

Planning and Regulatory Committee

Tuesday, 23 March 2021, Online - 10.00 am

		Minutes
Present:		Mr R C Adams (Chairman), Mr R M Bennett, Mr G R Brookes, Mr B Clayton, Mr P Denham, Mr I D Hardiman, Mr P B Harrison, Mrs A T Hingley, Mrs F M Oborski, Mr J A D O'Donnell, Mrs J A Potter, Prof J W Raine and Mr C Rogers
Also attended:		Mrs S A Webb attended as a local councillor for Agenda item 5 and Mr A I Hardman and Mr P Middlebrough attended as local councillors for Agenda item 6 and 7.
Available papers		The Members had before them: A. The Agenda papers (previously circulated); B. A copy of the summary presentations from the public participants invited to speak (previously circulated); and C. The Minutes of the meeting held on 2 February 2021 (previously circulated).
1065	Named Substitutes (Agenda item 1)	None.
1066	Apologies/ Declarations of Interest (Agenda item 2)	An apology was received from Mr A Fry and Mr P A Tuthill.
1067	Public Participation (Agenda item 3)	Those presentations made are recorded at the minute to which they relate.
1068	Confirmation of Minutes (Agenda item 4)	RESOLVED that the Minutes of the meeting held on 2 February 2021 be confirmed as a correct record and signed by the Chairman.
1069	Proposed sand quarry, infilling the void using	The Committee considered the proposed sand quarry, infilling the void using inert materials only, restoration of the land to agricultural use together with new access, landscaping and associated works on land adjacent to

inert materials only, restoration of the land to agricultural use together with new access, landscaping and associated works on land adjacent to former Chadwich Lane Quarry, Chadwich Lane, Bromsgrove, Worcestershire (Agenda item 5)

former Chadwich Lane Quarry, Chadwich Lane, Bromsgrove, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site, consultations and representations.

The report set out the Head of Planning and Transport Planning's comments in relation to Worcestershire's landbank of sand and gravel reserves, Sieve test / methodology and Best and Most Versatile (BMV) agricultural land, Alternatives, Green Belt, Traffic, highway safety and impact upon Public Rights of Way, Residential amenity (including noise, dust and air quality), Landscape character and appearance of the local area, Historic Environment, Ecology, Biodiversity and Geodiversity, Water Environment, Restoration and Aftercare of the Site, and Other Matters - Economic Impact, Overhead Power Lines and Electricity Pylon, Cumulative Effects, EIA Team and Expertise, Consultation, Application Process, Human Rights Act 1998 and Monitoring and enforcement.

The Head of Planning and Transport Planning concluded that Paragraph 207 of the NPPF (2019) stated "minerals planning authorities should plan for a steady and adequate supply of aggregates by...maintaining landbanks of at least 7 years for sand and gravel...whilst ensuring that the capacity of operations to supply a wide range of materials is not compromised". As required by the NPPF (2019) the County Council had produced a Local Aggregate Assessments (LAA), to assess the demand for and supply of aggregates in Worcestershire.

The LAA (published June 2020) covered the period up to 31 December 2017 and demonstrated that on 31 December 2017, the total permitted sand and gravel reserves for Worcestershire was about 3.465 million tonnes, which was equivalent to a landbank of approximately 6.06 years. However, since then the Head of Planning and Transport Planning noted that no new planning permissions for mineral extraction had been granted. Assuming annual sales figures of 0.572 million tonnes, based on the rolling 10 years' average continued, then the landbank of permitted reserves at 31 December 2020 would be approximately 1.749 million tonnes of sand and gravel, equating to only about 3.06 years. Consequently, the County Council currently did not have sufficient reserves of sand and gravel available with planning permissions to meet its annual provision requirements based on sales in accordance with the

NPPF (2019) and Government's PPG. Should this planning application be granted, it would increase the landbank by approximately 2.36 years, equating to a landbank of approximately 5.42 years in total, which was still below the minimum landbank for at least 7 years for sand and gravel.

The adopted Minerals Local Plan allocated Preferred Areas for the working of sand and gravel in the County. The proposed development was not within an identified preferred area for sand and gravel extraction; therefore, the proposal needed to be judged against Policy 2 – 'Other Sand and Gravel Deposits' of the adopted Minerals Local Plan. It was considered that on balance the proposal would comply with Policy 2 of the adopted Minerals Local Plan.

With regard to the soil resource and BMV agricultural land, the main development site comprised approximately 46.1% (4.2 hectares) Grade 3(a) agricultural land, which was classified as BMV agricultural land, with approximately 42.9% (3.9 hectares) comprising relatively low land grade agricultural land (Grade 3(b)). Furthermore, about 40% (2.2 hectares) of the extraction area was Grade 3(a) BMV agricultural land, with the remaining 60% (13.3 hectares) being Grade 3b. The Environmental Statement stated if the soils were managed in accordance with the submitted Soils Management Scheme, then it was concluded that the proposed development would result in no adverse effects in terms of land conditions on the site, with the soil resource being preserved and the area of BMV agricultural land being reinstated as part of the final restoration of the site. Natural England raised no objections to the proposal, subject to the imposition of appropriate conditions. The Head of Planning and Transport Planning considered that subject to the imposition of appropriate conditions relating to the management of soils on site, and the development being carried out in accordance with the submitted Soils Management Scheme, then the objectives of the NPPF (2019) in respect of soils and their use in the restoration of BMV agricultural land would be met.

With regard to the consideration of alternatives, the PPG stated that the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) did not require an applicant to consider alternatives. However, where alternatives had been considered, Paragraph 2 of Schedule 4 required the applicant to include in their Environmental Statement a

description of the reasonable alternatives studied and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects. The applicant had not considered alternative sites or development in this instance, as planning permission for the sand extraction had previously been approved on appeal, although now expired and the site was located in the 'North-East Worcestershire Strategic Corridor' one of the strategic locations where the Emerging Minerals Local Plan seeks to direct mineral extraction. Furthermore, there were no remaining viable preferred areas for extraction sites in the adopted Minerals Local Plan, which were not subject to applications for planning permission. In view of the above, the Head of Planning and Transport Planning considered that the applicant's approach to the consideration of alternatives was acceptable in this instance.

The proposal was located within the West Midlands Green Belt. Minerals could only be worked where they were found, and mineral working was a temporary use of land. Paragraph 146 of the NPPF (2019) identified certain forms of development as not inappropriate development within the Green Belt, this included mineral extraction and engineering operations, provided they preserved the openness of the Green Belt and did not conflict with the purposes of including land within it. The Head of Planning and Transport Planning had carried out an assessment of the impact of the proposal upon the Green Belt and considered that the exception for mineral extraction and engineering operations at Paragraph 146 of the NPPF (2019) would apply in this instance, and the proposed development was, therefore, not inappropriate development in the Green Belt.

Based on the advice of Highways England, the County Highways Officer, County Footpath Officer and the Ramblers Association, the Head of Planning and Transport Planning was satisfied that the proposal would not have an unacceptable impact upon traffic, highway safety or Public Rights of Way, subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning considered that, subject to the imposition of appropriate conditions, there would be no adverse air pollution, noise, dust, vibration or lights impacts on residential amenity.

The County Landscape Officer had been consulted and raised no objections to the proposal, stating that they

agreed with the findings of the submitted Landscape and Visual Impact Assessment. In view of this, the Head of Planning and Transport Planning considered that the proposed development would not have an unacceptable impact upon the character and appearance of the local area, including views from Public Rights of Way, subject to the imposition of appropriate conditions.

The nearest listed building to the proposal was the Grade II Listed Building of Lower Madeley Farmhouse, located approximately 50 metres west of the application site. It was considered that the harm to the listed building would be at the lower end of less than substantial. Having given special attention to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possessed (Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990), and Paragraph 196 of the NPPF (2019), it was considered that, subject to the imposition of appropriate conditions, on balance, in view of the public benefits of the proposal, namely the provision of a small number of direct employment opportunities, as well as contributing to the wider growth aspirations for the county through the supply of local aggregates to the construction market, that this outweighed the temporary and less than substantial harm to the designated heritage asset.

Based on the advice of the County Archaeologist, the Head of Planning and Transport Planning considered that on balance, subject to the imposition of an appropriate condition, the impact upon the non-designated archaeological assets was not of such significance as to constitute a refusal reason in this instance.

Based on the advice of Natural England, Worcestershire Wildlife Trust, the County Ecologist and the Earth Heritage Trust, it was considered that subject to the imposition of appropriate conditions, the proposed development would have no adverse impacts on the ecology, biodiversity and geodiversity at the site or in the surrounding area, and would protect, conserve and enhance the application site's value for biodiversity.

Based on the advice of the Environment Agency (EA), North Worcestershire Water Management and Severn Trent Water Limited, the Head of Planning and Transport Planning considered that there would be no adverse effects on the water environment, subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning considered that given the nature of the proposed working, which would extract minerals to a maximum depth of 12 to 26 metres, in principle the restoration of the site by the importation of inert materials was acceptable in this instance. The restoration of the site primarily to agricultural land was considered acceptable, subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning acknowledged that the NPPF (2019) afforded significant weight to the need to support economic growth and that great weight should be given to the benefits of the mineral extraction, including to the economy. It was considered that the proposal would support the continued operation of processing sand and gravel at Wildmoor Quarry, with the redeployment of employees from Wildmoor Quarry to this site, thereby securing the existing jobs, as well as contributing to the wider growth aspirations for the county through the supply of local aggregates to the construction market. Therefore, it was considered that the proposal would provide substantial sustainable economic growth benefits to the local economy in accordance with the NPPF (2019) and this weighed in its favour.

On balance, taking into account the provisions of the Development Plan and in particular Saved Policy 2 of the Adopted County of Hereford and Worcester Minerals Local Plan, Policies WCS 1, WCS 2, WCS 5, WCS 6, WCS 7, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 13, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy, and Policies BDP1, BDP4, BDP16, BDP19, BDP20, BDP21, BDP22, BDP23 and BDP24 of the Adopted Bromsgrove District Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The representative of the Head of Planning and Transport Planning introduced the report and added that members had attended a virtual site visit which included plans, drone footage, photographs and videos of the site.

Mr and Mrs Smith, objectors to the application addressed the Committee. They noted that the applicant had submitted additional information throughout this planning application process. Although this additional information was welcomed, it did not go far enough in giving reassurance that their property would be protected from flooding in the future, and the applicant had not

satisfactorily dealt with the significant flooding issues that were occurring at their property (Lower Madeley Farmhouse). The property has suffered flooding on a considerable number of occasions over the past nine years. Most recently on 30 January 2021 when Madeley Road, Harbours Hill and the application site had all been flooded. (Mr and Mrs Smith provided a series of photographs to show this flooding event). The pictures showed that the hydro-break, which was on the application site, did not drain properly as a result of poor maintenance. The water from the hydro-break discharged onto the road, flooding the adjoining dwellings.

They added that the flooding should not be judged in isolation; the operator had overfilled the neighbouring quarry unlawfully. They were currently failing to adequately maintain the drainage facilities whilst knowing there was a drainage problem at the site which was impacting on neighbouring properties. This showed the historic and current refusal of the operator to meet their obligations in relation to land drainage. In these circumstances, exceptionally, a guarantee should be put in place, either by means of a commuted fund or bond in perpetuity to meet permanent drainage maintenance costs.

They stated further that one of their greatest concerns was that this development would have a permanent effect on the water environment and yet the operator would only have active responsibility and incentive to address the situation whilst the quarry and landfill were in operation whereas local residents would be left with the consequences of this development for ever, and this unfairness needed to be addressed by way of planning conditions.

They indicated their concern about the level of noise at this proposed facility as it was so close to neighbouring properties. The noise condition required agreement in respect of a Noise Management Plan – and the hours of operation of the quarry and landfill should not exceed 07:30-16:30 Mondays to Fridays only (save public holidays). The background noise level in this location was very low, and as a result the noise level should not exceed 45dB outside dwellings. In any event, more mitigation measures were needed to protect the residential amenity of neighbouring properties within the Noise Management Plan.

They concluded that should planning permission be granted, in order to protect their property, which was a

grade II listed building, from further damage and flooding in the future, it was important that very comprehensive and stringent conditions be imposed during its lifetime of the development and once work had ceased.

Mr Smith was then asked questions about the presentation:

- Would the proposed soakaway provide sufficient protection for Lower Madeley Farmhouse? Mr Smith responded that it would be an improvement on the existing arrangements. The existing hydro-break together with the bund had failed to work properly. It was essential that the proposed solution was properly maintained in perpetuity to protect local properties
- In response to a query about the number of flooding events at Lower Madeley Farmhouse, Mr Smith indicated that the property flooded consistently whenever there were high water levels.

Mr Parton the applicant accompanied by Mr Smithyman, the agent addressed the Committee. Mr Parton commented that the proposed application was important for both the release of minerals to contribute to County's mineral supply and maintaining a source of sand to help promote and sustain economic development. Sand extracted from Chadwich Lane Quarry would be transported to Wildmoor Quarry located just to the south off Sandy Lane. As such there was no requirement for any fixed mineral processing plant as part of this application. The Chadwich Lane Quarry sand would be blended with Wildmoor Quarry sand to supply builders merchants throughout Worcestershire with pre-packed materials and importantly to continue to supply most of the housing sites in the county with mortar from the existing Mortar Plant at Wildmoor Quarry.

He added that the Chadwich Lane Quarry would be operated in a phased manner which meant that as soon as mineral extraction had reach its proposed base, restoration could commence utilising imported inert materials and on-site soils. This combined with advanced, now matured, site peripheral tree planting and temporary soil bunds would ensure the contained and discrete nature of the development.

He stated further that the proposals had been assessed by independent consultants, Worcestershire County Planning department, environmental and highways

officers as well as Statutory Bodies including the EA and it conformed with all requirements. The site did have a previous planning permission for the working of mineral and restoration via the importation of inert materials. Approval had been given by a Planning Inspector at a Public Inquiry. The application was not implemented at that time for contractual reasons.

He indicated that full consultation had taken place including direct communication with local residents, the wider community and statutory consultees. This included site meetings to listen to local concerns. One issue which arose was surface water management during high rainfall. Water ran down Chadwich Lane, Bonfire Hill and Harbours Hill, concentrating in low spots which could lead to local flooding. To help elevate this existing issue and mitigate any surface water matters from the site, it was proposed to create of a Water Management Attenuation Lagoon. Both existing off-site runoff and any runoff from the proposed development would be directed and concentrated into this new lagoon. The location and depth of the permanent lagoon had been designed to allow for both filtering and soakaway of water.

He stated that as part of this application a local liaison group would be established by the applicant to ensure that the timing of works and any matters of concern could be immediately discussed and solutions found.

Mr Parton and Mr Smithyman were then asked questions about their presentation:

- It was queried whether the drainage arrangements at the site would continue to be maintained after the restoration of the site. Mr Parton responded that there was a 13 year period in which it was possible to establish whether the drainage arrangements would need continual management/maintenance. If that was the case then some sort of bond could be put in place to establish maintenance arrangements in perpetuity and protect neighbouring properties. However, if during this period, it was clear that the scheme was working according to plan then nature could be allowed to take its course. Following consultation with hydro consultants, the design of the proposed scheme had been massively over-engineered. The scheme had been designed not only to address issues at the site but also the local flooding issues not associated with the site. The scheme included hydro-breaks, oil filters and reed

beds. The worst case scenario would be that 13% of its capacity would be taken up in a 24 hour period in a one in one hundred year flood

- In response to a query, Mr Parton confirmed that the drainage system would be installed during the first phase of the work undertaken at the quarry alongside the creation of the access track
- How would the impermeable barrier be created to separate the soakaway basin from the imported inert fill materials? Mr Smithyman responded that it was not a complicated arrangement. Due to the angle of the slope, it was possible to use a butyl liner or a suitable clay material to act as a barrier
- It was queried why drainage arrangements had failed to work effectively in the past and therefore what assurance could be provided that the revised plans would work. Mr Parton indicated that the problem was not easy to resolve as it was water running down the local roads as well as the fields and the existing design was inadequate to address these problems. It required a major engineering solution to resolve them. Mr Smithyman added that he suspected that the Hydro-break was a site-specific solution within the existing site boundary which did not take into account the surrounding water system. This proposal included an over-engineered design to tackle all aspects of local flooding.

In the ensuing debate, the following points were made:

- The local councillor commented that the site was located above a principal aquifer in a Source Protection Zone and needed to comply with the Water Framework Directive to protect drinking water as well as being close to a watercourse. The EA considered that the site was of high sensitivity and the landfill site was a threat of leakage to the water supply and any proposals should seek to improve matters. The site lies within the West Midlands Green Belt. The applicant had made it clear that this quarry could not be worked independently from Wildmoor Quarry. The increased size of the water attenuation scheme meant that much of the site could not be returned to Grade 3A agricultural use. The replacement of sand with inert materials had been the source of the flooding in the area. The aquifer was entirely reliant on rainfall and the EA had stated that the restoration of the site would further reduce infiltration due to the

formation of domed land form, allowing free drainage off the surface. Concerns about the water environment had still not been addressed and conditions relating to highways drainage had yet to be determined and there were concerns about the monitoring of seepage from the site. The proposal would have a negative impact on Lower Madeley Farmhouse in particular and the quality of the surrounding agricultural land. The Farmhouse had sandstone foundations which would be negatively impacted upon if work continued on the quarry site. The close proximity of this quarry would negatively impact on a neighbouring resident who suffered from chronic asthma. There were four residential properties which were considered high level receptor points in terms of susceptibility to change. The junction of Money Lane with Sandy Lane was an accident cluster site. Lorries would be crossing high flows of traffic to turn right, with the problem recurring on the return journey from Wildmoor Quarry in an area with increased traffic. There would be double the number of vehicle movements compared to the original Chadwich Lane Quarry. The EA continued to have concerns about the impact on ground water of this application and had suggested a number of conditions in relation to ground water monitoring. The EA continued to maintain that if the natural geology of 162 AOD was demonstrated, a properly engineered geological barrier of this specification would be required and this was not referred to in the application. The EA considered that it was not acceptable that there was no separation of the inert fill materials and the underlying strata by an engineered barrier. The soakage basin would need to be separated from the inert materials by a suitable impermeable material to prevent leachate infiltration. The EA have maintained that the need for an Environmental Permit which had not happened. The application would result in unacceptable intensification of development in the Green Belt area already weakened by excessive quarry development and landfill operations. The number of proposed conditions associated with this application made it unviable. She therefore requested that permission be refused

- Concern was expressed about the impact of the increased lorry movements from this proposal on the Money Lane/Sandy Lane junction with a potential increase in accidents. Money Lane was

used for access to the county waste transfer station and as a consequence was a very busy junction. It was therefore disappointing that proposals had not been put forward to improve the junction. The representative of the County Highways Officer responded that Money Lane was an A road and carried a significant number of vehicles, including HGV movements. This proposal would increase the number of HGV movements by 60 per day in each direction which was a significant increase but Money Lane was considered suitable with a 7.3 metre wide carriageway and a centre line. The access onto the site off Money Lane had suitable visibility splays. The junction with Sandy Lane had been designed to full standards with the appropriate visibility splays in both directions, and an acceleration and deceleration lane which was important given that HGVs would be pulling away from the junction at a slow speed. The junction had previously had a poor accident rate but that had not been the case in recent years. It was considered that the increase in vehicle movements could be accommodated on the road network and in particular at that junction. A crucial issue when a number of vehicles were right-turning at a junction was that the visibility to the right was adequate and at this location, the HGV drivers would be able to see and know when it was safe to pull out

- The increase in slow moving fully-loaded HGVs turning right from Money Lane onto Sandy Lane and needing to cross two lanes of traffic and the filter lane was a concern given the speed of traffic in the locality. The representative of the County Highways Officer commented that the important aspect was that this junction met the required visibility standards. The representative of the Head of Planning and Transport Planning added that HGVs would be exporting sand and importing inert material to the site. There were 60 vehicle movements in total with a minimum 20 HGV movements taking sand to Wildmoor. However, some of the inert material might be travelling from the direction of the Motorway. It should also be noted that the Planning Inspector had previously considered that the junction was acceptable
- With reference to professional experts including the County Highways Officer, the Head of Planning and Transport Planning had addressed concerns raised by objectors

- It would appear that the flooding issues experienced at Lower Madeley Farmhouse were not necessarily associated with the landfill operations at Chadwich Quarry. It was also clear that the highways ditches had not been operating correctly to disperse the water. The applicant had sought expert hydrological advice and produced what he termed an over-engineered solution. This solution would appear to resolve not just the drainage issues associated with the site but also improve flooding issues in the general locality. There was no objection from the local flooding authority and any concerns raised by the EA had been addressed within the proposed conditions
- The raw materials required for the housing building industry in the county needed to be sourced from local areas and there was a Government requirement to maintain a 7 year landbank which demonstrated the need for this application to support the economy of the county. Sand and gravel could only be accessed where it existed. Appropriate locations were limited within the county which increased the importance of this location. Any concerns about the location of the site within the Green Belt had been undermined by Government Policy which supported such activity as long as it was restored afterwards. Previous restoration operations in the locality had proved that the applicant was willing to do that
- It was queried why the option of a conveyer belt between the batching plant and the Quarry had not be considered to reduce the number of vehicle movements and thereby reduce emissions. Richard Parton responded that the conveyor belt could only be used for the transfer of sand from the site. To cover the distance required, the cost of a conveyor belt would be astronomically expensive especially as it needed to cross under or over a main road, not to mention land ownership issues. It would be unviable and would also have a negative visual impact
- Whilst recognising the concerns expressed about the increased traffic at the Money Lane/Sandy Lane junction, based on the advice of the County Highways Officer, they did not provide sufficient reason to refuse permission. The representative of the County Highways Officer responded that the access arrangements for the previous quarry had been along Chadwich Lane and Bonfire Hill which were far less acceptable than the proposed access arrangements

- It was clear that the condition which necessitated the sheeting of vehicles would address the concerns about dust emissions
- Would it be possible to impose a condition to allow the flood mitigation measures to be reviewed after two years of operation to ensure that they were adequate and if they were not, the scheme could be amended. The representative of the Head of Planning and Transport Planning confirmed that both the Council's Planning Monitoring and Enforcement Officer and the EA would be monitoring the site. It was important to note that the proposed conditions relating to the water environment included a ground water monitoring scheme which would ensure that the aquifer was safe, with a management and maintenance scheme in perpetuity. That scheme would inform the Council what measures were in place to monitor the site. There was also a five-year aftercare period during which both the Council and the EA would be monitoring the scheme and assess any measure that might be needed to rectify any issues with the scheme. There was also a proposed condition not to commence phase 2 of the development until officers were satisfied (in consultation with technical experts) that the drainage lagoon was operating as envisaged. There was a proposed condition which indicated that if seepage occurred, action would need to be taken to resolve it
- The applicant had given a clear indication that he was happy to do everything possible to address the concerns of local residents and comply with the numerous conditions associated with the permission. Officers had indicated that they were satisfied that the road network could cope with the additional vehicle movements. Permission should therefore be granted
- In the long term, it would be beneficial if the HGVs accessing the site were hydrogen-powered
- The local councillor commented that although HGV drivers had clear sight lines when turning right from Money Lane onto Sandy Lane, Sandy Lane was a fast-moving road and there was a danger that traffic would build up behind these vehicles. In addition, she queried how it would be possible to ensure that drivers stuck to the designated route.

RESOLVED that, having taken the environmental information into account, planning

permission be granted for proposed sand quarry, infilling the void using inert materials only, restoration of the land to agricultural use together with new access, landscaping and associated works on land adjacent to former Chadwich Lane Quarry, Chadwich Lane, Bromsgrove, Worcestershire, subject to the following conditions:

Commencement

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission;
- 2) The operator shall provide written notification to the Mineral Planning Authority within five working days of:
 - i. The date of commencement of the development hereby approved;
 - ii. The date of commencement of soil stripping operations in any phase;
 - iii. The date of commencement of mineral extraction operations in any phase;
 - iv. The date of completion of mineral extraction operations in any phase;
 - v. The date of commencement of infilling operations in any phase; and
 - vi. The date of completion of infilling operations in any phase;

Time Limits

- 3) All mineral extraction operations shall cease and the site shall be restored in accordance with the approved restoration scheme as required by Condition 60) of this permission before 31 December 2037. Should mineral extraction operations cease before this date, the Mineral Planning Authority shall be notified in writing within 1 month of mineral extraction operations ceasing;

Approved Plans

- 4) The development hereby approved shall be carried out in accordance with the details shown on submitted Drawings Numbered: KD.CHL.003, dated November 2020; KD.CHL.005, dated October 2020; KD.CHL.007, dated February 2020; KD.CHL.008A, dated November 2020; P412/101B, Rev B, dated 28

August 2005; SA1994/02A, Rev B, dated 30 June 2020; SA1994/07, Rev B, dated 20 June 2020; SA1994/03, dated September 2005; SA1994/01, except where otherwise stipulated by conditions attached to this permission;

Extraction Boundary

- 5) No mineral extraction shall take place outside the limit of the extraction boundary shown on the Drawing Numbered: KD.CHL.005, dated October 2020;

Waste Acceptance

- 6) No waste materials other than those defined in the application, namely construction, demolition and excavation wastes shall be imported to the site for infilling and restoration purposes;

Phasing

- 7) Notwithstanding the submitted details, no soil stripping operations shall take place until a scheme, setting out in detail the phased working and contiguous restoration of the site, has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;

Working Hours

- 8) Except in emergencies, no operations authorised by this permission, including the running of any plant or machinery, shall take place within the site outside the hours of 07:30 to 16:30 hours Mondays to Fridays, inclusive. There shall be no operations on the site at any time on Saturdays, Sundays, Bank or Public Holidays. The Mineral Planning Authority shall be informed in writing within 48 hours of an emergency occurrence that would cause working outside the stipulated hours;

Haul Road, Traffic, Highway Safety and Public Rights of Way

- 9) No development shall take place until details of the junction, including visibility splays between the proposed haul road and Money Lane, as shown on Drawing Numbered: P412/101B, Rev B have been submitted to and approved in writing by the Mineral Planning Authority. The haul road shall not be brought

into use until that junction has been constructed in accordance with the approved details. The approved junction, including visibility splays, shall be retained for the duration of the development;

10) No soil stripping operations shall take place until the first 15 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material;

11) No soil stripping operations shall take place until the haul road and access have been constructed in accordance with a specification to be submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;

12) Access to and from the site shall only be gained via the haul road and access onto Money Lane as shown on Drawings Numbered: SA1994/02A, Rev B, dated 30 June 2020 and P412/101B, Rev B, dated 28 August 2005;

13) Any hedgerows removed to create the haul road shall be reinstated on completion of the development. Within 6 months of the commencement of the development hereby approved, details of the species to be planted shall be submitted to the Mineral Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

14) Any work to be undertaken to trees that flank the haul road shall only be undertaken by a tree surgeon approved in writing by the Mineral Planning Authority;

15) No mud, dust or debris shall be deposited on the public highway;

16) No development shall commence until a Construction Environmental Management Plan (CEMP) for Highways has been submitted to and approved in writing by the Mineral Planning Authority in consultation with Highways England. The approved CEMP for

Highways shall be implemented as approved and adhered to throughout the mineral extraction and restoration phases of the development hereby approved;

17) All loaded vehicles entering and leaving the site shall be sheeted to prevent dust emission and spillage of materials on to the public highway;

18) No soil stripping operations shall take place until details of wheel cleaning equipment to be installed at the site has been submitted to and approved in writing by the Mineral Planning Authority. The approved equipment shall be installed prior to the commencement of vehicles using the haul road and retained until the completion of the restoration of the site. The haul road shall be kept clean and free of mud and other debris at all times until the completion of the restoration of the site;

19) Notwithstanding the submitted details, no soil stripping operations shall take place until details of the Public Rights of Way crossing, including the signage to be installed to alert users of the haul road of the Public Rights of Way crossing has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;

Reception Area

20) Within 3 months of the commencement of the development hereby approved, details of the siting, design and external appearance of the proposed buildings, site reception area and any hardstanding for vehicle parking and maintenance, together with proposals for their landscaping and screening, shall be submitted to the Mineral Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Boundary Treatment

21) Details of any new fences, walls and other means of enclosure shall be submitted to the Mineral Planning Authority for approval in writing prior to being erected. Thereafter the

development shall be carried out in accordance with the approved details;

Depth of Working

22) No excavation of minerals as part of the development hereby approved shall take place below the base level extraction depth of 162 metres AOD, as described in the Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry: Hydrogeological Risk Assessment Review'; Document Ref: 67454 TN3, dated March 2020;

23) A topographical survey of the site shall be carried out during the 12th month of extraction operations and shall be provided to the Mineral Planning Authority within two months of the survey date. Thereafter, the survey shall be carried out annually and supplied to the Mineral Planning Authority within two months of the survey date. Supplementary topographical surveys shall be undertaken upon the written request of the Mineral Planning Authority and supplied to the Mineral Planning Authority within two months of a written request. The survey shall be at a scale of 1:1250, with all levels related to Ordnance Datum. The following information shall also be included:

- i. The extent of land open for quarrying or undergoing restoration; and
- ii. The bench and floor levels;

Water Environment

24) No development shall commence until a scheme for groundwater monitoring has been submitted to and approved in writing by the Mineral Planning Authority, and thereafter implemented in accordance with the approved details. The scheme shall include pre, during and post extraction monitoring of the existing onsite monitoring boreholes identified in the Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry: Hydrogeological Risk Assessment Review'; Document Ref: 67454 TN3, dated March 2020, groundwater monitoring locations, methods, frequency and nature of all (parameters to be monitored) sampling, a programme detailing frequency and duration of monitoring along with reporting and details of how and when the

monitoring data and the scheme itself shall be reviewed to assess if any impacts are occurring, and methods and analysis for investigating the causes of these changes and for remediating them;

25) If monitoring results from the approved water monitoring scheme as required by Condition 24) of this permission provides evidence of any adverse risk of deterioration to groundwater flows and quality, extraction of mineral on site shall cease until a programme to investigate and implementation of effective alternative options are put in place to avoid and remedy impacts, with criteria for the review of success and failure of any remediation works, to the satisfaction of the Mineral Planning Authority, in consultation with the Environment Agency, to remedy and ensure compliance with the approved scheme. This scheme shall include for methods and analysis for investigating the causes of these changes and for remediating them, and monitoring the success and failures of any remediation works carried out;

26) No soil stripping operations shall take place until a scheme for the provision and implementation of a surface water regulation system, including the use of Sustainable Drainage Systems (SuDS), has been submitted to and approved in writing by the Mineral Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall be based on that proposed in Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry Extension: Surface Water Management Scheme', Document Ref: 67454 TN2, dated March 2020. The scheme shall include measures to ensure that infiltrating water would be treated so that it is of sufficient quality prior to entering the soakage basin. The soakage basin shall be separated from the imported inert fill materials by a suitable impermeable barrier. Thereafter, the development shall be carried out in accordance with the approved details;

27) Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases

and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank, vessel or the combined capacity of interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents, gauges and sight glasses shall be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank or vessel overflow pipe outlets shall be detailed to discharge downwards into the bund;

28) No soil stripping operations shall take place until detailed design drawings for surface water drainage, including the detailed design and construction details of the highway ditches located along the southern side of Chadwich Lane and eastern side of Harbours Hill, as shown on Figure 4.4 'Restored Site design' of the Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry Extension: Surface Water Management Scheme', Document Ref: 67454 TN2, dated March 2020, the soakaway basin, as shown on Drawing Numbered: KD.CHL.003, dated November 2020, and associated assets that shall connect the highway ditches to the soakaway basin have been submitted to and approved in writing by the Mineral Planning Authority. The scheme shall outline measures to ensure that the soakaway basin provides sufficient storage capacity based upon established infiltration rates. Thereafter the development shall be carried out in accordance with the approved details;

29) No mineral extraction shall take place within Phase 2, as shown on Drawing Numbered: KD.CHL.005, dated October 2020, until details and results of field percolation tests undertaken at multiple locations across the base of the soakaway basin, that demonstrates to the satisfaction of the Mineral Planning Authority that the permeability of the soil at that level is equal to or exceeds the assumed permeability in the calculations set

out in the Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry Extension: Surface Water Management Scheme', Document Ref: 67454 TN2, dated March 2020. If the soil permeability is less than was assumed in the calculations, then an amended soakaway basin design and a timetable for its construction shall be submitted to the Mineral Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

30) No mineral extraction shall take place within Phase 2, as shown on Drawing Numbered: KD.CHL.005, dated October 2020, until the soakaway basin as shown in Drawing Numbered: KD.CHL.003, dated November 2020, and associated assets that shall connect the highway ditches to the soakaway basin have been constructed to the satisfaction of the Mineral Planning Authority;

31) No soil stripping operations shall take place until a monitoring scheme to monitor any significant seepage into the soakaway basin via its sides has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details;

32) Should the monitoring scheme required by Condition 31) of this permission identify significant seepage into the soakaway basin, an amended soakaway basin design, taking into account baseflows in the calculations and a timetable for its construction shall be submitted to the Mineral Planning Authority for approval in writing. Thereafter the development shall be carried out in accordance with the approved details;

33) No soil stripping operations shall take place until the improvements to the highway ditches located along the southern side of Chadwich Lane and eastern side of Harbours Hill adjacent to the application site have been carried out in accordance with the detailed design drawings for surface water drainage, as required by Condition 28) of this permission;

34) No soil stripping operations shall take place until a Sustainable Drainage System (SuDS) Management and Maintenance Scheme, which shall include details on future management responsibilities, maintenance schedules for all SuDS features including any proprietary treatment devices, highway ditches located along the southern side of Chadwich Lane and eastern side of Harbours Hill, as shown on Figure 4.4 'Restored Site design' of the Stantec UK Ltd, 'Technical Note: Chadwich Lane Quarry Extension: Surface Water Management Scheme', Document Ref: 67454 TN2, dated March 2020, the soakaway basin, as shown on Drawing Numbered: KD.CHL.003, dated November 2020, and associated assets that shall connect the highway ditches to the soakaway basin, for their management and maintenance in perpetuity has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter the development shall be carried out in accordance with the approved details;

35) All vehicles shall be stored and maintained on the hardstanding provided under Condition 20) of this permission;

Lighting

36) Details of any lighting to be installed at the site shall be submitted to the Mineral Planning Authority for approval in writing prior to being erected. These details shall include:

- i. Height of the lighting posts;
- ii. Intensity of the lights;
- iii. Spread of light in metres (Lux plan);
- iv. Any measure proposed to minimise the impact of the lighting or disturbance through glare;
- v. Any measures to minimise the impact of lighting upon protected species and habitats; and
- vi. Times when the lighting would be illuminated;

Thereafter, the development shall be carried out in accordance with the approved details;

Noise

37) No soil stripping operations shall take place

until a Noise Management Plan has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme;

38) The noise attributable to mineral operations from the site, measured at the nearest noise sensitive properties used as dwellings, shall not exceed 52dB LAeq 1-hour;

39) During the removal of soils and superficial deposits and the creation of any screen mounds or restoration works, the noise limit at the nearest sensitive properties used as dwellings shall not exceed 70dB LAeq 1 hour for a period of up to 8 weeks in any calendar year. Prior written notice of at least 5 working days, being Mondays to Fridays inclusive, shall be given to the Mineral Planning Authority of the commencement and the duration of such operations;

40) In the event of complaints regarding any suspected breach of the noise criteria set out in Conditions 38) and 39) of this permission, noise monitoring shall be undertaken in accordance with a scheme to be submitted to and approved in writing by the Mineral Planning Authority;

41) No mineral extraction shall take place until the formation of the bunds as shown on Drawing Numbered: KD.CHL.005, dated October 2020 have been constructed to a level as to provide noise attenuation to achieve the noise criteria set out in Conditions 38) and 39) of this permission;

42) All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specifications at all times, and this shall include the fitting and use of silencers. Except for maintenance purposes, no machinery shall be operated with its covers either open or removed;

43) All mobile plant, machinery and vehicles (excluding delivery vehicles which are not owned or under the direct control of the

operator) used on the site shall incorporate white noise reversing warning devices;

Dust

44) No soil stripping operations shall take place until a Dust Management Plan has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme;

45) Notwithstanding the provisions of Condition 44) of this permission, the following measures shall be undertaken to suppress dust emissions on the site arising from all operations, including vehicular movements, mineral extraction, infilling operations and restoration:

- i. The provision of a water bowser and spraying units which shall be used at all times when there is a risk of dust arising from operations at the site;
- ii. All plant vehicles shall have upward facing exhausts to ensure that emissions are directed away from the ground; and
- iii. There shall be a maximum speed limit of 10mph within the site;

Geological Feature

46) The area between Points B and C identified in Figure 1 of the 'Madeley Heath Pit SSSI: An Assessment of the potential impact of the proposed Haul Road on the Pleistocene deposits of Special Scientific Interest', dated June 2016 (with revisions August 2017) shall be protected during operation of site, any restoration of the haul road and post extraction to ensure the protection and conservation of the nationally important channel feature;

Archaeology

47) No development shall take place until a programme of archaeological work, including a Written Scheme of Investigation, has been submitted to and approved in writing by the Mineral Planning Authority. The scheme shall include an assessment of significance and research questions and:

- i. The programme and methodology of site investigation and recording;
- ii. The programme for post investigation assessment;
- iii. Provision to be made for analysis of the site investigation and recording;
- iv. Provision to be made and timetable for publication and dissemination of the analysis and records of the site investigation;
- v. Provision to be made and timetable for archive deposition of the analysis and records of the site investigation; and
- vi. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation;

Thereafter, the development shall be carried out in accordance with the approved details;

Ecology and Biodiversity

48) Notwithstanding the submitted details, within 6 months of the commencement of the development hereby approved a Biodiversity Method Statement for restoration of semi-natural habitats on site shall be submitted to the Mineral Planning Authority for approval in writing. The Biodiversity Method Statement shall include the following:

- i. The purpose and objectives for the proposed works;
- ii. Detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used, the proposed new soakaway basin profile and species lists for planting schemes);
- iii. The extent and location of proposed works and restoration shown on appropriate scale maps and plans, including application of a metric to demonstrate measurable net gain;
- iv. A timetable for implementation, demonstrating that restoration works are aligned with the proposed phasing of quarrying activity;
- v. Persons or organisation responsible for

- vi. **implementing the restoration works;
A plan for the initial aftercare, remedial measures and long-term maintenance and monitoring of restored semi-natural habitats;**

Thereafter, the development shall be carried out in accordance with the approved details;

49) No development shall take place until a Construction Environmental Management Plan (CEMP) for Biodiversity has been submitted to and approved in writing by the Mineral Planning Authority. The CEMP for Biodiversity shall include the following:

- i. **Risk assessment of potentially damaging quarrying activities;**
- ii. **Identification of “biodiversity protection zones”;**
- iii. **Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during quarrying (may be provided as a set of method statements);**
- iv. **The location and timing of sensitive works to avoid harm to biodiversity features;**
- v. **Responsible persons and lines of communication;**
- vi. **The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;**
- vii. **Use of protective fences, exclusion barriers and warning signs.**

Thereafter, the development shall be carried out in accordance with the approved details;

50) None of the existing hedgerows and perimeter landscape planting shall be removed, other than as required to create the site access route as shown on Drawings Numbered: SA1994/02A, Rev B, dated 30 June 2020 and P412/101B, Rev B, dated 28 August 2005. All boundary hedgerows and planting shall be retained for the duration of the extraction and restoration operations and, thereafter, shall be retained as shown on Drawings Numbered: KD.CLH.005, dated October 2020 and KD.CHL.003, dated

November 2020. This shall include the retention of the existing hedgerow running north to south along the boundary between the application site and the restored Chadwich Lane Quarry to the east for the duration of the development hereby approved. The operations hereby approved shall not occur within 3 metres of this hedgerow. Any hedgerow or landscape planting that dies or becomes diseased or damaged as a result of the development within the life of these operations shall be replaced within the next planting season with species to be approved in writing by the Mineral Planning Authority;

Soil Handling and Storage

- 51) All topsoil and subsoil shall be permanently retained on site and used in restoration. All available soil forming materials shall be recovered during excavation to achieve restoration of the site;
- 52) Restoration to agriculture shall be carried out in accordance with Appendix 4.4 'Soil Management Scheme – Chadwich Lane Quarry, Bromsgrove' and the restoration scheme as required by Condition 60) of this permission. Before any topsoil is placed, the area shall be subsoiled with a heavy duty subsoiler. Such treatment shall ensure that within the subsoil:
- i. There is no material injurious to plant life;
 - ii. There is no rock, stone, boulder or other material capable of preventing or impeding normal agricultural or land drainage operations including subsoiling;
 - iii. There is no wire rope, cable or other foreign objects;
 - iv. There is a level but un-compacted surface suitable to receive topsoil; and
 - v. All stones and other materials in excess of 100 mm in any dimension which are likely to obstruct cultivation in the agricultural afteruse shall be picked and removed from the site;
- 53) No operations involved in soil replacement and cultivation treatments shall be carried out,

except when the full volume of soil involved is in a sufficiently dry soil moisture condition to minimise soil damage and to maximise the effects of the subsoiling operations;

54) Topsoil, subsoil and soil making material shall only be stripped when they are in a dry and friable condition;

55) There shall be no stockpiling of any material above original ground levels except for the landscape bund shown on Drawing Numbered: KD.CHL.005, dated October 2020;

56) All topsoil, subsoil and soil forming materials shall be stored in separate bunds which:

- i. Shall be constructed with only the minimum amount of soil compaction to ensure stability and so shaped as to avoid collection of water in surface undulations;
- ii. Shall not be traversed by heavy vehicles or machinery except where essential for the purposes of mound construction or maintenance;
- iii. Shall not be subsequently moved or added to until required for restoration;
- iv. Shall have a minimum 3 metre stand-off buffer of undisturbed ground around each storage mound;
- v. Shall only store topsoil on like textured topsoil and subsoil on like textured subsoil;
- vi. Topsoil bunds shall not exceed 3 metres in height and subsoil (or subsoil substitute) bunds shall not exceed 5 metres in height; and
- vii. Shall, if continuous bunds are used, have dissimilar soils separated by a third material previously approved in writing by the Mineral Planning Authority;

57) No plant or vehicles shall cross any area of unstripped soil or subsoil, except where such trafficking is essential for the purposes of undertaking permitted operations. Essential traffic routes shall be marked in such a manner as to give effect to this condition. No part of the site shall be excavated, traversed or

used as a road for the stationing of plant or buildings or for the storage of subsoil, overburden, waste or mineral deposits, until all available topsoil has been stripped from that part. The exceptions are that topsoil may be stored on like topsoil and subsoil may be stored on like subsoil;

- 58) All areas of the site and all topsoil, subsoil, soil forming material and overburden mounds shall be kept free from agricultural weeds. Cutting, grazing or spraying shall be undertaken to control plant growth and prevent the production of seed and subsequent spread of agricultural weeds onto adjoining land;

Restoration

- 59) No soil stripping operations shall take place until details of the seed and tree mix to be used on the landscape bunds have been submitted to and approved in writing by the Mineral Planning Authority. The approved details shall be fully implemented prior to the commencement of mineral extraction;
- 60) Notwithstanding the submitted details, within 6 months of the commencement of the development hereby approved, a detailed restoration scheme for the site, including the extended haul road, access onto Money Lane and site reception area shall be submitted to the Mineral Planning Authority for approval in writing. The detailed restoration scheme shall include final contour levels, with all levels related to Ordnance Datum and shall ensure the land is free from ponding and capable of receiving an effective artificial under-drainage system. Thereafter, the development shall be carried out in accordance with the approved scheme;
- 61) The extended haul road and reception buildings shall be removed, the access onto Money Lane shall be restored in accordance with Condition 60) of this permission, and any plant that is no longer operational shall be removed from the site within 12 months of the completion of restoration within the extraction area;

- 62) Topsoil shall be evenly re-spread on the site in accordance with the restoration scheme as required by Condition 60) of this permission to achieve a minimum depth of 300mm;
- 63) Only low ground pressure machines shall work on re-laid topsoil or subsoil to replace and level topsoil. Topsoil shall be lifted onto subsoil by equipment that is not standing on re-laid topsoil;
- 64) Re-spread topsoil shall be rendered suitable for agricultural cultivation by loosening and ripping;
- 65) In the event that the winning and working of minerals ceases prior to the achievement of the completion of the approved restoration scheme referred to in Condition 60) of this permission which, in the opinion of the Mineral Planning Authority constitutes a permanent cessation, a revised scheme, to include details of restoration and aftercare, shall be submitted to the Mineral Planning Authority for approval in writing within 6 months of the cessation of the winning and working of minerals. The revised scheme shall be fully implemented within 12 months its approval in writing by the Mineral Planning Authority or such revised timescale as shall be determined by the Mineral Planning Authority;

Aftercare

- 66) The land within the application site shall undergo aftercare management for a 5-year period. Prior to any area being entered into aftercare the extent of the area and its date of entry into aftercare shall be agreed in writing with the Mineral Planning Authority;
- 67) Within 6 months of the commencement of the development hereby approved, an outline aftercare scheme shall be submitted to the Mineral Planning Authority for approval in writing. Such a scheme shall specify the steps which are to be taken to bring the land up to the required standard for the land uses shown on the restoration scheme, as required by Condition 60) of this permission. These steps shall include the following:

- i. Control of invasive species;
- ii. Timing and pattern of vegetation establishment;
- iii. Cultivation practices;
- iv. Management of soil, fertility and weeds;
- v. Drainage;
- vi. Irrigation and watering;
- vii. A timetable for undertaking the aftercare scheme; and
- viii. The establishment of an aftercare working group comprising of the operator, the Mineral Planning Authority and ecological specialists including a timetable for frequency of meetings. The working group shall assess and review the detailed programmes of aftercare operations and the setting out of actions for subsequent years having regard to the condition of the land, progress on its rehabilitation and necessary maintenance.

68) A Detailed Aftercare Scheme shall be submitted to the Mineral Planning Authority for approval in writing, not later than three months prior to each of the aftercare working group meetings, as required by Condition 67) of this permission. The scheme shall elaborate on the Outline Aftercare Strategy as required by Condition 67) of this permission, and shall include a programme of aftercare operations and management to be carried out in the forthcoming year; a review of the previous years' aftercare operations and management; confirm which steps specified in the Outline Aftercare Strategy shall be carried out as originally intended; and include any modifications to the approved Outline Aftercare Strategy proposals. Thereafter, the development shall be carried out in accordance with the approved details in accordance with the approved timetable, or as amended in consultation with the Mineral Planning Authority following each aftercare working group meetings;

Permitted Development Rights

69) Notwithstanding the provisions of Class L of Part 7 and Class A and Class B of Part 17 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015

(as amended) (or any order revoking, re-enacting or modifying that Order), no fixed or mobile plant, machinery, buildings, structures, erections or private ways shall be erected, extended, installed, rearranged, replaced or altered within the site without the approval of the Mineral Planning Authority;

Other Matters

- 70) Materials imported to the site for infilling and restoration shall not be subsequently removed from the site;
- 71) There shall be no crushing, screening, sorting or processing of any waste materials on the site;
- 72) No processing or treatment of mineral shall take place on the site;
- 73) The site shall not be open to the general public for commercial purposes;
- 74) No materials shall be burned on the site;
- 75) No skips shall be stored on the site;

Local Liaison

- 76) No development shall commence until a scheme that sets out measures for liaison arrangements with the local community has been submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the approved scheme shall be implemented for the duration of the development hereby approved; and

Planning Permission

- 77) A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the duration of the development and shall be made known to any person(s) given responsibility for management or control of activities/operations on the site.

1070 Planning application made under

The Committee considered a planning application made under Section 73 of the Town and Country Act 1990 (as amended) to vary condition 5 (operational hours) of planning permission ref: 18/000016/CM, at Croome

Section 73 of the Town and Country Act 1990 (as amended) to vary condition 5 (operational hours) of planning permission ref: 18/000016/CM, at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire (Agenda item 6)

Farm, Croome D'Abitot, Severn Stoke, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site, consultations and representations.

The report set out the Head of Planning and Transport Planning's comments in relation to Traffic and Highway Safety, Historic Environment, Ecology and Biodiversity, Landscape and Visual Impact, Residential Amenity and Other Matters - Economic Impact.

The Head of Planning and Transport Planning concluded that Condition 5 of planning permission Ref:18/000016/CM stated:

"The development hereby approved shall only operate between the hours of 09:00 to 17:00 Mondays to Fridays with no operations including shredding and chipping on Saturdays, Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 09:00 to 17:00 on Mondays to Fridays and between the hours of 09:00 to 13:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays".

The applicant was seeking to amend to condition to state:

"The development hereby approved shall only operate between the hours of 08.00 to 16:00 Mondays to Fridays with no operations including shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08:00 to 16:00 on Mondays to Fridays and between the hours of 10:00 to 16:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays"

The applicant stated the change in operating hours was required in order to address the increasing popularity of the waste management service provided by the applicant (increase in Saturday working hours). It would also allow contractors who shred the green waste to commence work earlier, as at the moment they arrived at site at 08.00 hours but then could not start until 09.00 hours. The applicant also stated it would allow their operational hours to synchronise with that of their principle supplier, Severn Waste Services / Mercia Waste Management who operated Worcestershire's Household Recycling Centres and the transport system that supported them. The applicant stated by amending the operating hours of

the composting site to 08.00 hours would mean that loads could be collected from Household Recycling Centres and delivered to the application site for 08.00 hours. The change in Saturday hours would also enable further processed material (compost) to be removed from the site, which was important to ensure the flow of product from the site was maintained.

In terms of traffic and highways safety, the County Highways Officer had no objections to the proposal subject to the imposition of the relevant extant conditions.

Based on the advice of Historic England and the National Trust, it was considered that this application would not have an unacceptable impact on the historic environment, subject to the imposition of an appropriate landscaping condition.

Based on the advice of Worcestershire Wildlife Trust and the County Ecologist, it was considered that this application would not have an unacceptable impact on ecology and biodiversity at the site or on the surrounding area, subject to the imposition of an appropriate landscaping condition.

Based on the advice of the County Landscape Officer, it was considered that this application would not have an adverse or detrimental impact upon the character and appearance of the local area, subject to the imposition of appropriate extant conditions, including an appropriate landscaping condition.

Based upon the advice of the County Public Health Practitioner, Malvern Hills District Council, Worcestershire Regulatory Services and the EA, it was considered that this application would have no adverse impacts on residential amenity or that of human health and wellbeing, subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning had considered the views of consultees, including those from Worcestershire Regulatory Services, County Highways and the EA and was satisfied that the proposal was in accordance with the development plan, subject to the imposition of appropriate conditions.

Taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 14 and WCS 15 of the Adopted Worcestershire

Waste Core Strategy and Policies SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 8, SWDP 12, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 28, SWDP 29, SWDP 30 and SWDP 31 of the Adopted South Worcestershire Development Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The representative of the Head of Planning and Transport Planning introduced the report and proposed the addition of a condition that "There shall be no storage of any imported green waste or processed compost outside the area of the hardstanding". This had been a condition on the original permission but had not been transferred across into this permission in error.

Phil Troughton and Andrew Troughton were present at the meeting on behalf of the applicant to answer any technical questions.

In the ensuing debate, the following points were made:

- A local councillor commented that mixed views had been expressed locally about the proposed change of hours of operation at the site. He was concerned that the earlier weekday start time would bring additional traffic onto the narrow local roads and in particular clash with the vehicle movements of Aston Coaches as well as other companies who resided on the site. The exit and egress proposals from the southern exit and the requirement for Rebecca Road to only be used in times of emergency was welcomed. He requested that the applicant maintained a log of vehicle movements on site, available for inspection by the Council's monitoring officer. Drivers travelling west on the A4104, should be reminded by the operator of the need to drive safely through the village of Baughton. As well as Severn Waste, other smaller operators used the site and they needed to be reminded by the operator to use the correct entrance to the site
- A local councillor indicated he supported the application as it was a minimal change to existing hours of operation. 98% of the waste transported to the site originated from Hill and Moor Landfill site and the logical route for vehicles accessing this site was along local A roads through Defford. The only school vehicles travelling during the earlier weekday start time would be taking

children from Strensham to Defford. The vehicles using the northern entrance to the site represented about 2% of overall traffic and tended to be local in nature. It was appropriate to insist upon access from the southern entrance

- In response to a query, the representative of the Head of Planning and Transport Planning commented that local residents had expressed concern about the impact on residential amenity and the impact on the National Trust. These views did not represent the views of the Natural Trust
- Notwithstanding the concerns of a local councillor, the proposed changes to existing arrangements were minimal and the application should be approved
- How would the applicant ensure that vehicles used the correct site entrance? Andrew Troughton responded that there would be increased signage on site including at the entrance and exit points. Infringements in the past had tended to be as a result of human error therefore the key aspect to emphasise was the education of drivers. He was happy to keep a log of vehicle movements. Where breaches of these arrangements occurred, he would speak directly with the operators to address the issue. Phil Troughton added that there had not been a breach of these arrangements by Severn Waste vehicles. Breaches had been by third party companies where new drivers had relying on a SatNav for direction.

RESOLVED that planning permission be granted for the carrying-out of development pursuant to planning permission reference number 18/000016/CM, without complying with condition 5 of that permission to amend the operating hours, at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire, subject to the following conditions:

Approved Plan

- 1) The development hereby permitted shall be carried out in accordance with the approved drawing titled: "Croome Composting Proposed and Existing Access and Site Plan", which was submitted to the County Planning Authority on 26 August 2020;

Throughput

- 2) The annual throughput of material through the site shall be limited to a maximum of 17,000 tonnes per annum and records shall be kept

and made available to the County Planning Authority on written request for the duration of the operations on the site;

Vehicle Access

- 3) Vehicle access and egress to and from the site shall be from Church Lane (C2105), which is located to the south of the development hereby approved shown as "Route A" on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)";
- 4) Vehicle access to the site from Airfield Lane (C2056), which is located to the north of the permitted composting area, as shown on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)", shall only be used during emergencies, which includes extreme flooding where the permitted southern access route, shown as "Route A" is impassable;
- 5) When commercial vehicles are exiting the site on to Church Lane (C2105) to access the Local Road Network, they shall turn left towards the A4104. A sign shall be erected at the site within 28 days of the date of this permission directing commercial vehicles exiting the site to turn left towards the A4104;
- 6) Notwithstanding the submitted details, within 3 months of the date of this permission, an updated Traffic Management Plan shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Operating Hours

- 7) The development hereby approved shall only operate between the hours of 08.00 to 16.00 Mondays to Fridays with no operations including crushing, pulverising, shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08.00 to 16.00 on Mondays to Fridays and between the hours of 10.00 to 16.00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays;

Compost Arrangements

- 8) The compost shall only be applied to land in the applicant's ownership as shown on the drawing titled: "Plan showing land in the applicants' ownership", which was submitted to the County Planning Authority on 21 September 2012;**
- 9) There shall be no sale of compost from the site;**
- 10) There shall be no fires lit and no wastes burnt on the site;**
- 11) The maximum height of windrows and all stockpiles associated with the permitted operations shall not exceed 4 metres in height and a height bar(s) shall be erected and maintained on the site for the duration of the composting operations on the site;**
- 12) No skips or containers shall be stored on the site;**
- 13) If composting activity on the site ceases within three months of the site ceasing to operate, the weighbridge and office shall be removed and the site restored in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority;**

Landscape Plan

- 14) Within 6 months from the date of this planning permission, or the first planting season (whichever is sooner) landscaping shall be carried out at the site in accordance with the drawing titled "Croome Composting Landscape Plan", which was submitted to the County Planning Authority on 9 July 2018, and 'Section 4 Proposed landscaping' of the document titled "Landscaping Plan For The Extension Of Windrow Composting Site Croome Farm, Severn Stoke, Worcestershire", dated June 2018, which was submitted to the County Planning Authority on 7 June 2018. For the purposes of Section 4, references to the plan attached at Appendix 1 of the document shall be treated as referring to the drawing titled "Croome Composting Landscape Plan", which was submitted to the County Planning Authority on 9 July 2018;**

Lighting

- 15) There shall be no external lighting associated with the proposal;

Pollution Control

- 16) The composted material shall be restricted to green waste materials as defined in the Environmental Permit from the Environment Agency;

- 17) The development hereby approved shall be carried out in accordance with the document titled: "Croome Composting Site - Odour Management Plan", dated September 2016. The Management Plan shall be maintained for the duration of operations on site and the associated written records shall be kept for the inspection by the County Planning Authority on request for the duration of operations on the site;

Noise

- 18) All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specifications at all times, and shall be fitted with and use fully operational silencers;

Planning permission

- 19) A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the period of the development and shall be made known to any person(s) given responsibility for management or control of activities/operations on the site; and

- 20) There shall be no storage of any imported green waste or processed compost outside the area of the hardstanding.

1071 Proposed waste wood recycling and expansion of existing composting facility at Croome Farm,

The Committee considered a proposed waste wood recycling and expansion of existing composting facility at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire.

The report set out the background of the proposal, the proposal itself, the relevant planning policy and details of the site, consultations and representations.

**Croome
D'Abitot, Severn
Stoke,
Worcestershire
(Agenda item 7)**

The report set out the Head of Planning and Transport Planning's comments in relation to the Waste Hierarchy, Location of the development, Traffic and Highways Safety, Historic Environment, Ecology and Biodiversity, Landscape and Visual Impact, Residential Amenity, Water Environment including Flooding and Other Matters – Economic impact and Human Rights Act 1998.

The Head of Planning and Transport Planning concluded that the Croome Composting facility was an existing 'recycling' facility as defined in the Worcestershire Waste Core Strategy and the proposed extension would enable the management of green waste to be diverted from landfill (disposal) moving waste up the waste hierarchy. Furthermore, the Head of Planning and Transport Planning considered that as the proposed development would also involve the processing and bulking up of wood waste in preparation for transfer and subsequent recycling by specialist operators it would comply with the objectives of the waste hierarchy, helping towards achieving sustainable waste management.

The Head of Planning and Transport Planning considered that there would be strong justification for locating a relatively small expansion of an existing open windrow composting operation to include waste wood recycling on a former airfield by virtue of the demonstrable benefits of the location, including the suitability of the concrete base for the composting, subject to conditions and the site's distance from sensitive receptors. The Head of Planning and Transport Planning was, therefore, satisfied that the principle of the location of the development had already been established and that the proposal was considered to be consistent with the objectives and Policies WCS 3 and WCS 6 of the Waste Core Strategy.

In terms of traffic and highways safety, concerns raised regarding control of the existing northern access and the safety of the proposed southern access had been reviewed by the County Highways Officer, who had no objections to the proposal. It was considered that a condition should be imposed to limit the northern access to an emergency access, and for primary access to be from the southern access point only. This condition would also require a sign to be erected at the site directing drivers to exit the site to the south and to turn left towards the A4104. Subject to the imposition of this condition, and conditions limiting the operational hours, restricting the throughput of waste material and requiring an updated Traffic Management Plan, the Head of Planning

and Transport Planning considered that the proposal would be acceptable in terms of traffic and highways safety.

The Head of Planning and Transport Planning considered that as the proposal would move waste up the waste hierarchy, increasing the amount of waste material that could be recycled, the public benefits of the proposal outweighed the less than substantial harm to the heritage asset. Based on the advice of the District Conservation Officer, Historic England, the County Landscape Officer, the Garden Trust, the National Trust, and the County and District Archaeologists, it was considered that the proposed development would not have a detrimental impact upon heritage assets subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning considered that the proposal would not have an unacceptable adverse impact on ecology and biodiversity at the site or on the wider area subject to the imposition of conditions relating to drainage, timing of the demolition of buildings and structures to avoid the bird breeding season, installation of bird and bat boxes and a statement of conformity.

Based on the advice of the County Landscape Officer, the Head of Planning and Transport Planning considered that the proposed development would not have an unacceptable impact upon the character and appearance of the local area.

Based on the advice of the County Public Health Practitioner, EA and Worcestershire Regulatory Services, the Head of Planning and Transport Planning considered that the proposal would have no adverse impact on residential amenity or that of human health, subject to the imposition of appropriate conditions.

The Head of Planning and Transport Planning considered that the proposal would not have an unacceptable adverse impact on the water environment or flooding, subject to the imposition of appropriate conditions.

Taking into account the provisions of the Development Plan and in particular Policies WCS 1, WCS 2, WCS 3, WCS 6, WCS 8, WCS 9, WCS 10, WCS 11, WCS 12, WCS 14 and WCS 15 of the Adopted Worcestershire Waste Core Strategy and Policies SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 8, SWDP

12, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 28, SWDP 29, SWDP 30 and SWDP 31 of the Adopted South Worcestershire Development Plan, it was considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

The representative of the Head of Planning and Transport Planning introduced the report and added that the noise assessment had taken account of the impact on neighbouring properties.

Phil Troughton and Andrew Troughton were present at the meeting on behalf of the applicant to answer any technical questions.

In the ensuing debate, the following points were made:

- A local councillor indicated that he supported the application. He was aware that Defford Parish Council did not support the application but that an odour assessment had been carried out which alleviated their concerns in this respect. The additional vehicle movements were not excessive. This would be a beneficial addition to the recycling facilities in the county. The removal of the building on site was welcomed. The nearest residential properties were 550 and 600 metres away from the site and the site was well screened
- A local councillor requested that members satisfied themselves that the issues raised by Severn Stoke Parish Council had been addressed. He welcomed the applicant's commitment to set up a log of vehicle movements. He requested that the neighbouring parish council clerks be provided with a contact telephone number to raise issues with the applicant. The representatives of the applicant agreed to establish a contact number accordingly
- It was queried why no reference was made to Class B waste in the report. The representative of the Head of Planning and Transport Planning responded that waste took on the lowest denominating category. Therefore if you had any Class B waste and combined it with Class C waste, it automatically became Class C waste. The waste that the applicant would be sorting would be Class A and Class B mixed with Class C waste
- In response to a query, the representative of the Head of Planning and Transport Planning

indicated that he was satisfied that the hardstanding on site was of a high standard. However, the EA had concerns about some cracks in the hardstanding and therefore under the Environmental Permit, an impermeable surface would be required. A condition had also been proposed should it be necessary

- All the concerns expressed by local residents had been addressed with a significant number of conditions. The application pushed waste up the waste hierarchy thereby avoiding landfill and therefore the application should be approved.

RESOLVED that planning permission be granted for a proposed waste wood recycling and expansion of existing composting facility at Croome Farm, Croome D'Abitot, Severn Stoke, Worcestershire, subject to the following conditions: -

Commencement

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission;

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the approved drawings titled: "Croome Composting Site Plan August 2020 Ref (PT 1.3)"; "Croome Composting Location Plan (Ref PT1.5)"; "Existing Block Plan August 2020 (Ref PT 1.6)", and "Croome Composting Emergency Routes Plan (PT2.1)", except where otherwise stipulated by conditions attached to this permission;

Throughput

- 3) The combined annual throughput of green waste to be processed by the development hereby approved, together with the existing site as shown on drawing titled: "Existing Block Plan August 2020 (Ref PT 1.6)" shall not exceed 20,000 tonnes in any one calendar year (January to December) and records shall be kept for the duration of the operations on the site, and made available to the County Planning Authority within 10 working days of a written request being made;

- 4) The amount of imported wood waste to be processed by the development hereby approved shall not exceed 5,000 tonnes in any one calendar year (January to December) with an on-site limit of 500 tonnes on site at any one time and records shall be kept for the duration of the operations on the site, and made available to the County Panning Authority within 10 working days of a written request being made;

Waste Acceptance

- 5) No wastes other than those defined in the application shall be brought onto the site, namely waste wood and green waste;

Storage

- 6) There shall be no storage of any imported green waste, wood waste or processed compost outside the area of the hardstanding;

Vehicles, Access

- 7) Vehicle access and egress to and from the site shall be from Church Lane (C2105), which is located to the south of the development hereby approved shown as "Route A" on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)";
- 8) Access to the site from Airfield Lane (C2056), which is located to the north of the development hereby approved, as shown on drawing titled: "Croome Composting Emergency Routes Plan (PT 2.1)", shall only be used during emergencies, which includes extreme flooding where the permitted southern access route, shown as "Route A" is impassable;
- 9) When commercial vehicles are exiting the site on to Church Lane (C2105) to access the Local Road Network, they shall turn left towards the A4104. A sign shall be erected at the site within 28 days of the date of this permission directing commercial vehicles exiting the site to turn left towards the A4104;
- 10) Notwithstanding the submitted details, within 3 months of the date of this permission, an updated Traffic Management Plan shall be

submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Boundary Treatment

- 11) Details of any new boundary fences, walls and other means of enclosure to be constructed at the site shall be submitted to the County Planning Authority for approval in writing prior to being erected. Thereafter the development shall be carried out in accordance with the approved details;

Construction Hours

- 12) Construction and demolition works shall only be carried out on the site between 08:00 to 18:00 hours on Mondays to Fridays inclusive, and 08:00 to 13:00 hours on Saturdays, with no construction or demolition works on Sundays, Bank or Public Holidays;

Operating Hours

- 13) The development hereby approved shall only operate between the hours of 08:00 to 16:00 Mondays to Fridays with no operations including crushing, pulverising, shredding and chipping on Saturdays and Sundays, Bank Holidays or Public Holidays with the exception of deliveries which can be made to and dispatched from the site between the hours of 08:00 to 16:00 on Mondays to Fridays and between the hours of 10:00 to 16:00 on Saturdays only, with no deliveries on Sundays, Bank Holidays or Public Holidays;

Compost Arrangements

- 14) The compost shall only be applied to land in the applicant's ownership as shown on the drawing titled: "Plan showing land in the applicants' ownership", which was submitted to the County Planning Authority on 21 September 2012;
- 15) No waste materials shall be accepted at the site directly from members of the public, and no retail sales of wastes or processed materials, including compost to members of the public shall take place at the site;

- 16) There shall be no fires lit and no wastes burnt on the site;
- 17) The maximum height of windrows and all stockpiles of material associated with the development hereby approved shall not exceed 4 metres in height and a height bar(s) shall be erected and maintained on site for the duration of the operations on the site;
- 18) Within 3 months of the date of this permission, details of any skips and containers to be stored on the application site, including their location and maximum stored height shall be submitted to the County Planning Authority for approval in writing. Thereafter, the development shall be carried out in accordance with the approved details;

Lighting

- 19) There shall be no external lighting associated with the proposal;

Pollution Control

- 20) The composted material shall be restricted to green waste material as defined in the Environmental Permit from the Environment Agency;
- 21) The development hereby approved shall be carried out in accordance with the document titled: "Croome Composting Site - Odour Management Plan", dated September 2016. The Management Plan shall be maintained for the duration of operations on site and the associated written records shall be kept for the inspection by the County Planning Authority on request for the duration of operations on the site;
- 22) All loads of waste materials carried on HGV into and out of the development hereby approved shall be enclosed or covered so as to prevent spillage or loss of material at the site or on to the public highway;

Drainage

- 23) No development shall commence until a scheme for the provision and implementation of a surface water regulation system for waste storage and processing areas, including the use of a sealed drainage system, sump or otherwise appropriate measures, has been submitted to and approved in writing by the County Planning Authority. Thereafter the development shall be carried out in accordance with the approved details;
- 24) There shall be no discharge of trade effluent, sewage effluent or contaminated drainage from the site into any ditch or watercourse;
- 25) Within 3 months of the development hereby approved details and a specification of any new and replacement hard surfacing within the application site shall be submitted to the County Planning Authority for approval in writing prior to being constructed. Thereafter the development shall be carried out in accordance with the approved details;
- 26) Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents, gauges and site glasses must be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/vessels, overflow pipe outlets shall be detailed to discharge downwards into the bund;

Noise

- 27) All vehicles, plant and machinery operated within the site shall be maintained in

accordance with the manufacturer's specifications at all times, and shall be fitted with and use fully operational silencers;

Ecology and Biodiversity

28) No demolition of buildings or structures which may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds' nests immediately before works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the County Planning Authority for approval in writing;

29) Ecological enhancement measures including bird and bat boxes shall be implemented in accordance with Section 5 of the Updated Ecological Assessment (2/Ph1Ecoass.doc, Wilder Ecology, October 2020). On implementation of these ecological enhancement measures, a Statement of Conformity shall be submitted to the County Planning Authority confirming successful implementation; and

Planning permission

30) A copy of this decision notice, together with all approved plans and documents required under the conditions of this permission shall be maintained at the site office at all times throughout the period of the development and shall be made known to any person(s) given responsibility for management or control of activities/operations on the site.

The meeting ended at 12.20pm.

Chairman