

UPDATE SHEET**MINERALS/WASTE TA12/902****DISTRICT(S)** TANDRIDGE DISTRICT COUNCIL**Oxted Quarry, Chalkpit Lane, Oxted, Surrey RH8 0QW****Periodic review of a mineral site planning permission for the winning and working of chalk for the determination of full modern conditions.****Consultee comments**

The **British Horse Society (BHS)** did comment on the planning application on 19 July 2012. Comments raised by the BHS are:

- The roads used by the HGVs are unsuitable for the size/ weight of vehicles used today. When the quarry was operational in the late 19th and early 20th centuries the chalk was removed by train on a mineral line which connected with Oxted Station. The only traffic on the roads was horses and carts and local people. After the Second World War the lorries used were ten times smaller than they are today.
- The presence of HGVs on these narrow country roads is an accident waiting to happen. There are many riders using Barrow Green Road to access the bridleway network. Tandridge Priory stables are directly on the HGV route to the Quarry on Barrow Green Road. Other rides use the road. This road has no “escape” routes for riders to leave the highway should their mount be un-nerved by approaching lorries. It is a nightmare trying to judge when one lorry had passed how soon it would be before the next came.
- All horse respond differently to heavy traffic but many are seriously alarmed by large lorries. Riders should not have to contend with the high volume of HGVs which will occur should the quarry workings resume at their previous level.
- Tandridge Priory is home to a Riding for the Disabled Group who use the area adjacent to Barrow Green Road three mornings a week. This section of the road is not well drained and large quantities of surface water can collect here.
- It is not only riders who will be subject to potential danger should the quarry restart working. I have noticed pedestrians, use Chalkpit Lane to reach bridleway 97 to cross the fields to Oxted. They have to pass under the railway just south of Gordons Way.
- The North Downs Way crosses Chalkpit Lane just south of the Quarry but walkers have to walk up the land between the two sections of footpath 576 and 94.
- The previous conditions had no mention of size of lorries nor numbers of movements per day. The BHS recommends new conditions:
 - Recognise the fact that the route passes through a rural and semi-rural area where the roads are used by walkers, horse riders and cyclists for quiet enjoyment
 - Limit both inward and outwards HGV movements to a maximum of 20 per day
 - Limit the hours of operation to weekdays from 0700 – 1800 hours (excluding 0800 – 0930 and 1530 – 1630 during school term times)
 - State that no workings/ movements are permitted at the weekends or on bank holidays; weekend being the time when most recreational use is made of the local roads and adjoining rights of way network
 - State that there is at least a 15 minute gap between HGVs entering Barrow Green Road and a similar time lapse between HGVs leaving the site
 - State that lorries are limited in size to 32 tonnes
 - State that there is a speed limit of 25mph for the length of the route.

Officer comment: the comments raised above have been covered within the Officer report and some of the conditions recommended have been proposed. The applicant has no control with regards to HGVs travelling to the site. With regards to speed reduction, this is covered in the Officer report.

No comments were raised by the BHS following the 2016 consultation. The BHS raised an objection in 2017. No comments were raised by the BHS following the 2018 consultation.

The **AONB Office** did comment on the application on 21 June 2017. Comments raised by the AONB Office were:

- No assessment has been carried out against the tests in the NPPF 2012 para 116 with regards to it being 'major' development.
- National and local AONB planning policies would seem to support a reduction in the annual level of chalk extraction and if possible the duration of the original 1947 planning permission by more modern conditions taking into greater account AONB planning issues than reflected in this planning submission.
- Unless the County Planning Authority considers that this site will be needed as a landfill site because of the likely future shortage of other suitable sites, it is asked to consider a revised restoration plan based more upon no or minimal infilling and leaving nature to take its course with some additional native shrub and tree planting that would promote the bio-diversity of the area. Query whether restoration by filling would be the most appropriate form of site restoration. It would continue harm to the AONB through the activity associated with many laden heavy goods vehicles. Former chalk pits can become attractive landscape features in themselves and also be of nature, ecological and/or geological importance. The restoration of a chalk pit to nearer its original contours is not necessarily justified on AONB grounds.
- If the County Planning Authority is unable to negotiate to its reasonable satisfaction an improved proposal along the lines set out above, it is recommended that refusal of the application on the grounds of it being contrary to AONB policies set out in the NPPF, Tandridge Core Strategy and Surrey Hills AONB Management Plan 2014-2019 would be justified.

Officer comment: this application is not for a new proposal therefore issues of principle (the matter of 'major' development raised by the AONB office) are not relevant. This is an application for new modern conditions. Similarly this application cannot be refused. The matter of restoration profile has been considered by Officers and factors such as stability of the chalk face and keying in the restoration contours with the surrounding contours has been taken into consideration.

Oxted Parish Council did comment on the application on 26 June 2017. Oxted Parish Council raised the following comments:

- To suggest a figure of 362 movements a day would mean, on average, one HGV would be navigating Chalkpit Lane every two minutes. As the route takes two minutes and 30 seconds each vehicle would have to pass an HGV coming in the opposite direction in this residential road, thus forcing them on to the grass verges and potentially having a serious detrimental impact on the amenities of local residents. In addition, south of the railway bridge in Chalkpit Lane there are no pavements, so endangering the safety of children walking or cycling to school. It was at this point an HGV overturned.
- In Barrow Green Road, assuming the operator keeps to the informal one way system, then one HGV every four minutes would be travelling east along residential roads close to two schools with 3,000 pupils coupled with narrow pavements and along rural roads to the West with young riders hacking out from the riding school. Plus, there is no bridle way.
- Oxted Parish Council believes that when HGV trips to the quarry exceed 75 loads or 150 movements a day it becomes wholly unsafe as, statistically, HGVs are more likely to pass in Chalkpit Lane.
- Oxted Parish Council request a full safety audit and risk assessment is carried out by Surrey Highways in consultation with the Emergency Services; and
- The Environment Agency (EA) are summoned to the Chalkpit Quarry so they can note for themselves the impact of any decision made on the Local Community from the resultant HGV traffic generated.