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10 December 2020

Dear Emma

**APPLICATION NO:** MW.0105/20

**DESCRIPTION:** Section 73 application to continue the mineral extraction development permitted under permission 20/00079/CM (MW.0001/20) without complying with condition 10 to enable an increase in HGV movements from the phase 1 (C115 road) access.

**LOCATION:** Rollright Quarry, Little Rollright, Chipping Norton, Oxfordshire

Thank you for consulting the Cotswolds Conservation Board ('the Board') on planning application MW.0105/20, in relation to Rollright Quarry, which is located within the Cotswolds National Landscape. Thank you, also, for extending the response deadline until 10 December.

From the information provided by the applicant, the Board understands that this planning application represents an alternative option to planning application MW.0149/18, which is currently undetermined. The Board has previously objected to planning application MW.0149/18, in consultation responses dated 11 June 2019 and 27 October 2020.

The Board's objections to planning application MW.0149/18 primarily related to the proposed increase in HGV movements and the adverse impact that this would have on the tranquillity, historic environment, landscape character and recreational enjoyment of the Cotswolds National Landscape in this locality.

The Board requests that consideration should still be given to both of those consultation responses when determining the current planning application. With this request in mind, this consultation response does not seek to repeat the arguments and recommendations outlined in the previous consultation responses, except in summary.

The Board acknowledges that the increase in HGV movements proposed in planning application MW.0105/20 is less than that proposed in planning application MW.0149/18. However, as indicated in the table in Appendix 1 of this consultation response, the current proposal still represents a 30% increase in HGV movements for Rollright Quarry as a whole (i.e. both Phases 1 and 2) and a 300% increase in HGV movements on highway C115. These are still significant increases.

Given the context of the highly sensitive location in which this increase in HGV movements would occur, particularly with regards to the nearby Rollright Stones, **the Board objects to both planning applications** (MW.0149/18 and MW.0105/20).

The Board considers that it would be appropriate to treat both planning applications as major development, in the context of paragraph 172 of the National Planning Policy Framework (NPPF). As

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The Cotswolds National Landscape is a designated Area of Outstanding Natural Beauty (AONB), managed and looked after by the Cotswolds Conservation Board.

[cotswoldsaonb.org.uk](http://cotswoldsaonb.org.uk)

*Chairman:*  
**Brendan McCarthy**  
*Vice Chair:*  
**Rebecca Charley**

such, there should be a presumption against granting planning permission. Development should only be permitted if, following the assessments specified in paragraph 172, it can be demonstrated that exceptional circumstances apply and that the development would be in the public interest.

Without prejudice, the Board recommends that, if planning permission is granted, the following conditions should apply:

- The total number of HGV movements for Rollright Quarry as a whole (including Phases 1 and 2) should not be permitted to increase above the currently permitted maximum of 60 HGV movements per day. In effect, this is likely to mean that any increase in HGV movements associated with Phase 1 (Johnston Quarry Group) should not commence until the restoration of Phase 2 (Smiths & Sons (Bletchington)), including the Phase 2 access road, has been completed.
- Ideally, steps should be taken to reduce the total number of HGV movements permitted for Rollright Quarry as a whole, in order to reduce adverse impacts on the Rollright Stones and to increase the tranquillity of the locality.
- If the number of HGV movements on highway C115 is permitted to increase, highway C115 should be enhanced such that the carriageway is wide enough for two HGVs to pass each other without going onto the verge. In addition, a verge should be created and maintained that is wide enough to allow road-free, pedestrian access alongside C115, including for users of the Shakespeare's Way. These enhancements should be delivered in a way that seeks to maintain the rural character of the road network, as far as possible, and delivers biodiversity net-gain.

If you have any queries regarding this response then please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink that reads "John Mills". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

John Mills  
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APPENDIX 1. TABULATED SUMMARY OF MW.0105/20 AND MW.0149/18 COMPARED TO THE CURRENT BASELINE

<b>Factors To Be Considered</b>	<b>Current Baseline</b>	<b>Previous application MW.0149/18</b>	<b>Current application MW.0105/20</b>
Total HGV movements per day (mpd) for Rollright Quarry as a whole.	60	114	78
% increase in HGV mpd for Rollright Quarry as a whole, compared to current baseline.	~	90	30
Fold increase in HGV mpd for Rollright Quarry as a whole, compared to the current baseline.	~	1.9	1.3
Total HGV mpd on highway C115.	6	60	24
% increase in HGV mpd on highway C115, compared to current baseline.	~	900	300
Fold increase in HGV mpd on highway C115, compared to current baseline.	~	10	4
Enhancements to highway C115?	N	Y	N
Year restoration would start.	2043	2031	2043