the refusal of planning permission".</i></p> <p><i>"The Local Highway Authority has surveyed and modelled this part of the network and investigated potential improvements, including optimising and biasing signal times and introducing signals at the junction of Appleford Road and Abingdon Road. Unfortunately there is little to be gained from such alterations, altering signal times on the bridge only transfers the blocking back from one junction to another, ie. Favouring northbound traffic might prevent blocking of Appleford Road Abingdon Road junction but would intensify blocking back at the signalised junction of Abingdon Road (A415) and Tollgate Road and vice-versa; similarly any benefit gained from introducing signal at the Appleford Road Abingdon Road junction would be countered by blocking back elsewhere or increased queueing on Appleford Road. In the longer term the Oxfordshire Local Transport Plan includes a new Thames river crossing which will relieve pressure on this part of the network; however until such improvement is realised the Local Highway Authority</i></p>

				<i>recommends against any development in Sutton Courtenay or Culham that would add new trips to this part of the network".</i>
P15/V1304/O	<p>Mixed use redevelopment, comprising up to 400 dwellings, 110000m2 of Class B2/B8 units, 25000m2 of B1 units, 13000m2 Class A1 units (includes 1500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and science bridge. Cross boundary application Vale of White Horse and South Oxfordshire.</p> <p>Land at former Didcot A Power Station Purchas Road Didcot</p>	Approved 21/2/19		<p>The site was not specifically allocated within either the adopted Vale or South Oxfordshire Local Plan but it was proposed for allocation under Core Policy 16 of the emerging Vale Local Plan 2031 Part 1</p> <p><i>"Site access and traffic generation have been the key considerations in the assessment of the outline application. The transport issues have been scrutinised by County Transport officers in a lengthy process since submission in June 2015. Whilst the strategic considerations relating to traffic impact has formed a lengthy assessment period, County Transport officers and Highways England are satisfied that the development can proceed on the basis of the traffic modelling, local capacity increase, safety and planned improvements to the road network to accommodate the proposal, subject to S106 contributions, S38/S278 highway works and conditions. County state that "redevelopment of this site is supported by the County Council as it is an important part of the urban extension of Didcot and wider Science Vale and helps deliver much needed infrastructure in the Science Vale area".</i></p>
P18/V1349/FUL	<p>Erection of two warehouse buildings measuring a combined total of 28907 sqm associated parking and services areas, relocation of vehicular junction on Sutton Courtenay Lane, creation of new internal access road, hard and soft landscaping which include acoustic screening and attenuation and mitigation ponds and associated utilities and ground works.</p> <p>Land East of Sutton Courtenay Lane Sutton Courtenay</p>	Approved 20/2/19		<p>Access arrangements were approved under P14/V1906/O and remain applicable for this development and that proposed under P18/V2277/FUL.</p> <p>The revised scheme would result in a significant reduction in traffic movements when a comparison is made the extant planning permissions traffic figures. Such traffic movement were deemed beneficial to the local highway network and were welcomed by OCC.</p> <p><i>"Oxfordshire County Council as highway authority has accepted that provided that traffic movements associated with this proposal and those associated with the two proposed data centres (application no. P18V2277/FUL) equate to or provide a betterment to those associated with the extant planning permission under application P14/V1906/O then the traffic generation can be accepted".</i></p>
P18/V2539/FUL	<p>Demolish existing pair of semi-detached cottages including garages and outbuildings. Construct 2 four bedroom detached dwellings and garages.</p>	Refused 28/2/19		<p>The proposed 2x detached 4 bedroom dwellings would replace a pair of 2 bedroom semi-detached cottages. The larger detached dwellings have a greater trip generation than the existing cottages.</p>

	3 & 4 Mill Lane Sutton Courtenay Abingdon Oxon OX14 4BE			<p><i>“Interrogation of the Trics database suggests detached dwellings generate in the region of 30% more trips in peak hours. Similarly, the councils parking standards and associated research shows that larger dwellings generate greater demand for parking, which in turn infers greater car use. It is estimated that proposal would result in an increase of 0.5trips in each of the Am and Pm peak hours. Whilst it is recognised the proposed development would result in only a very small increase in trips, the existing levels of congestion are such that no further traffic is tolerable. As such, it is considered that the traffic impact of this development would be unacceptable and would meet the NPPF criteria of “severe harm” so as to justify the refusal of planning permission”.</i></p>
P17/V1963/O	<p>Outline planning application for up to 200 dwellings, including vehicular access, pedestrian and cycle links, public open space, car parking, landscaping, drainage and associated works, as amended per Planning Statement (August 2018), Framework Plan (August 2018), FRA (August 2018) and Drainage Strategy (August 2018). The submitted DAS Addendum (August 2018) is in addition to the original DAS submitted in July 2017. (As per amended Framework Plan and supporting documentation received 31 January 2019).</p> <p>Land off Hobbyhorse Lane Sutton Courtenay Abingdon OX14 4BB</p>	Refusal of Outline Planning Permission on 9th August 2019		<p>History – The application site is identified in the adopted Local Plan Part 1 as a site allocation for around 220 dwellings as set out in core policy 4.</p> <p>An earlier application ref. P15/V2353/O (outline planning application for up to 200 dwellings, only the means of access is to be considered) was submitted to the Local Planning Authority in October 2015 and went to the Council’s Planning Committee on 1 March 2017 with an Officer recommendation for approval. Committee decided to refuse the application on grounds of:</p> <ul style="list-style-type: none"> • Inadequate drainage • Inadequate access arrangements • Highway network capacity issues • Odour on the site • Potential risks to health, especially pregnant women and young children. <p>In accordance with the Council’s published constitution, the Development Manager invoked a ‘cooling off period’, to seek independent advice from a drainage consultant. In addition, the County Highways Authority commissioned detailed traffic modelling work on three junctions in Culham and Sutton Courtenay adjacent to the Culham Crossing, to determine the impact a number of proposed development sites including 200 dwellings on the Hobbyhorse lane site, would have on the operation of the local highway network. Whilst these further assessments were being undertaken, on 19th July 2017 the applicant lodged a non-</p>

			<p>determination appeal APP/V3120/W/17/3180396, which was then withdrawn by the appellant on 29th June 2018.</p> <p>Application P17/V1963/O is a duplicate of P15/V2353/O.</p> <p>Although the site is in flood zone 1, flooding was identified as an issue in addition to the potential of the site to exacerbate flooding elsewhere if developed. OCC objected on that basis.</p>
			<p>Potential for development to have a harmful impact upon the existing, mature trees located to the north of the application site which are key features that contribute positively to the character and appearance of the site and the surrounding area.</p>
			<p><i>“The application site lies immediately adjacent to a historic landfill (Hobbyhorse Lane North) and in close proximity (circa 25m) to a current landfill (Sutton Courtenay) and a historic landfill (Sutton Courtenay Waste Recycling Centre). The Environment Agency are the licensing authority for landfill sites. However, the age of the former landfill at Hobbyhorse Lane North means that it is not licensed and therefore information about the material inside it, and the nature of any landfill gas mitigation, is limited. The site was used for domestic refuse including food waste. Degrading food waste will produce gas over time, particularly methane and carbon dioxide. In sufficient concentrations methane can ignite and is, for this reason, potentially dangerous”</i></p>
			<p>Highways issues highlighted as a major issue:</p> <p><i>“The proposal will generate additional traffic movements on to the highway network including the Culham Crossing and the junctions leading to the Culham Crossing which have been identified as over capacity. Based on the findings of the additional traffic surveys and modelling carried out by the local highway authority the impact of the additional traffic movements associated with the proposed</i></p>

		<p><i>development would be severe and result in manoeuvres by drivers that would be detrimental to the safety of highway users”.</i></p> <p>The Highways assessment undertaken by OCC is summarised below: “TEMPRO growth factors for the horizon year of 2022 (with and without development) have been analysed. TEMPRO takes account of local planning data to provide factors which, when used in conjunction with national or regional traffic growth forecasts, can provide very local traffic projection factors.</p> <ul style="list-style-type: none"> • The suitability of Hobbyhorse Lane to serve the proposed development with regard to its ability to be appropriately widened was also re-assessed by the Highway Officers. • Cumulative impact on the road network • The modelling work included the impact of 4 development sites as detailed below: <ul style="list-style-type: none"> ○ P14/V2061/RM, Land south of Appleford Road (195 dwellings) ○ P15/V2933/O, Land north of Appleford Road (93 dwellings) ○ P15/V2353/O, Land at Hobbyhorse Lane (200 dwellings) ○ P14/V1906/O, Land East of Sutton Courtenay (redevelopment of buildings to provide B8 land uses, car and lorry parking and ancillary) <p>The County Council has investigated how the additional traffic might be accommodated on the highway network by optimising and maximising the signal timings. Given that the A415 is an important corridor in the local highway network, it has been clearly stated in the submitted highway comments that “it is of paramount importance that appropriate priority is given to this A-road to maintain operational capacity”, and that “if exit blocking occurs at these points in the network, it can have a severe and detrimental impact on the wider highway network”. Several modelling scenarios were investigate. Each of them took into account the current traffic and the future predictions which included the impact of the single development and a cumulative impact of all developments taken together. On the basis of these modelled outcomes it was determined that whilst an optimised scenario could be achieved for one of the junctions, the effect of that would be detrimental upon the other junctions. Therefore, it has been concluded that due to the nature of the Culham Crossing, “any slight amendment in signal timings can result in worsening queues in the vicinity”.</p> <p>The Local Highway Authority therefore confirmed that until a new river crossing is implemented they will recommend refusal of any development in Sutton</p>
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			Courtenay or Culham that would add to the problems identified on this part of the network.
P19/V1573/O	<p>Erection of attached two-storey dwelling with parking and amenity space, with alterations to existing access and parking arrangements (Description as amended by email from agent dated 8 August 2019. Amended plans received 8 August 2019)</p> <p>75 Bradstocks Way Sutton Courtenay Abingdon OX14 4DA</p>	<p>Refusal of Outline Planning Permission on 29th August 2019</p>	<p><i>The Local Highways Authority have identified that the proposed development would generate new vehicular trips through a sensitive part of the highway network, over Culham Bridges and adjacent Abingdon Road, Tollgate Road and Appleford Road. At peak times queuing at the signalised Culham Bridges results in the blocking of the bridge and adjacent junctions, to the North the signalised junction of the A415 and to the South the priority junction of Abingdon Road and Appleford Road. The blocking back results in a situation akin to gridlock, with queues slow to disperse and highway users performing 'unorthodox' manoeuvres and blocking straight ahead travel. It is considered that any new trips adjoining the highway network will add to the delay experienced at these junctions and would increase the periods of blocking of junctions and carriageways. Due to the gridlock the impact of additional trips is disproportionate and very few trips may add to delay significantly. As such, it is considered that the traffic impact of this development would be unacceptable and would meet the NPPF criteria of 'severe harm' so as to justify the refusal of planning permission.</i></p> <p>The officers report acknowledged that the traffic generation would be limited but highlighted that even small increases could have significant effects given that parts of the network are already saturated. As such, it is considered that the transport and highway impacts would be unacceptable and would conflict with Paragraph 109 of the NPPF.</p>
P18/V2277/FUL	Site clearance and preparation, and the development of a Data Centre campus comprising	Planning Permission	The applicant's transport assessment assessed the cumulative traffic generation from the proposals under this application and the two commercial buildings

	<p>two Data Centre units, emergency back-up diesel generators, the surface storage of emergency diesel fuel, the erection of sub-station, hard and soft landscaping including ecology measures and SUDS, parking and security measures</p> <p>Land to the west of Didcot B Power Station</p>	<p>on 14th June 2019</p>	<p>permitted under application no. P18/V1349/FUL. It then compared them to those that could be generated by the extant permission under application no. P14/V1906/O. The cumulative traffic generation from this proposal and the two commercial buildings under application no. P18/V1349/FUL would result in</p> <ul style="list-style-type: none"> ○ 57 fewer two-way movements in the AM peak ○ 56 fewer two-way movements in the PM peak ○ A net reduction of 1,455 vehicular movements overall <p>The proposal results in a betterment compared to the extant scheme and is therefore, acceptable</p> <p>Application no. P18/V1349/FUL, is estimated to generate 34 two-way vehicle movements within the AM peak hour and 44 in the PM peak hour</p> <p>The proposals include a detailed landscape scheme which should ensure that the habitats post development provide an enhancement compared to the current position and deliver a small net gain for biodiversity in accordance with Policy CP46 of the Local Plan Part 1.</p>
<p>P19/V1682/FUL</p>	<p>A high quality office refurbishment and extension. (Additional information (contamination) received 15 August 2019.) (Updated FRA received 16 August 2019) (Amended plans received 22 August 2019_minor updates to doors and rooflights, addition of gate to access) (Ecological impact assessment received 18 September 2019)</p> <p>AFerry Ltd, 2morrow Court Appleford Road Sutton Courtenay Abingdon OX14 4FH</p>	<p>Planning Permission on 26th September 2019</p>	<p>OCC objected to the proposal on the basis that it would result in a net increase of floor space and therefore has the potential to generate additional trips over the existing amount from the highway authority's perspective.</p> <p><i>"A condition was suggested to ensure the number of employees on the site does not increase above current levels (72). This has been put to the highway authority and the applicant. The highway authority has confirmed that such a restrictive condition would address their objection to the proposal. The applicant has accepted that they are willing to accept such a condition in this case to allow the proposal to go ahead. The condition is only necessary due to the current highway network pressures in the area. Following the realisation of the longer term highway improvements, such a condition may no longer be necessary and could be reviewed at the appropriate time".</i></p>
<p>P19/V1472/FUL</p>	<p>Variation of condition 4 of application P15/V1304/O to substitute approved Parameters Plan (213042_PL02 Rev E) with amended plan(9063 F0011 Rev A). Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food</p>	<p>Planning Permission on 15th October 2019</p>	<p>Application essential provides an alternative route for the spine/link road through the site following more detailed design work on the science link bridge over the railway line.</p> <p>The site is located within both Vale of White Horse and South Oxfordshire Districts. Comprising approximately 46.4 hectares in area, it lies between Milton Park and</p>

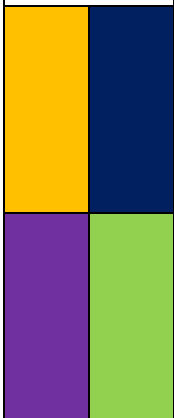
	<p>store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire</p> <p>Land at former Didcot A Power Station Purchas Road Didcot</p>		<p>the western edge of Didcot. Most of the site (36.9 ha) lies within Vale of White Horse with the remainder (9.5 ha) within South Oxfordshire.</p> <p>The site is allocated for redevelopment in the Vale of White Horse Local Plan 2031, Part 1 and through the grant of outline planning P15/V1304/O, which remains extant, the principle of development is established. There are no material changes in planning policy but without planned HIF infrastructure, the cumulative effect of development in the Didcot Garden Town area would have a severe impact on the highway network. Notwithstanding, this site has an extant permission and through the provision of infrastructure for the science bridge link within the site as part of its redevelopment (which is part of the HIF infrastructure) the site will be part of the solution to improve the road network. The principle of the proposal therefore remains acceptable.</p> <p>The Highway Authority raises no objection to the proposed change and the revised alignment of the link road has no material impact in highways terms. Officers therefore consider the realignment is acceptable and will provide greater flexibility in the layout of respective development areas.</p> <p>The Environment Agency objected to the proposal due to its likely effect on ecological value and functioning of the site, including the Moor Ditch (which runs along the northern red line boundary). The application site does not include the Moor Ditch. Whilst the Highway Authority may in future seek to extend the link road beyond the site boundary, this will need to be subject to a future planning application which is the responsibility of the applicant and stand outside of the remit of the current application. The Environment Agency was advised of this, but no further response was forthcoming.</p>
P19/V2436/FUL	<p>New two storey 4 bedroom dwelling.</p> <p>120 High Street Sutton Courtenay Abingdon OX14 4AX</p>	<p>Refusal of Planning Permission on 17th January 2020</p>	<p>The development proposal will generate new vehicular trips through a sensitive part of the highway network. The Local Highway Authority considers the traffic impact of this development would be unacceptable and would meet the NPPF criteria of 'severe harm', so as to justify the refusal of planning permission.</p> <p><i>In the longer term the Oxfordshire Local Transport Plan includes a new Thames River crossing which will relieve pressure on this part of the network; however, until such improvement is realised, the Local Highway Authority recommends against</i></p>

			<i>any development in Sutton Courtenay or Culham that would add new trips to this part of the network</i>
P20/V0711/FUL	700m long x 3m wide combined cycleway and pedestrian path between Milton Park and Sutton Courtenay. (Additional information received 23 June 2020). Brook Drive Milton Park Milton OX14 4SD	Planning Permission on 25th June 2020	<p>Proposed to use no dig construction method with flexipave on existing permissive path traditional construction methods with a type 3 sub-base on existing public right of way (299/1).</p> <p>Countryside Officer noted that part of the cycleway would be within Kelaarts Field proposed local wildlife site, a priority grassland habitat. The development would involve the replacement of the crossing over Moor Ditch (although this would be outside the site area). Moor Ditch is known to support otters and water voles. There are also bodies of water near the site which support great crested newts. The Countryside Officer requested an ecological appraisal. <i>In response, the applicant has outlined the need for the development and why alternative sites cannot be put forward. Route 3D (Abingdon to Milton Park) is one of the 8 strategic routes/corridors of the OCC's Science Vale Cycle Strategy, and feeds into the wider Local Transport Plan (v4) established in 2014. This defined the vision and aims for cycle infrastructure in the area and introduced the concept of a core of strategic cycle corridors connecting the main towns to the main employment sites, supported by further feeder routes. This became known as the "Science Vale Cycle Network". The Science Vale Cycle Network project aims to provide easier and greater connectivity between three nationally and internationally recognised science and research centres at Harwell Campus, Milton Park and Culham Science Centre and key urban settlement areas: Didcot, Abingdon, and Wantage & Grove, within the Science Vale area. To ensure cycling infrastructure meets the expectations of these businesses and to facilitate the government investment, the transport network requires significant upgrading and strengthening, together with improvements to cycling and public transport. A multimodal approach is necessary to provide choice and ensure resilience, sustainability and efficiency. Unfortunately, if the project is delayed to await the submission of an ecological appraisal, it may not be able to proceed due to funding and programming of the works.</i></p> <p><i>Having considered the additional supporting information, and being particularly mindful of the risk to the funding of the project from a delay, and of the likely low level of ecological harm involved, officers consider that, in this case, the need for the development outweighs the likely ecological impacts.</i></p>

<p>P19/V1472/FUL</p>	<p>Variation of condition 4 of application P15/V1304/O to substitute approved Parameters Plan (213042_PL02 Rev E) with amended plan(9063 F0011 Rev A). Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire</p> <p>Land at former Didcot A Power Station Purchas Road Didcot</p>	<p>Planning Permission on 15th October 2019</p>	<p>The new parameter plan shows an alternative route for the spine/link road through the site following more detailed design work on the science link bridge over the railway line</p> <p>P19/V0914/FUL - Approved (03/07/2019) Site Clearance works including removal of trees, landscaping, bunds and spoil heaps. Breaking of concrete and removal of all concrete and structures (above and below ground and). Filling of voids. Day lighting of water course and creation of development plateaus.</p> <p>P19/V0913/D - Approved (14/05/2019) The demolition will include the remaining building and structures associated with Didcot A power station. This includes the stack and 3 remaining cooling towers on land to the north and outside the application site. P15/V1304/O - Approved (21/02/2019) Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire</p> <p>The principle of development The site is allocated for redevelopment in the Vale of White Horse Local Plan 2031, Part 1 and through the grant of outline planning P15/V1304/O. There are no material changes in planning policy but without planned HIF infrastructure, the cumulative effect of development in the Didcot Garden Town area would have a severe impact on the highway network.</p>
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<p>P17/V1431/FUL</p>	<p>The erection of a dwelling and alterations to existing semidetached dwelling (as amended by plans dated 31 July 2017) 9 Hobbyhorse Lane, Sutton Courtenay, OX14 4BB</p>	<p>Refused 31st August 2017</p>	<p>The site lies within the established built limits of Sutton Courtenay. OCC Objected on the following grounds:</p> <ul style="list-style-type: none"> • <i>The proposed development would generate new vehicular trips through a sensitive part of the highway network in Sutton Courtenay</i> • <i>The traffic impact of this development would be unacceptable and would meet the NPPF criteria of ‘severe harm’ so as to justify the refusal of planning permission.</i> <p><i>Overall, officers consider that the proposed development of an additional two bedroom house within Sutton Courtenay would result in the generation of additional vehicular As such, it is considered that the traffic impact of this development would be unacceptable and would meet the NPPF criteria of ‘severe harm’ so as to justify the refusal of planning permission.</i></p> <p>APP/V3120/W/17/3187947 - Dismissed: 6th March 2018</p> <p>Dismissed by the Planning Inspectors due to the identified severe impact of additional traffic generation upon the Culham Crossing and associated junctions. The Inspector found that no additional traffic, no matter how small could reasonably be accommodated on this part of the network</p> <p><i>10. Whilst I recognise that on its own the proposed dwelling would give rise to a very modest increase in vehicle trips on the local highway network, as the road and junctions at Culham Bridge have been demonstrated to be under pressure well above their technical capacity at peak periods I find that such an increase would further exacerbate this congestion.</i></p> <p><i>15. The Council says that it can demonstrate in excess of a five year supply of housing land at the moment and on this basis I conclude that there is not an over-riding general need for the additional dwelling that the appeal scheme would provide.</i></p>
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P17/V1023/FUL	A change of use from storage barn to two bedroomed residential accommodation with parking The Barn, Church Street, Sutton Courtenay, OX14 4NJ	Refused 12th October 2017	<p>The site lies within the established built limits of Sutton Courtenay. Oxfordshire County Council Objected on the basis that the proposed development would generate new vehicular trips through a sensitive part of the highway network</p> <p><i>In the longer term the Oxfordshire Local Transport Plan includes a new Thames river crossing which will relieve pressure on this part of the network; however until such improvement is realised the Local Highway Authority objects to any development in Sutton Courtenay or Culham that would add new trips to this part of the network</i></p> <p>Appeal Ref. APP/V3120/W/18/3200241 - Dismissed: 2nd November 2018</p> <p>Appeal was dismissed due to the identified severe impact of additional traffic generation on the Culham Crossing and associated junctions. The Inspector found that no additional traffic, no matter how small could reasonably be accommodated on this part of the network.</p> <p><i>7 ...'While the number of trips from the proposal is relatively modest in comparison to the overall level of traffic in the area, on the evidence before me I accept that the residual cumulative impact is already severe without the proposed development. I therefore consider that any additional traffic would exacerbate the issues the Council have identified. As such any further traffic, regardless of the amount, would serve only to exacerbate the existing severe traffic impacts on the transport network and add to the delays caused by the congestion, increasing the duration which junctions and carriageways are blocked and the likelihood of accidents.'</i></p>
P18/V1661/N4 B	Change of use of agricultural building to a dwellinghouse (Class C3) and for associated operational development. West Barn, Peewit Farm, 95 Drayton Road, Sutton Courtenay, OX14 4HB	Refused on 28th September 2018	<p>PD PART 3 CLASS Q The application site is located to the south of Drayton Road, between the main built up areas of Drayton and Sutton Courtenay.</p> <p><i>RECOMMENDATION Prior approval is refused for the following reason: 1: Insufficient information has been submitted to demonstrate the transport and highways impacts of the proposed development as required by condition Q.2 (1) (a) of Schedule 2 Part 3 Class Q of the Town and Country Planning (General Permitted Development) (England) Order 2015.</i></p> <p>Appeal Ref. APP/V3120/W/18/3214090 - Dismissed: 26th March 2019</p>

			<p>The appeal was dismissed due to the identified severe impact of additional traffic generation upon the Culham Crossing and associated junctions.</p> <p><i>11. The proposal is not an application for planning permission, but the GPDO does require a specific assessment of the transport and highway impacts against the National Planning Policy Framework (the Framework). I find no compelling reason as to why this should not go beyond the confines of the site and look at wider capacity issues on the highway network. For the reasons given above, I find that the effect of increased traffic on the congested part of the local highway network would be severe and there is nothing substantive to suggest that this increase would not occur.</i></p>
<p>P15/V2933/ O</p>	<p>Outline planning application (with all matters except access reserved) for the erection of up to 93 dwellings including associated car parking, public open space and landscaping. Land north of Appleford Road, Sutton Courtenay, Abingdon OX14 4NG</p>		<p>The site is not allocated for housing in the development plan. It also falls outside of the existing built up area as it consists of an undeveloped field. It abuts existing built up area on two sides.</p> <p>APP/V3120/W/20/3247391 – Dismissed 3rd November 2020</p> <p>The Council withdrew its second reason for refusal concerning transport and highway related matters shortly before the Inquiry. This followed further discussions with the appellant on the assessment work, highway improvements and bus service financial contributions. Sutton Courtenay Parish Council and other interested parties continued to contest this reason for refusal.</p> <p>It was agreed that the development would result in 61 two-way vehicle movements in the AM peak and 56 in the PM peak. It is further agreed that the proposal could be associated with 18 two-way vehicle movements over the Culham Bridges in the AM peak and 16 in the PM peak. <i>When the movements are added to those in the base scenario, they would exacerbate the queue lengths, the degree of saturation and the delay. The junctions would be operating even further above their practical capacity.</i></p> <p><i>30. The likelihood of the new river crossing going ahead, or the ‘with crossing scenario’, is paramount to the consideration of whether or not the likely highway impacts of the proposal would be acceptable. The recent confirmation of the</i></p>

			<p><i>funding is a significant milestone, and OCC are confident that the timescale for its completion in 2024 will be adhered to.</i></p>
			<p><i>32. The benefit to the proposal could be said to be tempered in that it does not now form part of the delivery of new homes that are envisaged under HIF because it would be in conflict with the Council's spatial strategy, unlike when the business case was made.</i></p>
			<p><i>84. The proposal would not be unacceptable with regard to highway safety and the free flow of traffic, having regard to the new river crossing and the various highway related mitigation measures that are set out in the S106 Agreement. The same applies by way of flood risk, as well as on character and appearance grounds. The Council also consider that the proposal would not be unacceptable concerning heritage, archaeology, urban design and contamination¹², and there is not substantive evidence to the contrary.</i></p>
			<p><i>88. The proposal would not comply with Core Policies 3,4 and 15 of LPP1, and with Core Policies 4a and 15a of LPP2 as it would be in conflict with the spatial strategy to deliver housing development. Nor does Core Policy 5 of LPP1 offer support for the proposal. The OHGD and the WMS give further importance to the planned approach to the delivery of housing. The contrary stance of the proposal would be harmful in these respects. These matters attract very significant weight and importance in the planning balance.</i></p>

Sutton Courtenay Landfill Site Appleford Sidings Sutton Courtenay

The Sutton Courtenay site was originally a sand and gravel quarry, where sand and gravel working commenced in the 1930s. The void left by mineral extraction is being progressively restored through landfill, which has been ongoing since the 1970s. In the past a single consent has permitted both extraction and landfill operations. However, almost all of the sand and gravel in the main site has now been worked. Therefore, Hansons extraction operations have transferred to an area to the north of the B4016 which has a separate planning permission (Bridge Farm Quarry – see section x below). FCC Environment Ltd (FCC) operates the landfill site under a planning permission from Oxfordshire County Council (OCC) (Planning Permission Reference: P14-V0479-CM). Under this planning permission there is an approved sequence in which parts of the former quarry are to be landfilled.

Planning History

APF/SUT/1815-CM		August 2008	The application had been considered by committee in December 2003, but there was a delay in issuing the consent as legal agreements were required. Operations commenced at the site in 2009.
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P12/V1729/CM	Vary condition 1 of planning approval APF/SUT/1815-CM (for the extraction of sand and gravel) to extend the end date of extraction from 4th August 2012 to 30th September 2017 and the end date for restoration from 30th September 2012 to 30th September 2018.		In October 2012 committee resolved to grant a section 73 application (P12/V1729/CM) allowing an extension of time for the completion of extraction at Bridge Farm, until 2017. Due to the economic downturn and lack of demand for construction material, production levels were much lower than anticipated and the site was mothballed for a period of time. Therefore, there remains mineral to be worked and there is a resolution to approve a planning application which would allow until 2017 to complete extraction.
SUT/616/59-CM P14/v0479/cm	Deposit of non-hazardous waste including surcharging the existing landfill, extending the duration of landfill and clay extraction operations, temporary storage of pfa and ancillary activities relating to restoration at Sutton Courtenay	Approval on 4th April 2014	<p>(SUT/616/59-CM, which is being implemented for landfill by FCC) required all sand and gravel working to be completed by 31 st December 2013</p> <p>Originally, the Bridge Farm planning consent allowed until 2012 for the completion of extraction and restoration at the quarry. However, due to the economic downturn and lack of demand for construction material, production levels were much lower than anticipated and the site was mothballed for a period of time. Therefore, there remains mineral to be worked and there is a resolution to approve a planning application which would allow until 2017 to complete extraction.</p> <p>The end date for working under the processing plant in block 13 was in accordance with the end date for working Bridge Farm Quarry, under the original Bridge Farm consent. However, now that the quarry consent is to be extended, the applicant also sought to extend the timescale for the completion of removal of mineral from under the plant site. This is because the mineral cannot be removed from under the plant site until the processing plant is no longer required for processing mineral extracted from Bridge Farm Quarry.</p> <p>In this case the application did not propose any additional buildings or mineral working, only a change to the timescale for working the permitted reserve beneath the processing plant.</p>
MW.0039/15	Application to continue the development of permitted by P14/v0479/cm (for the deposit of non-hazardous waste including surcharging the existing landfill, extending the duration of landfill and clay extraction operations, temporary storage of PFA and ancillary activities to restoration) without complying with conditions 1, 10, 15, 17, 28, 30, 32 and 34, to amend the landfill phasing, restoration plan for phase 3, restored contours of	Approved 03/08/20	<p>FCC proposed to change the sequence in which areas of the site are landfilled to enable early restoration of an area known as 'Phase 3'. FCC also prepared enhanced restoration proposals for this area to encourage biodiversity. Phase 3 will be restored using non biodegradable, non hazardous waste soils and subsoils. These will be brought in predominantly by rail within the existing limits on waste input volumes</p> <p>The Sutton Courtenay Waste Management site covers 263 hectares. The Phase 3 quarry excavations are included within the approved development boundary and cover approximately 11.5 hectares in total in the northern end of the site</p>

	<p>phase 3 and the restoration method for phases 3 and 4</p>		<p>Underpinning this strategy is FCC's commitment to progressively restoring the landfill to agricultural use by the end dates specified in the current planning permission. FCC proposes to achieve this through more competitive sourcing of local waste arisings; enhanced recycling activity; and soils management and processing.</p> <p>FCC is operating in accordance with this 'phasing' sequence with tipping currently taking place in an area referred to as 'Phase 4' in the south western end of the site adjacent to Didcot power station. There are two unrestored quarry excavations in the northern part of the site known as 'Phase 3'. These lagoons are future landfill void to be backfilled on completion of Phase 4. FCC is seeking permission from OCC to amend the approved sequence of landfilling (also referred to as 're-phasing') so that Phase 3 can be restored earlier than previously planned. By making an application to revise the landfill phasing FCC also has the opportunity to improve the final restoration proposals for this area.</p> <p>Approved Scheme Phase 3 to be filled on completion of Phase 4 Phase 3 to be restored to a height of 8m above surrounding ground levels Restoration of Phase 3 to agricultural land</p> <p>Proposed Revision Phase 3 to be filled at the same time as Phase 4 Phase 3 to be restored to a height of 1m above surrounding ground levels Restoration of Phase 3 to agricultural land with biodiversity enhancements and public right of way</p> <p>The materials to be used to restore Phase 3 will be waste soils and subsoils derived from construction and engineering projects. The materials are classified as 'non hazardous' and are non biodegradable. Use of these materials represents an improvement on the existing landfill development which requires completion of Phase 3 using non hazardous 'black' bag' waste, which is biodegradable and can give rise to environmental emissions.</p>
MW.0040/17	<p>The construction of a 60,000 tpa biomass (non-hazardous waste wood) combined heat and power (CHP) plant and 60,000 tpa waste water (primarily landfill leachate) treatment plant</p>	<p>Decision 02/05/2017</p>	<p>Screening Option - <i>The proposed development falls within paragraph 10 of Schedule 1 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and so an Environmental Impact Assessment is required.</i></p>

MW.0061/19 P19/V1619/CM	Non-material amendment of planning permission reference no. P15/V0530/CM (MW.0039/15) to amend the plan approved under condition 33 to change the balancing pond restoration details, to reflect what is currently on site	Approved 15/08/2019	The reason for the application is that the balancing pond was already established with a mature habitat. The proposed changes to the plan reflect what was established on the site. The information supplied on: <ul style="list-style-type: none"> • Balancing Pond Restoration Plan - Drawing No. 427R481 PLAN1 dated 12.08.19 • Supporting Statement Sutton Courtenay Balancing Pond are approved as amendments to application MW.0039/15
MW.0071/20	Details pursuant to condition 27 (relating to the installation of two concrete pads within the 'Industrial Area') of Planning Permission P15/V0530/CM (MW.0039/15)	15/9/2020	Proposal was for the installation of two concrete pads to enable better separation of incoming aggregates (via rail), by acting as a 'clean base' for stockpiling of materials. the "industrial area" is permitted under planning permission P15/V0530/CM (MW.0039/15) granted by OCC on 3rd August 2015.

Bridge Farm Quarry

Bridge Farm Quarry lies to the north of the B4016 between the villages of Appleford and Sutton Courtenay. The quarry and the access from the plant site to the highway network contain land in both parishes. The site is a quarry which was previously agricultural land. A mineral processing plant is located 650 metres south of the quarry, south of the B4016 in the main Sutton Courtenay complex. This was connected to the extraction area by conveyor, which ran beneath the road. Processed mineral was exported from the plant site via an access to the south onto the A4130 Didcot Perimeter Road.

Planning History

APF/SUT/1815-CM		Approved August 2008	Planning permission for the extraction of sand and gravel from the site was granted in August 2008 under application APF/SUT/1815-CM. Operations commenced at the site in 2009. The application was subject to a section 106 legal agreement providing for long term management of the restored quarry.
MW.0126/12	to vary condition 1 of planning approval APF/SUT/1815-CM (for the extraction of sand and gravel) to extend the end date of extraction from 4th August 2012 to 30th September 2017 and the end date for restoration from 30th September 2012 to 30th September 2018	Approved 24/07/2012	This Section 73 application (MW.0126/12) was made in 2012 to extend the timescales for extraction and restoration, as a result permission P12/V1729/CM was issued in September 2015 after the legal agreements had been updated.
MW.0001/16	continuation of the development permitted by planning approval P12/V 1729/CM (for the extraction of sand and gravel and restoration using in situ and imported clay materials to create a wet woodland habitat) without complying with	Approved 17/05/2016	Application sought to continue the development with changes to some conditions, including allowing an additional year for the completion of extraction and restoration.

	conditions 1, 2, 4, 24, 25, 32, 34, 35 and 38 (in order to work phase 4b below the water table, amend the restoration of phase 4b from agriculture to a water body, to allow an additional year for completion of extraction and restoration and to update associated conditions and plan references)		
MW.0127/16	small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes	Approved 01/06/2018	Planning permission MW.0127/16 (P16/V2694/CM) was granted in June 2018 for the extension to the quarry into a new area to the north and west of the original quarry area. This permission covers phases 5, 6 and 7. Extraction in this area commenced in June 2018, although this was considered to be unauthorised as the approved plans showed phase 5 being worked first followed by 6 and 7, yet extraction commenced initially and has only taken place in phase 7. Permission MW.0127/16 allows the removal of all mineral from the extension area (phases 5, 6 and 7) via an existing conveyor under the B4016 to the processing plant and the movement of excess soils and overburden from phase 7 to phase 5, to be used in restoration.
P18/V1585 MW.0077/18	Details pursuant to condition 19 of MW0127/7	County Matter – Recommend ed Approval 11/7/18	Approved details for drainage works for the control of water levels and the discharge from the proposed lakes at Bridge Farm Quarry into the River Thames and Sutton Courtenay Brook
MW.0079/18 P18/V1587/CM	Details pursuant to condition 41 and 42 (aftercare) of MW.0127/16 (P16/V2694/CM)	11/7/18 24/08/2018 Approved	The Landscaping and Outline Aftercare Scheme (Ref. Planning Conditions 41 & 42) was approved
MW.0093/18	Proposed new stockpile area to be used in conjunction with mineral extraction permitted by planning permission no. P16/V2694/CM (MW.0127/16) for the storage of approximately one month supply of mineral to enable continuous supply in case of flooding for a period of up to three years from date of commencement of extraction under planning permission no. P16/V2694/CM (MW.0127/16)	Approved 15/05/2019 for a temporary three-year period	MW.0093/18 was for a new stockpile area to be used in conjunction with the mineral extraction permitted by MW.0127/16, to allow continuous supply in case of flooding.
MW.0094/18	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) for the extraction of sand and gravel and restoration	Approved 16/05/2019	MW.0094/18 extended the time period for restoration of phases 1-4 (permitted under MW.0001/16) so that they have the same completion date as the phases

	using in situ and imported clay materials to create a wet woodland habitat without complying with condition 1 (Date for completion of restoration) of planning permission no. P16/V0077/CM (MW.0001/16) such that it would be the same date for the completion of restoration as for planning permission no. P16/V2694/CM (MW.0127/16)		permitted under MW.0127/16 (i.e. within 3 years of the commencement of MW.0127/16).
MW.0095/18	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) for small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes without complying with conditions 1 (change to order of phased working) and 18 (to allow removal of material from phase 7 by internal haul road in place of a conveyor) of planning permission no. P16/V2694/CM (MW.0127/16)	Withdrawn on 4/6/19	MW.0095/18 was a Section 73 on permission MW.0127/16 seeking to amend the order of phased working and allow removal of material by road from phase 7. This application was withdrawn by the applicant when the subsequent Section 73A application was submitted.
MW.0096/18	Installation and operation of temporary bridge to enable essential plant to cross fibre optic cables and other services	Withdrawn	MW.0096/18 was a full application for the installation of a temporary Bailey bridge to allow plant to cross the fibre optic cable and other services running between phases 6 and 7. This was withdrawn in January 2019 as it was not possible to reach agreement with the owner regarding crossing the cable and services.
P19/V1272/CM MW.0048/19	To haul phase 5 and 6 mineral across B4016 and to import inert fill to effect approved restoration scheme in phase 5.	Consultation Complete	Two applications are closely linked. P19/V1273/CM seeks changes through amendments to the approved plans and conditions. Application P19/V1272/CM is a full application for the importation of inert waste to phase 5. This element of the proposal cannot be achieved through a Section 73A application because it comprises new development.
P19/V1273/CM MW.0049/19	Section 73A application to continue the development permitted by planning permission no. MW.0127/16 (P16/V2694/CM) for Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes without complying with conditions 1, 3, 18, 19, 41 and 42 such that i) mineral would be removed from phase 7 via stockpile and haul road as permitted by planning permission no. MW.0093/18 (P18/V2145/CM); ii) mineral would be removed from phases 5 and 6 by road subject to separate grant of full planning permission, iii)	Approved 05/03/2020	Two letters of representation were received from the same objector. The letters object on the basis that there should be no increase in HGV traffic in this area where permissions for new residential developments are being refused on traffic grounds. Sutton Courtenay Parish Council also objected on highways grounds, expressing concern that the road network is at capacity. OCC Transport Development Control initially objected to the applications, noting that although the additional HGVs would be routed via the A4130 and would not use routes which are severely congested at peak times around the A415, Culham Bridges, Appleford Road, Abingdon Road and Tollgate Road, HGVs would need to cross Appleford Road and the proposed temporary traffic lights could cause delays along Appleford Road during peak hours. They were also concerned about whether

	<p>amendments to order of phased working and restoration, iv) amendments to final restoration scheme to either a) restoration including importation of inert fill to phase 5 by road subject to separate grant of full planning permission or b) no mineral extraction from either phases 5 or 6 and replacement of stripped soils to original ground levels</p>		<p>there would be adequate visibility due to the curve in the road. OCC transport team initially suggested conditions limiting HGV movements to outside peak hours.</p> <p>The applicant responded that the signals had been designed to minimise queuing on the B4016 and that there would be 160m forward visibility to the back of the predicted queue. They did not accept the proposed restriction of use of the traffic lights to outside peak hours. The applicant accepted the requirement for a Section 278 agreement for works to the highway and a Unilateral Undertaking for highway restoration. The applicant confirmed that HGVs would not use Culham Bridges towards Culham and would only cross the B4016 to gain access to and from the extraction area from the main Sutton Courtenay site.</p> <p>Final comments were received from OCC Transport Development Control stating no objections to the proposals in the two applications, subject to conditions requiring the submission and approval of a Construction Traffic Management Plan, a condition survey of the B4016, and a plan showing further detail of forward visibility for queuing traffic details of the proposed signalised junction (which matter would need to be part of a section 106 agreement rather than a condition) and the agreements set out above.</p> <p>The development would result in an additional 8 vehicle movements per hour. Vehicles associated with mineral transport would be spread over a 15-month period and vehicles associated with importation of inert waste would be spread over a 24-month period. Vehicles associated with the quarry would continue to use the Didcot Perimeter Road to access the plant site within the main Sutton Courtenay complex. Vehicles would only cross the B4016 to access the extraction area to the north. Therefore, the route taken would continue to comply with the requirements of OMWLP policy SC3. A routeing agreement will be required to ensure that the existing routeing requirements continue to apply to the new consent. There would also be a new temporary signal-controlled crossing on the B4016 between the processing plant and the extraction area.</p>
<p>MW.0004/20</p>	<p>Section 73 application to continue the development permitted by planning permission no. P18/V2145/CM (MW.0093/18) for proposed new stockpile area to be used in conjunction with mineral extraction permitted by planning permission no. P16/V2694/CM (MW.0127/16) for the storage of approximately one month supply of</p>	<p>Consultation completed</p>	<p>These applications relate to movement of the last remaining stockpiled sand and gravel which is permitted under ref no. MW.0093/18 (Dist. Ref. P18/V2145/CM).</p> <p>The conveyor suffered a major breakdown which would cost in the region of £30,000 to repair. The amount of mineral remaining in the stockpile is only around 10,000 tonnes and there is no more material to be removed from this part of the site, therefore no further requirement for the conveyor.</p>

	mineral to enable continuous supply in case of flooding for a period of up to three years from date of commencement of extraction under planning permission no. P16/V2694/CM (MW.0127/16) to enable vehicles to transport remaining sand and gravel from the stockpile to the plant site		This application therefore seeks a variation of Condition 1 of permission MW.0093/18 (Dist. Ref. P18/V2145/CM) to enable vehicles to transport remaining sand and gravel from the stockpile to the plant site
P20/V0220/CM MW.0008/20	Section 73 application to continue the development of the extraction of sand and gravel and restoration using in situ and imported clay materials to create a wet woodland habitat as permitted by MW.0094/18 (P18/V2171/CM) without complying with condition 16, in order to remove the remaining stockpile of sand and gravel by road rather than conveyor.	Consultation completed	

Asphalt Recycling Hanson Aggregates Sutton Courtenay Abingdon OX14 4PW

Appleford Sidings, Sutton Courtenay is located adjacent to and within the land ownership, adjacent to the railway line bordering the sites eastern boundary

MW.0093/19 P19/V2229/CM	Details pursuant to condition 11 (replacement woodland planting scheme) of planning permission P16/V0110/CM (MW.0005/16) at Asphalt Recycling, Hanson Aggregates, Sutton Courtenay, Abingdon, Oxon, OX14 4PW	Approved 22/10/2019	This site is situated within the wider Sutton Courtenay Landfill Site Appleford Sidings complex.
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