

Application Number: 1/13/16/051
Date Registered: 25 October 2016
Parish: Cannington & Durleigh
District: Sedgemoor
Member Division: Cannington
Local Member: Cllr John Edney
Case Officer: Bob Mills
Contact Details: rwills@somerset.gov.uk
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Description of Application: **SECTION 73 APPLICATION – VARIATION OF CONDITION NO. 1 OF PERMISSION NO. 1/13/08/010 (FOR THE STORAGE, CRUSHING AND RECYCLING OF HARDCORE) UNTIL 31 DECEMBER 2017.**

Grid Reference: 326409 - 137062

Applicant: S Roberts & Son (Bridgwater) Ltd

Location: Land at Spaxton Road, Bridgwater

1. Summary of Key Issues and Recommendation(s)

- 1.1 The application relates to an existing hardcore crushing and recycling site. The application seeks to extend the operations at the site for 1 year until 31 December 2017 with a further year for site restoration.**
- 1.2 The main issues to be taken into account are:**
 - Noise Impact;**
 - Traffic Impact; and**
 - Visual Impact.**
- 1.3 It is recommended that planning permission is REFUSED for the reasons set out in section 8 of this report and that authority to undertake any minor non-material editing which may be necessary to the wording of those reasons be delegated to the Service Manager, Planning Control Enforcement & Compliance.**

2. Description of the Site

- 2.1 The site access is on the north side of Spaxton Road approximately 0.5km west of Skimmerton Lane. The application site area is located approximately 100m northwest of the access point onto Spaxton Road.
- 2.2 The 0.47 ha site is located within an undulating landscape on the north-eastern fringes of the Quantock Hills. The boundary of the Quantock Hills AONB is about 3.5 km distant to the south and west. Within this landscape are irregular, medium-sized fields, generally bounded by hedgerows, often on top of banks. Woodlands are generally sparse. Narrow winding lanes link farmsteads and settlements.
- 2.3 At Clayhill Farm several medium sized fields to the north have been merged together as a result of the landfill activities causing the removal of hedgerows. Woodlands are generally sparse, but a small copse is located at the eastern edge of the nearby landfill site and another alongside the covered Danesborough service reservoir off of Spaxton Road.
- 2.4 The site comprises a hardcore track and land on relatively flat terrain at the top of a north-facing slope. The access track passes alongside the crusher site to its south and follows the edge of the field, passing an adjoining soil processing/storage area to the west of the application site, to a landfill site at the bottom of the slope. A wheel wash is located alongside the access track to the south of the application site.
- 2.5 The operational site measures approximately 105m x 40m wide. A length of hedgerow, containing mainly ivy-clad dead elm and ash trees, forms the eastern edge of the site. A new hedgerow has been planted extending northwards from the end of these trees to the small copse located at the eastern end of the landfill site, about 100m to the north.
- 2.6 The closest properties are no's 1 and 2 Clayhill Cottages which are approximately 260m to the northeast of the site, and no. 16 Spaxton Road which is approximately 275m to the east.

3. Site History

- 3.1 In 1998 the site was granted temporary planning permission (ref. 1/13/97/018) for its use in the storage, crushing and recycling of hardcore. The temporary permission relating to this activity was renewed in 2001 (ref. 1/13/01/020), and again in 2006 (ref: 1/13/06/036). It expires at the end of 2017. No importation of hardcore and crushing is permitted after 31 December 2016. The attached Appendix outlines the history of the waste related developments at and adjacent to the crusher site.
- 3.2 The crusher site permission was originally associated with the nearby landfill site. However, the crusher site is no longer required to assist in the raising of levels on the landfill site.

- 3.3 A soils storage site is adjacent to the west, containing topsoil and subsoil for site restoration purposes at the landfill site approximately 80m to the north. A screener was also noted as on the site.
- 3.4 In 2007, section 73 applications for the landfill site and soil storage activities sought to commence at 0800 – an hour earlier than had previously been the case. However, because of inaccurate site plans, a section 73 application to bring forward the start time at the storage, crushing and recycling site was not registered. It was subsequently recognised that the operations on this site had spread beyond the previously permitted site boundaries.
- 3.5 An application was submitted in February 2008 (no. 1/13/08/010) that sought the continued use of land for the storage, crushing and recycling of hardcore. Permission was granted in June 2008. Condition 1 of the permission granted the hardcore crushing activity until 31st December 2016, and with an expiry date of the 31st December 2017. As with the soil storage and landfill sites, the site would be subject to restoration during 2017. The dates permitted mirror those for the landfill and soil storage sites. A permitted tree planting and hedge replacement scheme would enable restoration of the site to a small deciduous woodland.
- 3.6 Operations were permitted between 0800 and 1700 hours Mondays to Fridays; and between 0800 hours and 1300 hours on Saturdays. However, there would be no operation of the crusher before 0900 hours, and no working on Sundays, Bank Holidays or National Holidays. No more than 28 days of crushing was permitted at the site per year.
- 3.7 It was required that the boundary of the site be clearly and accurately identified by the use of a sturdy fence, concreted into the ground or otherwise securely installed so that its location is fixed. No materials were to be stored outside of the permission area. However, at a recent site visit no fence was in place. (Regularisation of non-compliance with the condition requiring fencing is being held in abeyance pending the outcome of this planning application.) The height of materials stockpiled on the site was limited to a maximum of 6 metres and comprise solid, non-hazardous, construction and demolition wastes consisting of uncontaminated concrete, tiles, brick and rubble.
- 3.8 Noise from crushing operations at the garden boundary of any residential property was limited to $L_{eq}(15\text{minute})$ 50dB(A) and at all other times should not exceed $L_{eq}(15\text{minute})$ 45 dB(A). It was also conditioned that during crushing operations the operator should use stockpiles of unprocessed and/or processed materials on the site to provide an acoustic barrier between the operations and the closest residential properties.

4. The Proposal

- 4.1 This application seeks to continue the use of the previously permitted site for the storage, crushing and recycling of hardcore for an additional year to 31 December 2017, with a further year for site restoration. The operational arrangements are not proposed to change.
- 4.2 Applications have also been received to extend the life of the adjacent soil storage and landfill sites for a similar period.
- 4.3 **Application Documents:** The application comprises;
- Application form, etc.;
 - Documents:
 - Planning Statement for Planning Permissions – 1/13/08/010, Variation of condition 1, September 2016 (S Roberts & Son);
 - Drawings:
 - Figure 2: Planning Permission Plan (Terraqueous Ltd, File name EPA_02.DWG, scale 1:2500, dated 06/02/14).
- 4.4 **Screening Opinion:** The crushing of hardcore is not an activity contained within schedules 1 and 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. Therefore the proposed development is not regarded as 'EIA development'.

5. Consultation Responses Received

- 5.1 **Sedgemoor District Council:** NO OBJECTION.
- 5.2 **Cannington Parish Council:** SUPPORTS.
- 5.3 **Durleigh Parish Council:** The main concern is the use of Skimmerton Lane, which is a narrow single track lane linking Spaxton Road and the A39. The lane is not suitable for HGVs and there is an increase in traffic flow due to Hinkley Point C.
- The Parish Council recommends that there is a condition imposed that the applicant's vehicles do not use this lane due to their size, difficulty in reversing, subsequent congestion and contribution to deterioration in the road surface and borders. Residents have experienced abuse from un-cooperative drivers when there is congestion.
 - Vehicles travelling from the site should not deposit mud and dust on the carriageway and thus cause hazards to other road users.
 - There is no reference to hours of operation. It is believed there are conditions for this, and these are not being adhered to. It is recommended that these are re-enforced.
- 5.4 **Environment Agency:** No comments received.

5.5 Local Highway Authority: NO OBJECTION.

- The application seeks to extend the permission by a further 12 months.
- Spaxton Road and Skimmerton Lane are classified un-numbered roads subject to the national speed limit, but given their rural nature it would be expected that the average speeds are not of this nature along most of their length.
- Having reviewed the recorded Personal Injury Accidents for the last five years there are a number at the Skimmerton Lane / Quantock Rd (A39) junction, although the majority appear to be due to driver error.
- As rural roads, both roads are reduced to single lane in places, but there are a number of informal passing places along their length.
- This site appears to have been operational for a number of years.
- However, the submitted information does not state what the existing level of vehicle movement is at the moment nor is there any information on how this will reduce over the coming months.
- Having considered local concerns, and to ensure that HGV movements do decrease, a condition requiring a Traffic Management Plan could be imposed.
- There is no highway objection to the proposal.

5.6 Public Comments: The landowner has objected to the application.

- One further comment was received from a resident of Spaxton Road asking that the application be refused, indicating that local people have suffered for a number of years from the effects of this activity, e.g., periods of intense HGV traffic on unsuitable highways (Durleigh Road, Skimmerton Lane and Spaxton Road), the loss of visual amenity, and noise and dust from the activity itself.

6. Comments of the Service Manager

6.1 The planning application relates to an extension of the period of use of a crusher site off of Spaxton Road for one year.

6.2 **Development Plan:** Regard is to be had to the development plan for the purpose of this determination, which must be made in accordance with the plan unless material considerations indicate otherwise. Relevant policies may be found in the Sedgemoor Core Strategy (SCS, adopted May 2013) and the Somerset Waste Core Strategy (SWCS, adopted February 2013). Also taken into account is the National Planning Policy for Waste (October 2014).

6.3 **National Policy:** The revised European Waste Framework Directive includes a target to recover at least 70% of construction and demolition (C&D) waste by 2020. The National Planning Policy for Waste states that when determining waste planning applications, Waste Planning Authorities should recognise that proposals for waste management facilities can give rise to justifiable frustration, and expect applicants to demonstrate that waste disposal facilities not in line with the Local Plan, will not undermine the objectives of the Local Plan through prejudicing movement up the waste hierarchy. In addition, waste planning authorities should consider the likely

impact on the local environment and on amenity, and ensure that waste management facilities are well-designed, so that they contribute positively to the character and quality of the area in which they are located. Waste planning authorities should also work on the assumption that the relevant pollution control regime will be properly applied and enforced, and ensure that waste sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards.

- 6.4 **Local Policy:** Re-use and recycling of inert construction and demolition (C&D) waste is projected to increase during the plan period. This can be achieved by a variety of means, such as:
- off-site re-use, for example in the justifiable remodelling of agricultural land; and
 - off-site re-use and recycling via treatment at licensed or exempt facilities.
- SWCS policy WCS5 identifies the location of strategic waste sites. However, whilst one such site is located at Bridgwater, the application site is to the west and outside of the allocated strategic zone.
- 6.5 SWCS policy WCS2 (Recycling and Reuse) states that planning permission will be granted for waste management development that will maximise reuse and/or recycling of waste subject to the applicant demonstrating that the proposed development will be in accordance with Development Management policies. No submissions have been received to demonstrate compliance.
- 6.6 Policy DM1 (Basic Location Principles) states that planning permission will be granted for waste management development at locations that are well connected to the strategic transport network, which adhere to the principles of sustainable development and which support delivery of strategic policies. Waste management development will normally be located on sites including existing waste management sites, sites with planning permission for waste management facilities and sites allocated for waste-related uses. The use of unallocated greenfield land will be strictly controlled and limited in accordance with the Development Plan.
- 6.7 In this case, the site is not well connected to the strategic transport network due to the restricted width of the approach roads. Whilst the temporary crusher site had been previously permitted, the landfill site is currently being completed by the deposit of soils and the crusher is no longer required in the raising of the landfill site area.
- 6.8 The Supporting Statement states that the proposed extension is necessary to be able to restore the site as the hardcore track and working platform will need to be removed / screened and recycled to return the site to required levels and specifications. However, the stone may be transported elsewhere for this purpose (if necessary). The continued use of the application site for the storage, crushing and recycling of hardcore is regarded as no longer required for the adjacent landfill development and therefore contrary to policies WCS2, WCS5 and DM1.

- 6.9 **Noise Impact:** SCS policy D16 (Pollution Impacts of Development and Protecting Residential Amenity) states that development proposals that are likely to result in levels of noise pollution that would be harmful to other land uses, human health, tranquillity, or the built and natural environment will not be supported.
- 6.10 SWCS policy DM3 (Impacts on the Environment and Local Communities) states that planning permission will be granted for waste management development subject to the applicant demonstrating that the proposed development will not generate a significant adverse impact from, among other things, noise, dust, traffic or visual amenity to adjoining land uses and users, and those in close proximity to the development.
- 6.11 An acoustics report from December 2007 indicated that the applicant had contended that the recycling operations generated similar noise levels to those from the landfill site. However, measurements undertaken in 2007 indicated the crusher would produce noise levels of 58dB(A) at the closest properties. The acoustics advisor took the view that periods of noise detracted from the local amenities, and efforts should be made to minimise the level of noise by careful site design to provide acoustic screening.
- 6.12 Consequently a planning condition was attached to the previous permission that required that noise from crushing operations shall not exceed Leq(15 minute) 50dB(A) at the garden boundary of any residential property, and that the operator should use stockpiles to provide an acoustic barrier between the operations and the closest residential properties in order to achieve compliance with the restrictive noise condition. As a part of the consideration of this application, an occupier at Clayhill Cottages, where background noise levels are lower than for properties alongside Spaxton Road, and another local resident have indicated that noise from the crusher activity has been intrusive. During a recent site visit it was evident that the noise mitigation measure was not present. However, the County Council has not been previously contacted regarding noise issues and has not received noise complaints. Regularisation of the site layout is held in abeyance pending the outcome of this application.
- 6.13 Whilst the development was initially regarded as acceptable, subject to conditions, the crusher is no longer required for the development of the landfill site. Therefore its use at the site may be regarded as obsolete and unnecessary. Given the application seeks the continued use of greenfield land, the proposal is regarded as unsustainable and contrary to SWCS policy DM1.
- 6.14 **Traffic Impact:** SWCS policy DM6 (Waste Transport) states that planning permission will be granted for waste management development subject to the applicant demonstrating that (among other things):
- a) the proposed development will not have a detrimental impact on Somerset's local and strategic transport networks; or adequate and deliverable measures to mitigate such an impact are integrated within the proposal. A Transport Assessment and Travel Plan will be required for

development that will generate significant transport movements; and
b) suitable access to the development is deliverable.

In addition, outside strategic waste zones applicants will be required to demonstrate that the proposed development is well connected (via suitable transport routes) to the community or business(es) that the development is intended to serve.

- 6.15 The highways in the immediate vicinity of the site access are generally less than 6m wide which creates difficulties for opposing vehicles to pass HGVs visiting the site, thereby having a negative impact on the local transport network.
- 6.16 A local resident has objected to the impact of HGV traffic on the unsuitable highways (i.e., Spaxton Road and Skimmerton Lane). Durleigh Parish Council would also like to see restrictions over lorries using Skimmerton Lane and Durleigh Hill (a country lane to the southeast of the nearby reservoir). The Parish Council has also raised concerns over the effectiveness of the wheelwash and mud on the road. In response to this concern having been raised recently, the applicant has been contacted and reminded of the need to keep vehicles clean when exiting the site. Further enforcement action is held in abeyance pending the outcome of this application.
- 6.17 The route for traffic from West Somerset, avoiding Skimmerton Lane, would either be through the residential area between Durleigh Road and the A39, or via the crossroads into West Street and Durleigh Road, adding over 5km to the journey. Following similar comments made in response to the original application in 1997, the applicant was required to sign up to a legal agreement to meet the costs incurred by the Council in making a Traffic Regulation Order to restrict the use of Skimmerton Lane by HGVs. The resulting Order attracted many objections and ultimately proved unsuccessful.
- 6.18 On the basis that there is no requirement for the crusher site to be located off Spaxton Road, it is an inappropriate location for a crusher and contrary to SWCS policies DM1 and DM6, and it is no longer shown to be well connected with the business it is intended to serve.
- 6.19 **Visual Impact:** SCS policy P6 (Development in the Countryside) states that development will be supported where it accords with other relevant policies contained in the Core Strategy that provide, exceptionally, for development in the countryside. Where development proposals in the countryside are not addressed by other policies of the Core Strategy, new development must relate to specific countryside needs, enhancement of the environment or where a countryside location is essential or more sustainable. In all cases development should benefit economic activity, maintain or enhance the environment, and provide opportunities for sustainable transport options where impacts are likely to be significant.
- 6.20 SCS policy D14 (Natural Environment) states that proposals should ensure

that they enhance the landscape quality wherever possible or that there is no significant adverse impact on local landscape character, scenic quality and distinctive landscape features.

- 6.21 In this case, the crusher site does not relate to specific countryside needs. Views from the public road are largely screened by existing hedges and trees, and there are no public footpaths on the farmland surrounding the site. However, the hardcore storage, crushing and recycling activities are visible from several properties, although some are at a distance. The visual impacts will be most significant at the few local properties to the east of the site.
- 6.22 Whilst it is necessary to complete the landfill activities, the hardcore crushing activities no longer relates to the landfill site's needs. It also generates visual impacts on the local environment. It is therefore regarded as contrary to SCS policy P6 and cannot be supported.
- 6.23 **Other Impacts: Dust** – A local resident has objected on the basis of dust from the site. Given the distance to the closest properties, which is in excess of 250m, and the restricted dust creating activities being limited to 28 days per year, it is considered that dust is not likely to be a major issue.
- 6.24 There is the potential for the trees and hedgerows alongside the site to be affected. The dust on leaves can lead to a reduction in photosynthesis and diffusive resistance, and an increase in leaf temperature; making the tree more likely to be susceptible to drought. Dust may also exacerbate secondary stresses. However, the limited use of the crusher, and the removal of dust by rain or wind would reduce the impact.
- 6.25 The use of the crusher on the site may therefore be considered as potentially damaging to the nearby trees and hedgerows, although the re-imposition of the existing planning condition restricting crushing operations to no more than 28 days per year would reduce the dust impacts on the local ecology.

7. Conclusion

- 7.1 The planning application relates to a one year extension of time to an extant planning permission for the use of land for storage, crushing and recycling of hardcore on the site off of Spaxton Road.
- 7.2 SCS policy D16 and SWCS policy DM3 seek to ensure that development proposals do not result in levels of noise pollution harmful to other land uses or tranquillity and do not generate significant adverse impacts from noise, visual and dust impacts.
- 7.3 An acoustics report from December 2007 indicated that the crusher would produce noise levels of 58dB(A) at the closest properties. Although acoustic screening was required by condition to limit noise levels to 50dB during the crushing periods, it is not clear that this was always provided. Local residents have indicated the intrusive nature of noise from the crusher activity. This

alleged breach of planning control has only recently been brought to the Waste Planning Authority's attention, and regularisation of this, if deemed expedient in light of the decision made on this planning application, will be considered if planning permission is approved..

- 7.4 In addition, the crushing, deposit and spreading of hardcore is no longer required at the nearby landfill site so its use at this location is regarded as obsolete and unjustified. Therefore, the development is considered contrary to SWCS policy DM3.
- 7.5 SWCS policy DM1 requires waste management activities to be located at sites that are well connected to the strategic transport network. Policy DM6 require safe access to roads of adequate standard and the development to ensure that the traffic generated by the development is well connected to, and does not compromise the safety and/or function of the local or strategic road networks. A suitable access to the development is also required or adequate mitigation measures are integrated.
- 7.6 The site is not well connected to strategic highway routes. The highways in the immediate vicinity of the site are narrow country lanes, resulting in difficulties for opposing vehicles to pass HGVs visiting the site. Objections have been received referring to the impact of HGV traffic on Spaxton Road and Skimmerton Lane. As there is no longer any requirement for the crusher site to be located alongside the landfill and soil storage sites, the development is considered to be contrary to SWCS policy DM6.
- 7.7 SCS policy P6 requires development in the countryside to relate to specific countryside needs, enhancement of the environment or where a countryside location is essential or more sustainable. Development should also maintain or enhance the environment, and provide opportunities for sustainable transport options where impacts are likely to be significant. Policy D14 (Natural Environment) requires that proposals should enhance the landscape quality wherever possible or ensure there is no significant adverse impact on local landscape character, scenic quality and distinctive landscape features.
- 7.8 Views from the highway are screened by hedges and there are no public footpaths in the vicinity of the site. Nevertheless, the site is visible to several surrounding properties although some are at distance and the activities would have little impact. However, the visual impacts are significant at the few local properties to the east of the site. There is limited potential for dust generated to also affect the nearby residential properties. There is the potential for the trees, etc., alongside the site to be affected, making them susceptible to drought or exacerbating secondary stresses, although the re-imposition of the planning condition that currently restricts the number of crusher operating days may address this concern.
- 7.9 There is no further need for the crusher to be contributing to the adjacent landfill site. It is also subject to complaints regarding noise, dust and traffic. However, the development is located in what is now considered, due to the lack of need at the nearby landfill site, an unsustainable location and no

longer required here. There are no other material considerations and my recommendation is that the decision should be made in accordance with the development plan, and I recommend refusal of the application.

8. Recommendation

8.1 It is recommended that planning permission be REFUSED for the following reasons and that authority to undertake any minor non-material editing which may be necessary to the wording of those reasons be delegated to the Service Manager, Planning Control Enforcement & Compliance:

- 1. The storage and crushing of hardcore is not required to be located at the application site. Therefore, the proposal is regarded as contrary to SWCS policies DM1 and DM6.**
- 2. The application development site is not related to specific countryside needs or enhancement of the environment. In addition, it is not located at an essential or sustainable countryside location, and is therefore regarded as contrary to SCS policy P6.**

Relevant Development Plan Policies

1. The following is a summary of the reasons for the County Council's decision to grant planning permission.

2. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the development plan unless material considerations indicate otherwise. The decision has been taken having regard to the policies and proposals in:

- Sedgemoor Core Strategy, adopted in May 2013, and
- Somerset Waste Core Strategy, adopted in February 2013.

The policies in those Plans particularly relevant to the proposed development are:

Sedgemoor Core Strategy

P6 (Development in the Countryside) – The development does not relate to specific countryside needs, nor does it enhance the environment or require a countryside location.

D10 (Managing the Transport Impacts of Development) – The HGV traffic generated by the development has the potential to compromise the function of the local road network due to its limited standard, but the impact would be limited in scale and duration.

D14 (Natural Environment) – The application proposal is largely screened by the landform and hedgerows. However, it has an adverse impact on the scenic quality from nearby properties.

D16 (Pollution Impacts of Development and Protecting Residential Amenity) – Previous planning conditions sought to limit noise levels from

the site.

Somerset Waste Core Strategy

WCS2 (Recycling and Reuse) – The hardcore generated at the site can no longer be reused on the nearby landfill site.

DM1 (Basic Location Principles) – The temporary permission site is not located on previously developed land. Given the limited standard of the local highway network, the application site location is also not well connected to the strategic transport network.

DM3 (Impacts on the Environment and Local Communities) – The waste management development is stated as generating an adverse impact from noise and visual amenity at residential units in close proximity to the development. However, the impacts are regarded as of limited impact.

DM6 (Waste Transport) - The proposed development is not well connected, via suitable transport routes, to the strategic transport network. It has not been shown that it is well connected to the community or businesses that the development is intended to serve.

3. The Waste Planning Authority has also had regard to all other material considerations.

4. **Statement of Compliance with Article 35 of the Town and Country Development Management Procedure Order 2012.**

In dealing with this planning application the Waste Planning Authority has adopted a positive and proactive manner. The Council offers a pre-application advice service for minor and major applications, and applicants are encouraged to take up this service. This proposal has been assessed against the National Planning Policy Framework, the National Planning Policy for Waste and Local Plan policies, which have been subject to proactive publicity and consultation prior to their adoption and are referred to in the reason for approval or reason(s) for refusal. The Planning Authority has sought solutions to problems arising by considering the representations received, and liaising with consultees and the applicant/agent as necessary. Where appropriate, changes to the proposal were sought when the statutory determination timescale allowed.

Background Papers

Planning Application file no. 1/13/16/051
Sedgemoor Core Strategy (May 2013)
Somerset Waste Core Strategy (February 2013)
National Planning Policy Framework (2012)
National Planning Policy for Waste (2014)

**APPENDIX
SITE HISTORY – WASTE ACTIVITIES ON LAND AT CLAYHILL FARM,
NORTH OF SPAXTON ROAD, BRIDGWATER**

Application no. (and date registered)	Description	Outcome
A. Landfill site		
1/13/90/002	Infilling of natural hollows and former marl pit with builders rubble and excavated waste on land adjacent to Danesborough Reservoir, Spaxton Road, Bridgwater, and the formation of temporary access thereto and restoration to agricultural use (as amended by agents' letter dated 5 February 1990 and revised Plan drwg no. M/925/1A)	Conditional Permission
1/13/91/010	Infilling of natural hollows and former marl pit with builders rubble and excavated waste on land adjacent to Danesborough Reservoir, Spaxton Road, Bridgwater, and the formation of temporary access thereto and restoration to agricultural use (as amended by agents' letter dated 29 November 1991 with attached revised plan ref. Drawing No. M/925/3B received by County Planning Authority on 2 December 1991 and further letter dated on 3 December 1991	Conditional Permission
1/13/92/005	Continued infilling of natural hollows and former marl pit with builders rubble and excavated waste on land adjacent to Danesborough Reservoir, Spaxton Road, Bridgwater, and the formation of temporary access thereto and restoration to agricultural use as amended by applicant's agent's letter dated 29 November 1991 with attached revised plan ref Drawing No. M/925/3B received by the County Planning Authority on 2 December 1991 and to the modification of Condition No. 20 of planning permission no. 1/13/91/010	Conditional Permission
B. Landfill site		
1/13/92/011	Use of land at Clayhill Farm, Spaxton Road, Bridgwater as a landfill site, the excavation of topsoil and subsoil to an average depth of 500mm and infilling of existing hollows with builders rubble and excavated waste and restoration on completion to agricultural and forestry use as described in the plans and drawings submitted	Conditional Permission
1/13/94/034	Continued tipping of builders rubble and excavated waste (to complete previous landfill operation approved 19/08/92 ref. 1/13/91/010) on land at Clayhill Farm, Spaxton Road, Bridgwater (ST2643-3717, OS plot nos. 4300pt, 3214pt, 4833pt 5000pt.)	Conditional Permission
C. Landfill site		
1/13/95/002 (26 Jan.1995)	Stripping of topsoil / subsoil and storage on site together with the tipping of inert builders rubble and	Conditionally Permitted

	excavated waste on land at Spaxton Road, Bridgwater and restoration on completion to agricultural use	
1/13/98/021 (18 Sept.1998)	S.73 application to vary Condition 1 of Planning Permission 1/13/95/002 (dated 21/04/95) to continue the stripping of topsoil/subsoil and storage on site together with the tipping of inert builders rubble and excavated waste until 30/12/2001 and restoration on completion to agricultural use	Conditionally Permitted
1/13/01/021 (11 Dec.2001)	S.73 application to vary condition no: 1 of permission no: 1/13/98/021 (dtd 7/12/98) for the continued stripping of topsoil / subsoil & storage on site together with the tipping of inert builders rubble & excavated waste until 31/12/06, & restoration upon completion to agricultural use	Conditionally Permitted
1/13/06/037 (05 Dec.2006)	Variation of planning permission 1/13/01/021 to allow the continued importation of waste for site restoration purposes for a period of 10 years	Conditionally Permitted
1/13/07/042 (20 Aug.2007)	Proposed variation of condition no 2 of planning permission no 1/13/07/037 (dated 02.04.07) (for the continued importation of rubble and excavated materials for site restoration purposes) to permit operations from 0800 hours	Conditionally Permitted
1/13/16/049 (25 Oct.2016)	Section 73 application - Variation of Condition 1 of permission No. 1/13/07/042 (For the importation of rubble and excavated materials for site restoration purposes) until 31 December 2017	To be determined
D. Crusher Site		
1/13/97/010	Use of land for storage of hardcore for recycling (site to be used in conjunction with existing landfill site in the vicinity) at land at Spaxton Road, Bridgwater, Somerset	Withdrawn
1/13/97/018 (27 Aug.1997)	Temporary use of land for the storage, crushing and recycling of hardcore (site to be used in conjunction with existing landfill site in the vicinity) on land at Spaxton Road, Bridgwater	Conditionally Permitted
1/13/98/020 (27 Aug.1998)	S.73 application to vary Condition 1 of Planning Permission 1/13/97/18 (dated 21/08/98) for the continued use of land for the storage, crushing and recycling of hard core until 30/12/2001	Conditionally Permitted
1/13/01/020 (10 Dec.2001)	S.73 application to vary condition no: 1 of permission no: 1/13/98/020 (dtd 7/12/98) for the continued use of land for the storage, crushing and recycling of hardcore until 31/12/06	Conditionally Permitted
1/13/06/036 (05 Dec.2006)	Variation of planning permission 1/13/98/020 to allow the continued use of land for storage, crushing and recycling of hardcore	Conditionally Permitted
1/13/07/041 (14 Aug.2007)	Proposed variation of condition 2 of planning permission no 1/13/06/036 (dated 30.03.07) (for the	Withdrawn

	storage, crushing and recycling of hardcore) to permit operations from 0800 hours (rather than 0900 hrs) Mondays to Saturdays	
1/13/08/010 (18 Feb.2008)	Continued use of land for the storage, crushing and recycling of hardcore	Conditionally Permitted
1/13/16/051 (25 Oct.2016)	Section 73 Application - Variation of Condition No.1 of Permission No. 1/13/08/010 (for the storage, crushing and recycling of hardcore) until 31 December 2017	To be determined
E. Soil storage site		
1/13/07/029 (30 Apr.2007)	Storage of top and subsoil for subsequent site restoration purposes	Conditionally Permitted
1/13/07/043 (20 Aug.2007)	Proposed variation of condition no 2 of planning permission no 1/13/07/029 (dated 05.07.07) (for the storage of top and subsoil for site restoration purposes) to allow operations from 0800 hours (not 0900 hrs) Mondays to Saturdays	Conditionally Permitted
1/13/16/050 (25 Oct.2016)	Section 73 Application - Variation of Condition No.1 of permission No. 1/13/07/043 for the storage of topsoil and subsoil for site restoration purposes) until 31 December 2017	To be determined