

Local Member	
Councillor P.E.B. Atkins, OBE and Councillor P.A. Hudson	Uttoxeter Rural Uttoxeter Town

Planning Committee 04 August 2022

Minerals County Matter

Application No (District): [SCC/21/0047/FULL-ES](#) (East Staffordshire)

Applicant: Aggregate Industries UK Ltd

Description Importation and temporary storage of limestone scalpings with the erection and use of an aggregate washing plant

Location: Uttoxeter Quarry, Spath, Uttoxeter, Staffordshire, ST14 5AP

Background/ Introduction

1. Uttoxeter Quarry has been operating under a series of permissions since 2001 and the current planning permission required the site to cease mineral extraction by 30 November 2016. However, the Planning Committee has approved an application to extend the cessation date to 30 November 2023, pending the completion of a Section 106 Legal Agreement (Section 106). The Section 106 is nearing completion, meanwhile sand and gravel extraction has continued and is expected to cease by the end of 2022. There is also a separate report on this Committee meeting agenda to consider a planning application to extend the mineral extraction area to the north ('the northern extension'), which if permitted would extend the life of the quarry for a further 2.5 to 3 years (ref. [SCC/21/0025/FULL-ES](#)). The applicant anticipates that if the northern extension is granted permission, then mineral extraction at Uttoxeter Quarry would cease by the end of 2025. For more details see 'Relevant Planning History' below).

2. This application is seeking temporary permission to import limestone scalpings from Cauldon Low Quarry and to process the scalpings with a new washing plant erected at Uttoxeter Quarry. The operations would cease when mineral extraction at Uttoxeter Quarry ends.

Site and Surroundings

3. Uttoxeter Quarry lies approximately 100m to the north of the A50 Trunk Road, south of which lies the town of Uttoxeter, approximately 1.5

kilometres away. Access to the quarry is via a private road which runs from the B5030 Rocester Road immediately to the west of the quarry.

4. The surrounding area is predominantly agricultural in nature and the quarry is bounded to the north by agricultural land with Cottonmill Farm and Leasowes Farm lying immediately to the south of the quarry. The proposed development for a new wash plant, would be situated within the western part of the quarry's operational plant area with the greater extent of the operational quarry lying to the east. The eastern boundary of the quarry is formed by the River Dove which is the boundary between the counties of Staffordshire and Derbyshire. Agricultural land lies to the east of the quarry. To the west beyond the B5030 lies the village of Stramshall and hamlet of Spath.
5. The nearest properties lie either side of the quarry's access, 'Riversmede' to the north, and 'Spath Farm' and 'Spath Cottage' lying to the south of the quarry entrance.

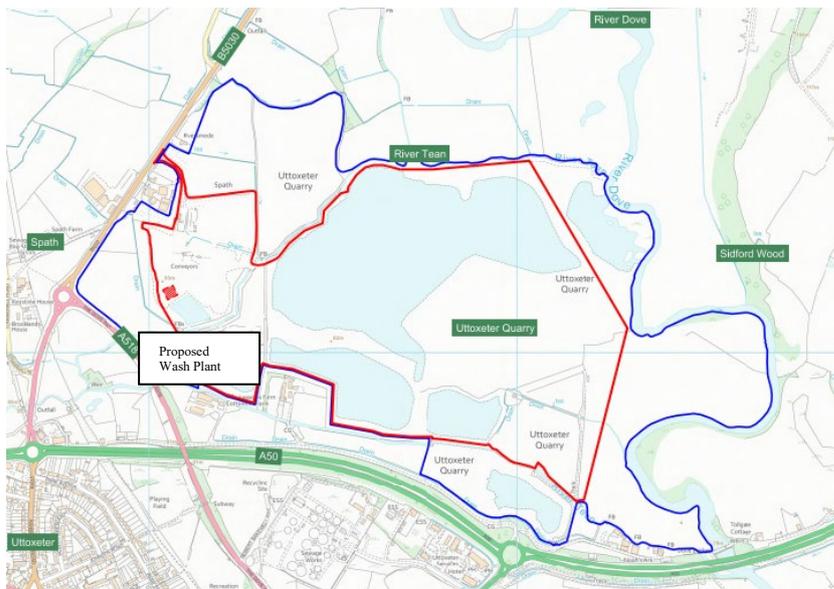


Figure 1 – Site Location Plan

Summary of Proposals

6. This application which is accompanied by an Environmental Statement (ES) relates to part of the 74-hectare quarry site outlined by the red line on Figure 1 - Site Location Plan above. The proposed wash plant is also indicated on Figure 1.
7. The application proposes to import 200,000 tonnes of limestone scalplings per year by heavy commercial vehicles (HCVs) from the applicant's hard rock quarry at Cauldon Low, about 13km to the north (18km by road). The scalplings would be stockpiled, then washed within a new wash plant and stored as a limestone product ready for sale to construction markets.

8. The breakdown of the HCV movements is as follows:
 - 16,200 HCV import movements per year (32,400 two-way HCV movements),
 - 59 arrivals and 59 departures per day (based upon a standard 275 working days per year)
9. A Transport Assessment (TA) accompanied the planning application which assessed a worst-case scenario. The TA had proposed the use of local roads and national highways for HCVs travelling between the quarries. Further information to update the TA has, however, since been received following a request made under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The further information relates to clarifications about HCV backhauling, the size of HCV vehicles and trip generation, and issues and options for traffic routing to minimise the impacts from traffic movements between the quarry at Cauldon Lowe and Uttoxeter Quarry; the further information was submitted following consultee comments that sought clarifications on highways and traffic matters, and the receipt of objections received through representations. In addition to the further information, the applicant has offered to accept a routing agreement that would be secured through a Section 106 Legal Agreement or Unilateral Undertaking in order to mitigate the impact on the communities of Ellastone and Wootton. A Section 106 Legal Agreement has now been drafted pending the Planning Committee's decision.
10. It is anticipated that HCVs delivering limestone scalpings would backhaul aggregate as far as possible to reduce mileage, reduce associated emissions and fuel costs. It is proposed that this would result in HCVs arriving at the site with unwashed limestone and then collecting either washed limestone, separated silt or site-won sand and gravel for onward transport to customers.
11. The new wash plant would be situated alongside other processing plant within the existing plant and stockpile area (Figure 2) and would operate between the following hours:
 - 07:00 and 18:00 Monday to Fridays (not including Bank or Public holidays); and
 - 07:00 and 13:00 Saturdays.

- Flood Risk and Drainage Strategy – Technical Appendix 2
- Planning Statement
- Location Plan
- Site Layout Plan
- Current and Proposed Water Management Plan

Further Information submitted in response to request under Regulation 25 of the Town and Country Planning (Environmental Impact Assent) Regulations 2017.

- Letter dated 13 April 2022
- Uttoxeter Highways Comments

The Applicant's Case

16. The applicant contends that Cauldon Low Quarry does not have a washing plant or silt lagoon to enable the on-site produced limestone scalpings to be washed on the site. It is also contended that storage of the scalpings at Cauldon Low Quarry poses operational difficulties as space is limited and the stockpiled scalpings that do exist restrict access to the underlying mineral that is permitted for future extraction leading to double handling to move the material to other parts of the site.
17. The ES has considered the alternatives to locating the proposed development at Uttoxeter Quarry as follows:
 - The applicant considers that the 'do nothing' option would lead to the limestone scalpings remaining unwashed and without processing, the scalpings are unsuitable as secondary aggregates for construction and infrastructure projects and would most likely be sent to waste recovery facilities for use in inert fill for which a charge would be incurred.
 - The applicant has considered alternative operational locations within Staffordshire and the West Midlands area in Aggregate Industries' ownership. The applicant concludes that Uttoxeter Quarry is the preferred location due to its close proximity to Cauldon Low Quarry and would minimise road mileage and associated carbon emissions. Other operational locations are considered less favourable as it would result in the scalpings being transported over greater distances and therefore, being less cost effective and unsustainable.

Relevant Planning History

18. Uttoxeter quarry has been operating since 2001 and a comprehensive list of

the planning permissions for Uttoxeter Quarry is provided in [Appendix 1](#)

Environmental Impact Assessment (EIA)

19. The findings of the ES (and the environmental further information subsequently received) are summarised in [Appendix 2](#).

Findings of Consultations

Internal

20. **Environmental Advice Team (EAT)** – no objections having reviewed the application documents in respect of landscape, tree protection, ecology, archaeology, the historic environment, and public rights of way.
21. **Highways Development Control** (on behalf of the Highways Authority) (HA) – no objections subject to a routing agreement being secured through a legal agreement and the proposed development being temporary to accord with the current end date for quarrying operations (December 2023). However, if an extension is granted, and the traffic management measures cause concern, Traffic Regulation Orders (TROs) may need to be considered in the future.
22. **Flood Risk Management Team** – no objections, subject to conditions to require the development being carried out in accordance with the Flood Risk and Drainage Strategy and the Current and Proposed Water Management Document, and the mitigation measures detailed within these documents:
23. **Planning Regulation Team** – no objections subject to design details of the wash plant being provided.

External

24. **East Staffordshire Borough Council** - no objections.
25. **East Staffordshire Borough Council (Environmental Health) (EHO)** - no objections and commented that they are satisfied that the proposed controls should be adequate to minimise noise disturbance and unacceptable levels of dust.
26. **Uttoxeter Rural Parish Council** – objects. The Parish Council objections are summarised below:
- The volume of HCV traffic which would have an adverse impact on an already congested highway network within the Parish including traffic associated with JCB and Alton Towers Theme Park at peak times.
 - Quarry vehicles would try to avoid congested areas and the use of village roads would increase.

- c) Currently, drivers use neighbouring villages as a rat-run (Crakemarsh, Stramshall, Beamhurst), to avoid existing congestion.
- d) The operation is likely to compound issues and the Parish are aware that no policing of roads and weight limits occur. If drivers are on time limits to deliver, they will find the quickest way through neighbouring villages.

27. **Wootton Parish Council** – objects. The Parish Council objections are summarised below:

- a) Effect of HCV traffic along the route between Caudon Low and Spath through the villages of Wootton, Mayfield and Ellastone:
 - Unsuitable roads for HCVs
 - Impact on two bridges – Ellastone and Hudford
 - Effect on highway surface
 - Effect on other highway users including pedestrians
 - Effect on junction – B5030 with A50 roundabout
- b) Alternative option to process material at Caudon Quarry should be pursued.

28. **Ellastone Parish Council** – objects. The Parish Council objections are summarised below:

- a) The effect from HCV traffic on local communities between Caudon and Uttoxeter Quarry and neighbouring communities, particularly Wootton.
- b) Contend that the Traffic Assessment is misleading.
- c) Increase in HCV traffic travelling through nearby villages would be significant (severe).
- d) Question proposal to back haul which would not involve transporting mineral to Caudon Low Quarry.
- e) Local roads are not suitable for HCV traffic (narrow roads, difficult bends, bridges and junctions).
- f) Effect of HCVs on Ellastone Conservation Area.
- g) Proposal should involve using 'A' roads (not 'B' roads).

29. **Denstone Parish Council** – objects. The Parish endorses the comments made by Ellastone Parish Council.

30. **Mayfield Parish Council** – objects. The Parish Council objections are summarised below:
- a) There is no explanation of how long 'temporary' might be (the applicant has a track record of applying to extend the lifetime of operations at its sites);
 - b) The transportation of limestone from one quarry to another over an 18km distance is not a justifiable proposition or compatible with sustainability to decrease the level and impact of carbon emissions;
 - c) HGVs would pass through a number of rural villages between Caudon and Uttoxeter causing pollution (noise, emissions), and contributing to overall degradation of road surfaces and verges;
 - d) The application makes no effort to establish how their operations might minimise the inevitable negative environmental impacts on residential communities;
 - e) Attention has not been given to the 'Alternatives', far more thought should be given to confining all necessary activity to one site.
31. **Environment Agency (EA)** - no objections having reviewed the environmental information (Flood Risk Assessment) and concur that the proposed plant will lie in flood zones 1 or 2 and therefore have no objections on fluvial flood risk grounds. The EA comment that the proposal is within an existing area identified for stockpiling and processing, as such there will be no change to the flood risk situation as already covered by the original planning application for the processing plant.
- The EA further comment that the limestone scalplings are a waste bi-product of the mining process and therefore the washing of these can be controlled by an Environmental Permit, and that there are two existing Environmental Permits for activities at Uttoxeter Quarry:
- Ref. EAWML 103654 (SR2010No12 Treatment of waste to produce soil, soil substitutes and aggregate), and
 - EAWML 102387 (S0908 No 8: Management of inert or extractive waste at mine).
- The EA advise that neither Environmental Permit appears to cover the processing activity of washing the limestone scalplings, including the discharge of the effluent from the washing process and recommend that the applicant seeks Advanced (paid for) Pre-App advice to vary the relevant permit, before any of these activities commence.
32. **Natural England** – have not provided specific comments on the proposals but have provided generic advice.

33. **Canal and River Trust** – advised that the proposed development lies close to the restoration line of the Uttoxeter Canal and recommended that the Caldon and Uttoxeter Canals Trust be consulted. The Caldon and Uttoxeter Canals Trust was subsequently consulted but no comments have been received.
34. **National Highways** – no objection, but recommended conditions having reviewed the environmental information. The recommended conditions are intended to control traffic movements on the trunk road network and output from the quarry as follows:
- Total number of vehicles associated with import and export of limestone should not exceed a 5-day average of 118 HCV two-way movements per day (59 in and 59 out) – Monday to Friday.
 - Total quantity of mineral exported from the quarry as a whole (including proposed northern extension), not exceeding 600,000 tonnes, which includes 400,000 tonnes of current mineral operations and 200,000 tonnes of limestone in any 12-month period.
35. **Western Power Distribution** – have provided details of their electricity/WPD Surf Telecom apparatus in the vicinity of the proposed development and have provided guidance on requirements for safe working procedures.
36. **Cadent Gas** – have provided details of their apparatus in the area which does not indicate the presence of assets within the site development area.

Publicity and Representations

37. Site notice: YES Press notice: YES
38. 23 neighbour notification letters were sent out and 48 representations have been received. Objections have also been received from the Local Member for the area (Cllr P. Atkins, OBE), JC Bamford (JCB), The Alton Towers Estate and JE Greenhall Ltd and from residents along the route between the two quarries. The representations are summarised below:

Local Member (Cllr Philip Atkins, OBE) – The Local Member questions the temporary nature of the proposals in context of the life of the quarry which has been extended since being granted planning permission, and the need for new plant as the existing apparatus should be taken down when finished with. The lack of assessment is questioned of how extra HGV traffic would be accommodated at Hudford Bridge, Ramshorn, Toll Gate at Wootton both on the C3 or on Ellastone level at the B5030/A50 junction which would lead to additional traffic hold-ups and higher carbon emissions. It is commented that additional HCV traffic will add to an existing problem which will only add pressure over the years to the potential damage to property and the highway at Wootton and Ellastone and extend the queues of traffic on the Rocester Corridor. In summary, Cllr Atkins objects on the grounds that there is no

finite end to the works, no consideration given to potential off-site highway damage, no consideration to traffic hold-ups leading to additional carbon emissions, no screening of additional apparatus which should be taken down within the lifetime of the application.

JC Bamford (JCB) – The Environmental Statement (ES), is flawed in that it does not consider the transportation of limestone scalpings from Cauldon Low Quarry to the application site and should have been subject to environmental impact assessment. It is considered inconsistent with a requirement for JCB to assess the route between Kevin Quarry and their headquarters in respect of a planning application dealt with by the County Council, which resulted in a requirement for JCB to enter into a Section 106 agreement to provide a routing plan [Note: a Section 106 Legal Agreement has subsequently been prepared to control the routing of the traffic.]

Concern is raised in relation to potential routes that could be used by HCVs and to narrow stretches of highway and road safety issues through the village of Alton (Conservation Area), in terms of noise, vibration, visual effects, severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, road / pedestrian safety, air pollution, dust and dirt and impact on heritage assets and the character and appearance of the conservation area. Similar concerns are raised for the villages of Ellastone and Wootton. JCB questions whether the development constitutes sustainable development.

Alton Towers Estate – concern is raised to HCV traffic through the village of Alton that could affect the traffic flow into and out of the Alton Towers resort causing severe congestion at peak times.

JE Greenhall – concern is raised on highways and amenity grounds. The application fails to provide for sustainable development, will add unnecessary additional trips of HCVs on roads/ junctions and will create environmental and amenity impacts in rural countryside areas with dust, emissions, vibration and noise. The proposed development is unnecessary and can be located at Cauldon Low Quarry or in a more sustainable location. The application is contrary to policy 4 of the Minerals Local Plan for Staffordshire.

Residents along the route between the quarries:

- A better solution would be to have a washing facility at Cauldon Low Quarry.
- Increased traffic movements through local villages including Ellastone, Wootton, Ramshorn and Rocester and potential impacts to pedestrians, cyclists and horse riders using Class B and C roads with narrow footpaths and pinch-points, and impacts from traffic noise, vibration and dust;
- Inadequacy of local roads and their condition to cater for HCVs and

dangers negotiating dog-leg junctions, blind bends and bridges on the B5417 and B5032 and the potential for congestion.

- Suggestion that a better route be considered – A52 to A515, then A50 to Uttoxeter.

39. The applicant submitted further information in relation to the Environmental Statement to address issues raised during the initial consultation and this further information was publicised in accordance with [Regulation 25](#) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As well as posting additional site notices and advertising a notice in the press, neighbour re-notification letters were sent. Two further representations have been received, one from a member of the public withdrawing their objection, and one from JC Bamfords solicitors (Hill Dickinson), confirming that the objection would be resolved subject to a S106 agreement being secured for the routing of HCV traffic between the quarries along the A52, A515, A50 and B5030 (“the Specified Route”).

The development plan policies (and proposals) and the other material planning considerations relevant to this decision

40. National Planning Practice Guidance – Determining planning applications - [How must decisions on applications for planning permission be made?](#) explains that:

‘To the extent that development plan policies are material to an application for planning permission the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application or appeal. This includes the presumption in favour of development found at [paragraph 11 \[not 14 as stated\] of the \[National Planning Policy\] Framework](#). If decision takers choose not to follow the National Planning Policy Framework, where it is a material consideration, clear and convincing reasons for doing so are needed.’

41. [Appendix 3](#) lists the development plan policies (and proposals) and the other material planning considerations, relevant to this decision.

Observations

42. Having given careful consideration to the application, environmental and other information, including the environmental information subsequently received, consultee comments and the representations received, the relevant development plan policies and the other material considerations, referred to

above, the key issues are considered to be:

- Minerals and waste planning policy considerations and other material planning considerations
- Site-specific development plan policy considerations and other matters raised by consultees or in representations.
- Need for the Section 106 Legal Agreement

Minerals and waste planning policy considerations and other material planning considerations

Maximising the best use of mineral resources

43. Strategic Objective 1 of the Minerals Local Plan for Staffordshire (the provision of minerals to support sustainable economic development) states:

'to support sustainable economic development, the provision of minerals will:

- aim to achieve an acceptable balance between the steady and adequate supply of minerals and the impact of mineral operations on local communities and the environment.
- so far as is practicable, take account of the contribution that substitute, or secondary and recycled material can make as an alternative to primary minerals; and
- ensure that important economic mineral resources are not needlessly sterilised.'

44. The National Planning Policy Framework (NPPF) generally supports sustainable development and recognises the importance of minerals as an important element of economic growth. For example, paragraph 209 states that:

'It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs'

45. The NPPF paragraph 210 promotes that planning policies should:

'... (b) so far as practicable, take account of the contribution that substitute, or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously.

'... (f) set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the

natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality.

'...(h) ensure that worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place'.

46. The Staffordshire and Stoke on Trent Joint Waste Local Plan (WLP) (Waste as a resource - Policy 1.1 (general principles)) promotes the principal that waste is a resource and seeks to encourage the diversion of waste away from landfill and supports waste development which manages waste higher in the 'waste hierarchy'. It sets out that permission for new development of new waste management facilities will be granted where the applicant can demonstrate that the proposal accords with the principles listed below:
- i. Waste is minimised;
 - ii. Waste is used as a resource, including the formation of waste synergies, for example through the creation of resource recovery parks;
 - iii. The proposals represent the most sustainable option for management of waste as high up the "waste hierarchy" as feasible (Refer to Appendix 4: The Waste Hierarchy);
 - iv. Protection of human health and the environment.
 - v. Unacceptable adverse impacts, including cumulative effects, should be avoided and adverse impacts minimised and mitigated as part of the proposals;
 - vi. The overall (economic, social and environmental) benefits outweigh any material planning objections.
47. WLP Policy 2.3 (Broad locations) requires waste management facilities to be located:
- ...as close as possible to where the waste arises to reduce the need to transport waste great distances;
48. Commentary: The applicant has sought to support an economic argument that promotes the proposed development. The applicant contends that Cauldon Low Quarry does not have a washing plant or silt lagoon to enable the on-site produced limestone scalplings to be washed on site and that the storage of the scalplings at that quarry poses operational difficulties due to space being limited, and that stockpiled scalplings that do exist restrict access

to the underlying mineral that is permitted for future extraction leading to double handling on site. In addition, the applicant has stated that a 'do nothing' option would lead to the limestone scalpings remaining unwashed and without processing, the scalpings are unsuitable as secondary aggregates for construction and infrastructure projects and would most likely be sent to waste recovery facilities for use as inert fill for which a charge would be incurred. The applicant has also considered alternative operational locations within Staffordshire and the West Midlands area in Aggregate Industries ownership and has concluded that Uttoxeter Quarry is the preferred location due to its close proximity to Cauldon Low Quarry.

49. The contribution that the re-use of minerals waste (limestone scalpings) would make to the supply of materials is supported in minerals policy terms and would maximise its value both practically and economically in promoting its use in lieu of primary aggregates.
50. In respect to waste planning policy, waste would be minimised in that it would be recycled and achieve a more sustainable option in the management of waste higher up the 'waste hierarchy'. The limestone scalpings would be transported 18km by road and although it would be desirable to recover the waste as close as possible to where it arises to reduce the need to transport waste great distances, the waste limestone scalpings would in any event be transported off the Cauldon Low Quarry site and in that respect, there would be no greater or lesser impact than the development proposals present.
51. Conclusion: Having regard to the minerals and waste planning policies and guidance referred to above, it is reasonable to conclude that in principle the proposals accord with planning policy and guidance and would aid and support economic growth, would maximise the use of a reserve/ waste, and would improve the management and extraction of permitted reserves at Cauldon Low Quarry. The relevant site-specific impacts and related planning policy considerations are discussed below.

Ancillary development

52. Policy 4.6 of the Minerals Local Plan for Staffordshire states:

'Proposals for ancillary development within or near to a mineral site will be assessed in accordance with this policy and where planning permission is granted, it will be limited to the duration of the mineral site.'

And the reasons for this policy are set out in paragraph 7.45 which states that:

'... Any proposals will be regarded as ancillary development where the principal purpose of the ancillary development would be any purpose in connection with the operation of the mineral site; the treatment,

preparation for sale, consumption or utilisation of minerals won or brought to the surface at that mineral site, or the storage or removal from the mineral site of such minerals, their products or waste materials derived from them. Policy 4 requires that ancillary development should be limited to the duration of the mineral site and that the impacts of proposed development will be assessed in accordance with Policy 4.'

53. Commentary: The principle of ancillary development at quarries is well established and appropriate ancillary development often constitutes 'permitted development'. Planning permission has previously been granted at the quarry for ancillary development to import, stockpile and process waste glass (25,000 tonnes per year - 20 daily vehicle movements) to produce recycled aggregate blended with on-site derived mineral (ref: [ES.11/10/524 MW](#) dated 06 January 2012). The principle is not dissimilar, however, in this case, most of the limestone scalplings would be washed at Uttoxeter Quarry as a single product with a proportion of the washed limestone to be mixed with site-won sand and gravel in order to provide flexibility and a saleable product for customers. Vehicle movements would be significantly greater than that related to the waste glass permission which expired on 30 November 2016.
54. As explained in the Introduction earlier, the current planning permission required the site to cease mineral extraction by 30 November 2016. However, the Planning Committee has approved an application to extend the cessation date to 30 November 2023, pending the completion of a Section 106 Legal Agreement ('the 2016 Section 106'). The 2016 Section 106 is nearing completion, meanwhile sand and gravel extraction has continued and is expected to cease by the end of 2022. Therefore, the recommendation is that the 2016 Section 106 is completed so that the planning permission can be issued before the limestone scalplings permission is issued.
55. The site-specific impacts of the development are presented later, but in terms of an ancillary development on the site, it would be short term and would be limited to the duration of the mineral site.
56. The new wash plant would be situated adjacent to existing plant within the quarry and would operate in conjunction with existing operations carried out at the quarry. As such, the proposed operations would be similar in nature to already permitted operations. The proposed development can be considered as ancillary to the permitted operations at the quarry, in that a proportion of the washed limestone may be blended with site-won sand and gravel and therefore, related to the treatment, preparation for sale, consumption or utilisation of minerals won or brought to the surface at Uttoxeter Quarry.
57. Conclusion: Having regard to the relevant site-specific policies, it is reasonable to conclude that the proposed development does constitute ancillary development. The site-specific development plan policy

considerations are discussed below.

Site-specific development plan policy considerations and other matters raised by consultees and in representations

58. Policy 4 of the Minerals Plan for Staffordshire in general seeks to minimise the impact of mineral development. Policy 4.1 states:
- ‘In assessing the impact of proposals for mineral development on people, local communities, and the environment, where relevant, the following environmental considerations will be taken into account (summarised as relevant):
- a) Noise
 - b) Air quality
 - e) Traffic on the highway network;
 - n) Water environment
 - p) Cumulative effects from a single site, or from a series of sites in a locality.
59. Policy 4.2 of the Minerals Local Plan for Staffordshire states that:
- ‘Where unacceptable adverse effects cannot be avoided, adequate mitigation should be demonstrated. As a last resort, where unacceptable adverse effects cannot be avoided or adequately mitigated, compensatory measures will be taken into account.’
60. Policy 4.3 of the Minerals Local Plan (Overall Assessment), states that:
- ‘Having assessed the impacts of the proposals for mineral development and the mitigation and / or compensatory measures, permission will only be granted where it has been demonstrated that there are no unacceptable adverse impacts on human health, general amenity and the natural and historic environment, or the material planning benefits of the proposals outweigh the material planning objections.’
61. Paragraph 211(b) of the National Planning Policy Framework (NPPF) seeks to:
- ‘ensure that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality’;
62. Commentary: In general, no objections have been raised by technical consultees to the proposed operations, subject to conditions. However,

concerns have been received from a Local Member for the area, the local Parish Council (Uttoxeter Rural), the neighbouring Parish Councils along the initial proposed route between the two quarries, Ellastone, Denstone, Wootton and Mayfield, and in the individual representations regarding the impact of traffic to be generated by the proposals. The comments remained mainly unchanged after a second round of consultation and notification to the further information submitted to update the Transport Assessment.

63. National Highways who are responsible for management of Trunk Roads have recommend conditions to control the number of traffic movements per day (59 in and 59 out), and to restrict the throughput of limestone scalplings to 200,000 tonnes per year.
64. Staffordshire County Council's Highways Development Control Team (on behalf of the Local Highway Authority) had initially requested further information to support the submitted Transport Assessment (TA). In reviewing the further information submitted to inform the TA, the Team recommended that HCV traffic routing is controlled and secured through the legal agreement which has been offered by the applicant.
65. The further information that was submitted by the applicant sought to address matters that had been raised by consultees and in representations received and included additional information addressing issues and options relating to traffic routing, a breakdown and analysis of trip generation and clarifications relating to vehicle sizes and opportunities for backhauling. The further information also offered acceptance to enter into a legal agreement to secure routing arrangements.
66. In terms of the temporary nature of the proposed operations (questioned by a Local Member), the applicant attests that the quarry currently has permission to continue mineral extraction until 30 November 2023 with restoration to be completed by 30 November 2025. Dependent upon the decision on the parallel planning application (SCC/21/0025/FULL-ES), for a northern extension to the quarry, if approved, this would extend the temporary period for the proposed operations by 2.5 to 3 years.
67. The main thrust of the representations relates to the impacts of HCV traffic movements using narrow roads, difficult bends and bridges along routes passing through local villages. In addressing the concerns, the applicant has offered to enter into a legal agreement to secure a routing plan that would control HCVs travelling to and from the wash plant via the A52, A515 and A50. The proposed route is provided in Figure 3 below.

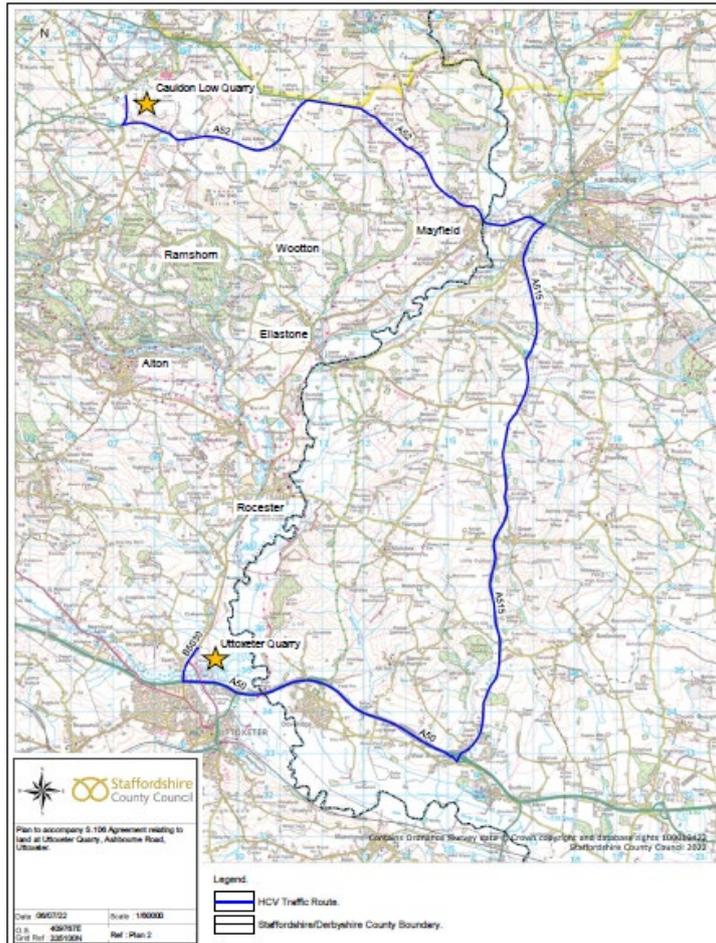


Figure 3 – Proposed Route for HCVs

68. The routing plan proposed by the applicant to be secured in a S106 does address the concerns raised by residents of Ellastone, Wootton and Rocester, and the Alton Towers resort as the proposed route would not pass through those villages. In respect to the village of Mayfield, the route would use the main A road (A52) through the village. The proposed change of route has resulted in a response from one resident withdrawing their objection and a response from JC Bamford who are minded to withdraw their objections subject to the routing plan being secured by a legal agreement.
69. Conclusion: Having regard to the site-specific development plan policies and the matters raised by consultees and representations referred to above, it is reasonable to conclude that, subject the conditions and Section 106 Legal Agreement recommended below, the proposed development would not give rise to unacceptable adverse effects.

Need for a Section 106 Legal Agreement

70. Paragraph 55 to the NPPF explains that:

'local planning authorities should consider whether otherwise

unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition’.

71. Paragraph 57 explains states:

‘Planning obligations must only be sought where they meet all of the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.’

72. These are also legal tests by virtue of the [Community Infrastructure Levy Regulations 2010 \(regulation 122\)](#). The 2010 Regulations also prevent the use of a planning obligation to fund infrastructure if a Community Infrastructure Levy (CIL) has been adopted in the area ([regulation 123](#)). East Staffordshire Borough Council have not yet adopted a CIL Community Infrastructure Levy (CIL).

73. Commentary: It is recommended that the following undertakings to manage heavy commercial vehicle (HCV) routing on the public highway and driver behavior be secured by a Section 106 Legal Agreement (S106). The reasons why the undertakings meet the tests referred to above are explained below:

- a) To follow the ‘specified route’ other than in case of emergencies (road closure etc);
- b) To display notices showing the ‘specified route’ on the development site;
- c) To instruct all drivers of vehicles (including any employees or contractors) accessing and/or egressing the development site to act in a considerate manner towards other road users and to avoid driving over roadside verges;
- d) To instruct all HCV drivers at regular intervals to use the Specified Route only (except in an emergency), to act in a considerate manner towards other road users and to avoid driving over roadside verges;
- e) To include a condition in contracts with HCV drivers to access and egress the development site in accordance with the Specified Route only (except in an emergency) to act in a considerate manner towards other road users and to avoid driving over roadside verges;
- f) To ensure any HCV driver who is found not to be using the Specified Route (except in an emergency situation), being subject to disciplinary

action (in so far as the law permits) to include:

- Verbal warning (first instance)
- Written warning and ban for three working days (second instance)
- Final written warning and ban for one month (third instance)
- Permanent ban (fourth instance)

These undertakings would ensure that HCVs accessing and/ or egressing the application site would do so via the 'specified route' and in a manner that would not lead to adverse environmental impacts, in accordance with the MLP (Policy 4) and the NPPF (Section 9).

74. Conclusion: Having regard to the policies and guidance referred to above, it is reasonable to conclude that the undertakings within the proposed Section 106 Legal Agreement are necessary; directly relate to the development; and are fairly and reasonably related in scale and kind to the proposed development.

Overall Conclusion

75. Overall, as an exercise of judgement, taking the relevant up-to-date development plan policies as a whole and having given consideration to the application, the supporting and environmental information, including the information subsequently received, the consultee comments, the representations and the other material considerations, all referred to above, it is reasonable to conclude that the proposed development accords with the development plan and as such represents sustainable development, and there are no clear and convincing reasons to indicate that the application for planning permission should not be permitted.

Recommendation

Permit the proposed development for the importation and temporary storage of limestone scalpings with the erection and use of an aggregate washing plant subject to:

- a) The applicant first completing the Section 106 Legal Agreement to allow the 2016 planning permission ref. ES.16/15/524 MW to be issued.
- b) The applicant and all other persons with a relevant interest in the land (for the purposes of Section 106 of the Town and Country Planning Act 1990) signing a Section 106 Legal Agreement - the heads of terms to include those listed below; and,
- c) Conditions including those listed below.

The **Section 106 Legal Agreement** heads of terms to include:

1. Not to permit or allow Heavy Commercial Vehicles (HCVs) accessing and/or egressing the Development other than in accordance with the Specified Route (except in case of emergencies);
2. To display notices at the Land showing the Specified Route;
3. To instruct all drivers of vehicles (including any employees or contractors) accessing and/or egressing the development site to act in a considerate manner towards other road users and to avoid driving over roadside verges;
4. To instruct all HCV drivers at regular intervals to use the Specified Route only (except in an emergency), to act in a considerate manner towards other road users and to avoid driving over roadside verges;
5. To include a condition in contracts with HCV companies to access and egress the development site in accordance with the Specified Route only (except in an emergency) to act in a considerate manner towards other road users and to avoid driving over roadside verges;
6. Any HCV driver who is found not to be using the Specified Route (except in an emergency situation), being subject to disciplinary action (in so far as the law permits) to include:
 - Verbal warning (first instance)
 - Written warning and ban for three working days (second instance)
 - Final written warning and ban for one month (third instance)
 - Permanent ban (fourth instance)

The conditions to include:

1. To define the permission with reference to documents and plans.

Commencement

2. To commence within 3 years of the date of the planning permission and to require notice of commencement of the development first being brought into use.

Waste Types

3. No waste material to be treated or stored at the Site other than limestone scalplings derived from Cauldon Low Quarry.

Dates for Cessation of Development, Restoration and Expiry of the Permission

4. To require the cessation of development to accord with the cessation of the winning and working of sand and gravel operations at the quarry.
5. To require the restoration of the Site to be completed no later than 12 months after the cessation of development which shall include the removal of all plant and associated equipment and stockpiles, and to accord with the approved Restoration and Aftercare Scheme for the Quarry.
6. To define the expiry of the permission to be when the restoration and aftercare of the Site has been completed in accordance with the latest approved Restoration and Aftercare Scheme for the quarry.

Detailed requirements

7. To require the submission of details of the washing plant and implementation of approved details.

Management of Site Operations

Hours of Operation

8. To limit the operation of the washing plant to:

07:00 and 18:00 Monday to Fridays (not including Bank or Public holidays); and,
07:00 and 13:00 Saturdays.

Importation of Limestone Scalpings

9. To limit the import of limestone scalpings to 200,000 tonnes per year.

Site Access and Traffic Movements

10. To limit HCV traffic movements to a maximum of 59 movements in and 59 movements out per full working day.
11. To define the access to be used by HCVs.
12. To require all HCVs to turn left when leaving the Site.
13. To require that no vehicle associated with the development leaves the Site whereby mud, dirt or deleterious material is deposited on the public highway.

14. To require loaded HCVs to be sheeted.

Environmental Management

Water Environment/Management

15. To require the development to be carried out in accordance with the Flood Risk and Drainage Strategy and the Current and Proposed Water Management Document.

Noise

16. To accord with existing noise limits for the Plant Site (extant planning permission).
17. To require non- intrusive reversing alarms to be used on vehicles and plant capable of using such alarms.

Air Quality and Dust

18. To accord with existing air quality and dust management measures for the Plant Site (extant planning permission)

Record Keeping

19. To require records of HCV movements, the quantities of limestone scalplings imported to the Site, the operating hours, and any complaints and remedial actions taken.

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The list of background papers for this report is available on request by email sent to planning@stafforshire.gov.uk.

Appendix 1 – Relevant Planning History

- [ES.23992/01](#) dated 05 June 2000 – for the winning and working of sand and gravel. This planning permission allowed the extraction of 4.8 million tonnes of sand and gravel over a period of 12 years (until 31 December 2012).
- [ES.05/10/524 M](#) dated 20 October 2005 – for change of use to permit the importation of 20,000 tonnes (approx) of as-dug sand and gravel for stockpiling, processing and subsequent sale over a temporary period of 12 weeks.
- [ES.05/13/524 M](#) dated 14 November 2005 – to not comply with conditions 6, 29 and 44 of planning permission ES.23992/01 to change the phasing method working from wet to dry and to revise the restoration of the site.
- [ES.06/29/524 M](#) dated 19 October 2006 – to erect 5 aggregate storage bays and to permit the importation of type 1 granite.
- [ES.06/31/524 M](#) dated 22 December 2006 – for installation of replacement sand plant.
- [ES.06/34/524 M](#) dated 23 April 2007 – for the erection of 5 aggregate storage bays, the importation, storage, and stockpiling of type 1 aggregate, building sand and bagged cement and direct sales off-site of aggregated, building sand, bagged cement and surplus topsoil.
- [ES.07/02/524 M](#) dated 19 February 2007 – for installation of additional office cabin
- [ES.08/02/524 M](#) dated 31 July 2009 – to extend Uttoxeter Quarry to the north to extract approximately 200,000 tonnes of sand and gravel.
- [ES.09/05/524 M](#) dated 23 December 2010 – to extend Uttoxeter Quarry (Dove extension), to extract approximately 3 million tonnes of sand and gravel with restoration to agriculture and water-based recreation and nature conservation.
- [ES.09/09/524 M](#) dated 29 October 2009 – for erection of 5 aggregate storage bays, the importation, storage and stockpiling of aggregates, building sand and bagged cement and surplus topsoils.
- [ES.11/10/524 MW](#) dated 06 January 2012 – to import, stockpile and process waste glass to produce a recycled aggregate.
- [ES.11/13/524 MW](#) dated 13 December 2011 – to vary conditions 1, 2, 8, 9, 10, 32, 38, 39 and 42 of planning permission ES.09/05/524 M.

- [ES.16/15/524 MW](#) – reported to County Council Planning Committee 16 December 2016 (Permitted subject to signing of S106 legal agreement – not yet completed)
- [SCC/21/0025/FULL-ES](#) – dated 20 August 2021 for a northern extension to Uttoxeter Quarry for the winning and working of sand and gravel with restoration to agriculture, water-based recreation and nature conservation, with the continued use of existing access, site offices, processing plant, silt lagoons and ancillary infrastructure. This application is to be reported to the Planning Committee at the same meeting as this report.
- A Section 106 Legal Agreement (S106) - dated 1 June 2000 accompanied the permission ref: ES.23992/01 and this included undertakings for off-site highway works in association with creation of an access onto the B5030 and extended aftercare for nature conservation afteruses.

[Return to Relevant Planning History](#)

Appendix 2: Summary of the findings of the Environmental Statement

Section 1 – Introduction

This section sets out the context of the planning application and provides details concerning the applicant and project team for the preparation of environmental statement (ES) and sets out the summary context of the application and site history.

Section 2 – Site Appraisal

This section describes the application site, its location and setting.

Section 3 – Description of Development

This section describes the proposed development to erect a wash plant at Uttoxeter Quarry and explains the operations involved in transporting limestone scalpings from Cauldon Low Quarry, the washing process, traffic movements, operating hours, employment and a summary for foul drainage and utilities.

Section 4 – Planning Policy Context

This section sets out relevant policy in the Development Plan which consists of the Minerals Local Plan for Staffordshire (2015 to 2030), the East Staffordshire Borough Local Plan (2012 – 2031) and Uttoxeter Neighbourhood Plan (2012 – 2031). Material considerations are referenced including the National Planning Policy Framework. Having regard to the proposals, the Development Plan and other material considerations, this section lists the key policy considerations for the

application.

Section 5 – Environmental Impact Assessment

This section explains the need for the environmental impact assessment and introduces the main environmental considerations for the proposals.

Section 6 – Alternatives

Whilst there is no requirement to consider alternatives, this section sets out the approach to consideration of alternatives to the proposal. It is concluded that the proposals, as submitted, represent the preferred option and a 'do nothing' option would result in the limestone scalplings remaining unwashed and their potential use as a secondary aggregate would be lost.

Section 7 – Transport

This section sets out the policy context and the potential for impacts and baseline conditions which have been assessed within a Transport Assessment (TA) which is included as an appendix to the ES.

The TA focuses on highway capacity and road safety. It considers the proposed development in the context of existing site operations and non-site traffic and concludes that the impacts would not be 'severe'. The ES concludes overall that the proposed development and site operations would not have unacceptable direct or indirect impact on the population and human health, biodiversity, land, soil, water, air and climate, material assets, cultural heritage and the landscape or the interaction between these factors in accordance with the EIA Regulations.

Section 8 – Noise

This section considers the potential for significant noise effects associated with the proposed development. It sets out the policy context, the baseline conditions, and the potential for impact.

As the proposed wash plant is to be located adjacent to existing aggregate processing plant and remote from any noise sensitive dwellings, the noise contribution from the plant is concluded to be negligible. It is concluded overall that the proposed development would not give rise to levels of noise which would exceed the existing noise limits set at sensitive receptors and would not give rise to unacceptable levels of noise which could adversely affect nearby receptors or the surrounding environment and in terms of noise, would not have any unacceptable direct or indirect impacts on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

Section 9 – Air Quality and Dust

This section considers fugitive emissions and mitigation. It sets out the policy context, the baseline conditions and potential for impact.

The proposed washing process is a wet process and the potential for impact is considered to be 'very low', though the movement of HCVs across the site and the manoeuvring of aggregate to and from the wash plant, together with the loading and unloading of vehicles has the potential to generate dust, as does dust generated from stockpiles of aggregate within the site. The proposed development would be carried out in accordance with the site's existing air quality and dust management measures set out within the approved dust management scheme. Given that the effective mitigation measures employed at the quarry would continue to be employed, it is concluded that no significant effects in terms of air quality or dust would result from the proposals and overall, in terms of air quality and dust, the proposed development and operations would not have an unacceptable direct or indirect impacts on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

10 – Flood Risk and Drainage

This section considers the potential effects of the proposed development on the flood risk and surface water drainage within and surrounding the site. It sets out the policy context, the baseline conditions and the potential for impact. In support of the application, a Flood Risk and Drainage Strategy is included as an appendix to the ES.

The wash plant location lies in Flood Zone 1, but close to Flood Zone 2. The risk of groundwater flooding occurring at the natural ground surface at the site is expected to be 'high', particularly in areas which are close to the River Tean, given the shallow groundwater table, though it is not considered to pose a risk to the site or its operations. It is considered that there is a residual risk from reservoir flooding to the wash plant, though the risk of a reservoir failure resulting in the loss of life is assessed as being 'very low'.

The proposed wash plant would have a negligible footprint and would be sited on compacted ground with most of the plant on raised supports and would not result in an increase in the impermeable area within the site and material stockpiles would be located along with other stockpiles. It is considered that the proposals would not impact on the current flood risk status of the site and the future flood risk from all sources is concluded to be 'low'.

The proposed development would not result in any changes to surface water drainage from the application site. Surface water is currently monitored at Uttoxeter Quarry, including the discharge point into the River Tean and monitoring ensures that the on-site activities do not adversely affect the surface water within

the quarry surface water bodies, the River Tean or watercourses downstream of the site, including the River Dove.

The Flood Risk and Drainage Strategy concludes that the proposed development would not impact on the current flood risk status or the future flood risk from all sources and would not have an unacceptable effect on surface water drainage within or within the vicinity of the site and overall in terms of flood risk and surface water drainage, the proposed development and operations would not have an unacceptable direct or indirect impacts on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

11 – Landscape and Visual Impact

This section considers the potential for landscape and visual impacts and sets out the policy context, the baseline conditions and potential for impact.

The site does not fall within any areas or designations which seek to conserve or enhance areas or features of landscape interest. Views of the proposed site area from visual receptors outside that site are limited by seeded bunds and perimeter vegetation. Public rights of way run close to the application site that do have views into the site. It is considered that the only change in terms of potential effects on landscape character and visual receptors would be of the wash plant and stockpiles.

In terms of landscape and visual impact, it is concluded that the proposed development and operations would not have an unacceptable direct or indirect impact on the landscape and overall, in landscape terms, would not have an unacceptable direct or indirect impact on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

12 - Ecology

As the site is an existing quarry and the proposed wash plant would be sited within the current mineral processing area and no other changes are proposed, it is concluded that the proposed development would not have an unacceptable impact on the ecology of the site or local area and overall, in terms of ecology and nature conservation, would not have an unacceptable direct or indirect impacts on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

13 – Public Rights of Way

This section considers the potential for significant effects on the Public Rights of Way (PROW) that lie within and close to the site and sets out the policy context, the baseline conditions and potential for impact.

Sections of PROW Uttoxeter Rural 89 and Uttoxeter Rural 84 lie to the west of the site. On the southern side of the River Tean, lie Uttoxeter Town 34 and Uttoxeter Town 38, the latter of which runs through the centre of the application area along the River Tean. In the east of the application site run footpath Uttoxeter Town 38 joins footpaths Uttoxeter Rural 28(a), Uttoxeter Town 39 and Uttoxeter Town 35 which form a north and south route running through both operational and restored areas of the wider quarry.

No PROW would be required to be diverted and only glimpsed views of the proposed wash plant would be gained from surrounding footpaths. Overall, in terms of public rights of way, it is concluded that the proposed development would not have an unacceptable direct or indirect impact on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

14 – Climate Change

This section considers the potential effects of climate change and sets out the mitigation measures proposed to minimise the likelihood of significant environmental effects. It also considers how the proposed development can minimise its contribution towards climate change through reducing emissions and energy consumption. It sets out the policy context, the baseline conditions and potential for impact.

It is assessed that the development proposals for the wash plant would not impact on the current flood risk status of the site and the future flood risk from all sources is concluded to be 'low'.

In terms of transportation of limestone scalpings from Cauldon Low Quarry to Uttoxeter Quarry, it is not possible to transport materials using sustainable modes of transport, for example rail or water. However, where HCVs deliver limestone scalpings, they would back haul loads as far as possible so that either site-won sand and gravel or washed limestone/ silt material would be collected and transported to customers minimising the number of empty vehicles leaving the site and reduce HCV numbers as far as practicable. All mobile plant and machinery would be regularly serviced, maintained and switched off when not in use. In terms of vehicles and emissions, since the Euro VI emission standards came into force in 2014, all vehicles supplied after September 2014 must comply with the Euro VI requirements. The applicant has been strategically replacing HCVs older than 2014 within the fleet at Uttoxeter Quarry.

It is concluded in terms of meeting the challenge of climate change, that the proposed development and operations would not have an unacceptable direct or indirect impact on population and human health, biodiversity, land, soils, water, air and climate, material assets, cultural heritage and the landscape, or the interaction between these factors in accordance with the EIA Regulations.

15 – Cumulative Impact Assessment

This section considers the cumulative impact of the proposed development and sets out the policy context, baseline conditions and potential impact. The impacts that development could potentially have on the site and surroundings have been assessed throughout the ES and associated technical appendices.

It is concluded that no sites or developments that were considered likely to result in a significant cumulative impact with the proposed development site were identified and therefore considered that significant cumulative impacts with other developments would be 'most unlikely' and overall, given the location of the site and the conclusions of the individual topic areas, it is also anticipated that significant in-combination effects from the proposed development would be 'most unlikely'.

16 – Conclusions

It is considered that the proposals are environmentally acceptable and support the economic, social and environmental roles of sustainable development required in the NPPF. Overall, the findings of the ES suggest that the development would be environmentally acceptable and accord with the Development Plan.

Further Information – Introduction

Following initial consultation on the planning application and the accompanying Environmental Statement further information was requested from the applicant. This further information was subject to consultation and publicised in accordance with the relevant regulations during May – June 2022.

Further Information – (Flood Risk)

In response to comments from the Environment Agency and the Staffordshire County Council's Flood Risk Team (as the Lead Local Flood Authority), the applicant accepted wording drafted by the County Flood Risk Team for a condition to be included on a planning permission.

Further Information – (Traffic and Highways)

In response to comments from National Highways and the Staffordshire County Council's Highways Development Control Team (as the Highways Authority), and comments provided in representations, information was submitted to update the Transport Assessment (Uttoxeter Highways Comments prepared by AECOM). The

document relates to clarifications about HCV backhauling, the size of HCV vehicles and trip generation, and issues and options for traffic routing to minimise the impacts from traffic movements between the quarry at Cauldon Lowe and Uttoxeter Quarry. The applicant offered acceptance to enter into a legal agreement to secure an alternative route for HCVs between Cauldon Low Quarry and Uttoxeter Quarry.

Further consultation was carried out that resulted in conditions being recommended to limit HCV traffic movements and throughput of limestone scalpings from National Highways. The response to further information received from the Highways Development Control Team resulted in the acceptance to secure the management for the routing of HCV traffic through a Section 106 agreement. Appropriate conditions are recommended in the committee report and a Section 106 agreement is being prepared.

[Return to the Environmental Impact Assessment \(EIA\) section of the report](#)

Appendix 3 - The development plan policies (and proposals) and the other material planning considerations, relevant to this decision

The development plan policies and proposals

[The Minerals Local Plan for Staffordshire \(2015 - 2030\)](#)

(adopted 16 February 2017)

- Policy 4: Minimising the impact of mineral development
- Policy 4.6: Ancillary development
- Policy 6: Restoration of Mineral Sites
- Strategic Objective 1 (The sustainable economic development of minerals)
- Strategic Objective 2 (Acceptable locations for mineral sites)
- Objective 3 (Operating to high environmental standards); and,
- Strategic Objective 4 (Restoration that enhances local amenity and the environment)

A [partial review of the Minerals Local Plan for Staffordshire](#) to check conformity with the revised National Planning Policy Framework took place in February 2019. The review concluded that the policies in the Minerals Local Plan conform with the revised NPPF and therefore they continue to carry weight in the determination of planning applications for mineral development.

[Staffordshire and Stoke-on-Trent Joint Waste Local Plan \(2010 – 2026\)](#)

(adopted 22 March 2013):

- Policy 1: Waste as a resource

- Policy 1.1 General principles
- Policy 2.3 (Broad locations)

A [5-year review of the Waste Local Plan](#), completed in December 2018, concluded that there is no need to update the plan policies and therefore they continue to carry weight in the determination of planning applications for waste development.

[East Staffordshire District Local Plan](#) (2012-2031) (adopted 15 October 2015)

- Principle 1 - Presumption in Favour of Sustainable Development;
- Policy SP1 - Approach to Sustainable Development;
- Policy SP24 - High Quality Design;
- Policy SP27 - Climate Change, Water Body Management and Flooding;
- Detailed Policy 1 - Design of New Development; and,
- Detailed Policy 7 - Pollution and Contamination.

[Uttoxeter Neighbourhood Plan](#) (2012 – 2031) (Made March 2017)

- Policy E2 – Landscape and Setting;

The other material planning considerations

- [National Planning Policy Framework](#) (updated 20 July 2021):
 - [Section 1](#): Introduction
 - [Section 2](#): Achieving sustainable development
 - [Section 4](#): Decision-making
 - [Section 6](#): Building a strong, competitive economy
 - [Section 8](#): Promoting healthy communities
 - [Section 9](#): Promoting sustainable transport
 - [Section 11](#): Making effective use of land
 - [Section 12](#): Achieving well-designed places
 - [Section 14](#): Meeting the challenge of climate change, flooding and coastal change;
 - [Section 17](#): Facilitating the sustainable use of minerals
- [Planning Practice Guidance](#)
 - [Design](#)
 - [Environmental Impact Assessment](#)
 - [Flood risk and coastal change](#)
 - [Health and wellbeing](#)
 - [Light pollution](#)
 - [Minerals](#)
 - [Natural environment](#)
 - [Neighbourhood planning](#)

- [Noise](#)
- [Planning obligations](#)
- [Transport evidence bases in plan making and decision taking](#)
- [Travel Plans, Transport Assessments and Statements](#)
- [Use of planning conditions](#)
- [Waste](#)
 - [Determining planning applications](#)
 - [Regulatory regimes](#)
- [Water supply, wastewater and water quality](#)

- [National Planning Policy for Waste](#) (published on 16 October 2014)
 - Determining planning applications (paragraph 7)
 - Appendix A - the waste hierarchy – in descending order - prevention; preparing for re-use; recycling; other recovery; disposal
 - Appendix B – locational criteria:
 - a) protection of water quality and resources and flood risk management
 - b) land instability
 - c) landscape and visual impacts
 - d) nature conservation
 - e) conserving the historic environment
 - f) traffic and access
 - g) air emissions
 - h) odours
 - i) vermin and birds
 - j) noise, light and vibration
 - k) litter
 - l) potential land use conflict

[Return to Observation section of the report.](#)

