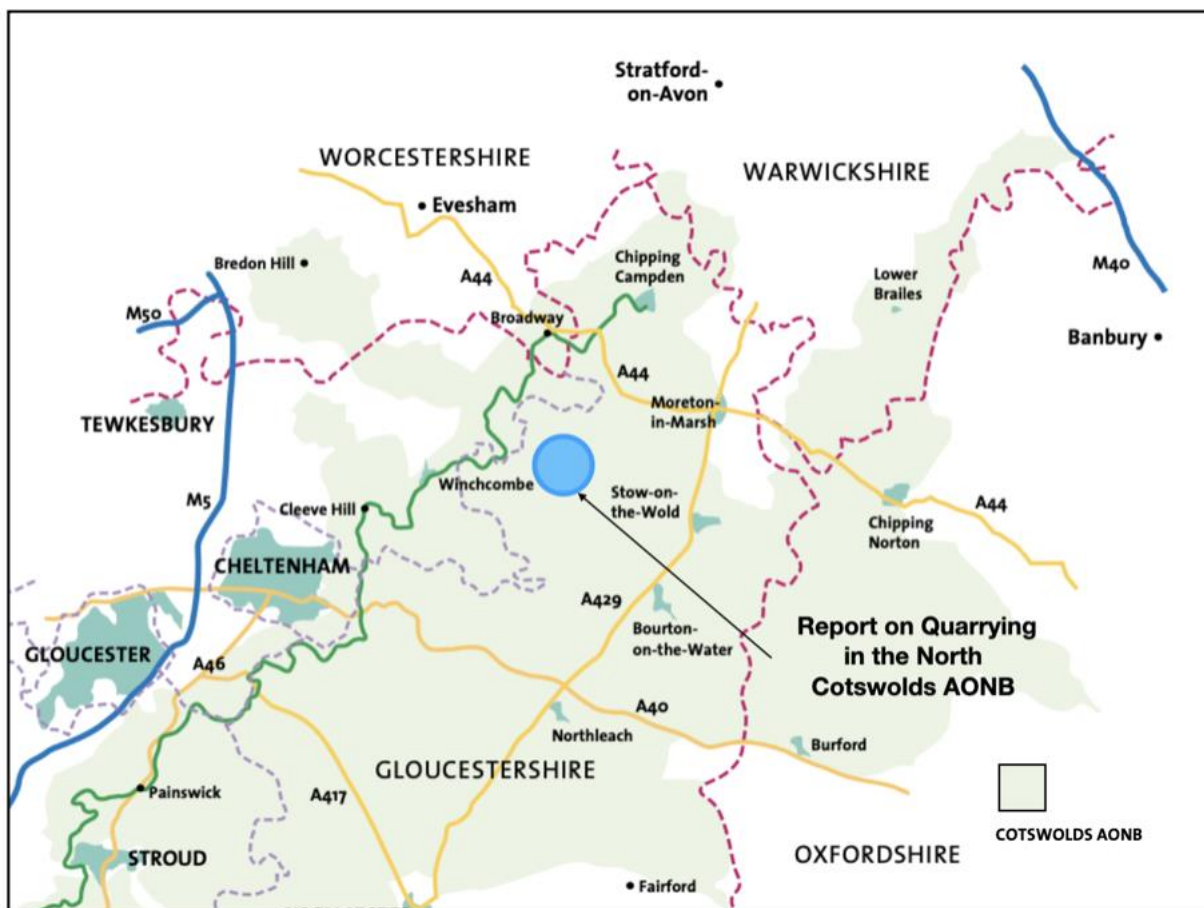


Temple Guiting Parish Council

Quarry Stakeholder Working Party Report

Transport



Source: Cotswold Conservation Board

Preliminary Report for Review and Comment

Foreword

This report is one of a series being prepared by Temple Guiting Parish Council (TGPC) on the main elements of quarrying activity in the North Cotswolds. The series covers:

Planning permissions and production

Transport links

Environmental monitoring

Perspectives of local communities

Reinstatement

The reports are designed to support discussion and communication between governing bodies and local communities and to promote the development and use of best practices for quarrying operations in the area. Comments and feedback on the reports are welcome at templeguitingparishcouncil@yahoo.co.uk.

Temple Guiting Parish Council (TGPC) is fully supportive of minerals development where it supports and/or preserves the character and attributes of the Cotswolds AONB.

This report has been prepared by gathering together in one place as much publicly available information as possible. That information has primarily been taken from minerals planning applications, GCC Highways traffic surveys and police road traffic accident data.

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Note: Appendices are provided in a separate document.

1. Summary

This preliminary report on quarrying in the north of the Cotswold AONB looks at the road transport links to the area and how they are affected by production of minerals. HGV movement data has been collected from planning applications, traffic surveys, and by reference to permitted production volumes. but is not complete. Further data has been requested from GCC.

The report has identified a number of issues which may have a bearing on current and future planning applications, in particular:

- the need for comprehensive Health Assessments, and for
- investigations into the cumulative impact of current and planned quarrying activities on the environment, local residents and visitors, and the maintenance of the values and aims of the Cotswold AONB.

These issues have led to urgent, specific recommendations including the need for:

- a more detailed and exacting look at the supporting Transport Statement for the proposed Naunton Southern Extension 18/0065/CWMAJM, and
- compliance with the Health Assessment specifications of the current Minerals Local Plan 2018- 2032 to address the cumulative impact on the area including transport due to proposed increases/extension of production at a number of the local quarries..

The report graphically shows the increase in production over recent years and with this the significant rise in the number of HGV movements across the area.

As comprehensive data is not publicly available, the report also recommends a further assessment based on actual production levels at each of the quarries as well as using historic Automated Traffic Counts (ATCs) where available, to provide a more accurate picture of cumulative impacts. These should then inform considerations regarding the volume of HGV movements permitted and, from that, the volume of materials permitted to be extracted in the North Cotswold Cluster as a whole.

As well as addressing the number of quarry-related HGV journeys in the Cluster, this report also reviews the interactions between HGVs with other road users as this currently has significant safety implications as well as negative impacts on residents and visitors. TGPC has previously commented on the Local Transport Plan, including that a Traffic Management Area has the potential to improve the situation by starting to address some of the impacts that transport of minerals has on local communities, including

- Controlled routes
- Controlled times of access (preventing movements of HGVs before quarries open)
- Reduced speed to 40mph for HGVs on Buckle Street and access to the A424 and A44
- Active promotion by operators of considerate driver best practices including courteous and considerate driving
- Rigorous enforcement of sheeting and wheel washing

The ATC surveys show that on the B4077 the approach into Ford from Stow-on-the-Wold there is a continued safety issue associated with a high number of drivers speeding, TGPC is working with GCC Highways and has recently installed mobile speed recognition and warning signs in the parish, including the B4077.

2. Planning policies relating to quarrying in the North Cotswolds

Planning Policy follows published guidance at a national, regional and local level. Relevant policies are outlined in this section with more detailed references in Appendix A.

2.1 National Planning Policy Framework (NPPF)

All planning policy is governed by the National Planning Policy Framework (2019). The wording that applies to quarrying in the AONB is:

NPPF Section 205:

- a) *“As far as is practical, provide for the maintenance of landbanks of non-energy materials from outside National Parks, the Broads, Areas of Outstanding Natural Beauty and World Heritage Sites, scheduled monuments and conservation areas.”*
- b) *“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.”*
- c) *“Ensure that any unavoidable noise, dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source and establish appropriate noise limits for extraction in proximity to noise sensitive properties.”*

NPPF (2012) Section 15, par 172:

“Great weight should be given to conserving and enhancing landscape and scenic beauty of an AONB (amongst other sensitive areas) which have the highest status of protection for such aspects”. Note: This was used in the GCC Minerals Local Plan 2018-2032.

2.2 Minerals Local Plan (MLP)

In Gloucestershire, the Minerals Local Plan 2018-2032 adopted in March 2020 sets the planning context for minerals development. Key references in the MLP relate the policy back to the NPPF. Key points relating to the production and transportation of minerals in the Cotswold AONB are summarised with the following extracts:

The MLP recognises the impact that quarrying can have on local communities. Policy **DM01 on Amenity** states:

“Mineral development proposals will be permitted only where it can be demonstrated adverse impacts on the amenity of local communities within Gloucestershire and those of neighbouring administrative areas will be avoided, strictly controlled or mitigated so as to ensure unacceptable impacts will not arise in respect of noise, vibration, air pollution and visual intrusion”.

The MLP guidance notes (paragraph 270) supports the use of Health Impact Assessments (HIA) and states that

“Mineral development proposals may benefit from ...an HIA, as health and wellbeing are potentially important matters that need to be considered in the determination of planning proposals.”

Paragraph 271 states that:

“An important feature of a HIA is that it offers a way of ensuring the health and wellbeing of all sections of an affected community will be afforded sufficient scrutiny, including those that already experiencing disadvantage and / or present vulnerable health characteristics.”

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For mineral development proposals the MLP guidance states (paragraph 272) that *“Representations will need to be sought from a number of key parties including the local community and its various interests, the County Council and other regulators. “*

Under the section on Detailed Development Requirements: Allocation 5 for Land South and west of Naunton Quarry the MLP plan states:

“An initial Health Impact Assessment (HIA) screening exercise should be carried out at the project inception stage to establish how best to assess and take account of potential health impacts on local communities within the sphere of influence of the allocation. Whether a dedicated HIA is prepared or related information is to be presented as part of another type of assessment, the different groups within the population that might be affected should be highlighted and any relevant health characteristics taken into account. It will be necessary for the wider amenity impacts on affected local communities to be assessed incorporating the individual residential properties, farms and commercial enterprises located nearby to the allocation. An understanding of the scale and significance of possible attributable threats to the health and well-being of those communities that reside along freight routes to be used to support aggregate supplies from Naunton Quarry will also be required. In addition, carefully considered commitments regarding measures to avoid and / or mitigate adverse amenity.”

2.3 Cotswold AONB Management Plan 2018-2023

The area falls within the Cotswold Area of Outstanding Natural Beauty (AONB), so the Cotswold AONB Management Plan is relevant. It states:

“The special qualities of the Cotswolds AONB are the key attributes for which the AONB is considered to be important. Perhaps the special quality that is most unique to the Cotswolds AONB is the unifying character of the limestone geology, including its visible presence in the landscapes and its use as a building material. Other special qualities of the AONB include its: internationally important, flower-rich grasslands and ancient, broadleaved woodlands; escarpment; dry stone walls; river valleys; high wolds; tranquillity and dark skies; vernacular architecture and distinctive settlements; accessible landscape offering quiet recreation; and significant archaeological, prehistoric, historic and cultural associations.

2.4 Local Transport Plan

Cllr Nigel Moor has proposed that the LTP includes a Traffic Managed Area covering the North Cotswold Quarry Cluster. This would include:

- Controlled routes
- Controlled times of access (preventing movements of HGVs before quarries open) and enforcing hours of operation restrictions included in planning permissions
- Reduced max speed to 40mph for HGVs on Buckle Street and on access to the A424 and A44
- Active promotion by operators of considerate driver best practices including courteous and considerate driving
- Rigorous enforcement of sheeting and wheel washing conditions attached to planning permissions.

3. Local quarrying

Quarrying in the Cotswolds Area of Outstanding Natural Beauty (AONB) has a long history with the production of building stone, tiles and dry-stone walls. More recently, there has been an increase in the production of aggregate, even though the Gloucestershire Minerals Local Plan (MLP) 2018 to 2032, adopted in March 2020, states that the Plan “seeks to avoid, wherever possible, future working of minerals from within AONB designations”.

In and around the Parish of Temple Guiting there is a cluster of quarries. The largest of these is Naunton Quarry with a current permitted production rate of 500,000 tonnes per year mostly focused on aggregate and cement production. Smaller quarries include Tinkers Barn and Nyles Barn which are focused on producing tiles, building and walling stone.

The cumulative annual production rate for this area is illustrated in Figure 1 which has been based on planning applications and approved production rates.

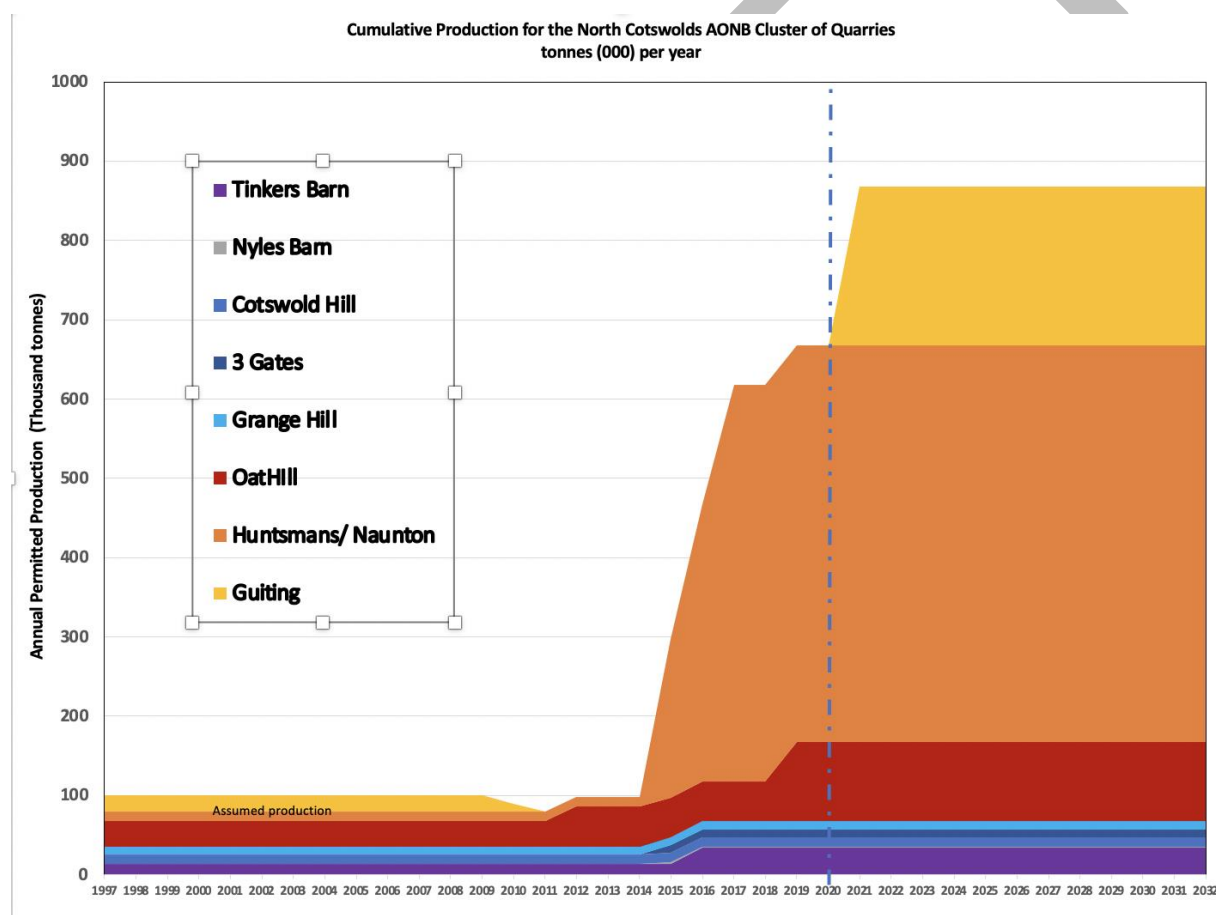


Figure 1: Cumulative annual production rates

Figure 1 should ideally be based on annual production figures, which are provided each month to Gloucestershire County Council Minerals Planning Authority (MPA). In the absence of this data the figures have been based on current approved production rates and data included in planning applications.

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The Environmental Impact Statement for **Oathill 19/0086/CWMAJM** includes production for 2014 to 2017 and is shown in Figure 2 below. This indicates that the peak production rate for any month can be approximately double the annual averaged production rate. This means that the impact on local roads and residents of increased production and increased vehicle movements can be significantly higher at certain times of year. Monthly production figures for each quarry in the Cluster would enable a more detailed understanding of the overall picture.

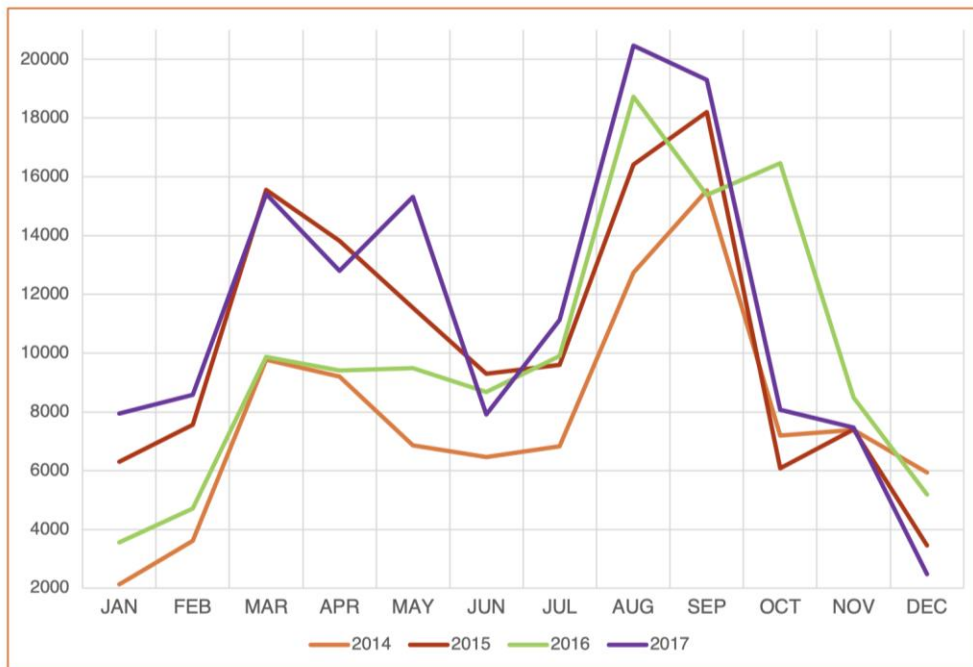


Figure 2: Extract from Oathill application 19/0086/CWMAJM - Monthly output from Oathill quarry

As well as vehicles moving product in and out of the quarries, some sites also have or may need a programme of reinstatement that will generate additional HGV movements as restoration materials are imported. This further increases the overall traffic on local roads and needs to be included in cumulative impact assessments.

4. Transport links

The cluster of quarries in the North Cotswolds, included in this report are primarily accessed by

- the B4077 from Toddington
- Buckle Street, from the A429 at Bourton on the Water
- Buckle Street from the B4068 from the direction of Andoversford

Additionally, some vehicles use the northern extension of Buckle Street to access the A44 and A424. The northern section of Buckle Street is a single-track road as is the road between Buckle Street and the A424 past Nyles Barn Quarry.

HGVs generally do not use the section of the B4077 and B4068 to Stow-on-the-Wold through Upper Swell and Lower Swell, due to weight restrictions.

The routes directly affect people living in Toddington, Stanway and Ford on the B4077. On Buckle Street the Cotswold Farm Park is significantly affected and at Upper Slaughter there is a collection of small businesses, including a children's nursery and saddlery, together with a number of isolated dwellings along the routes used.

Local residents in villages including Temple Guiting, Kineton, Guiting Power and Naunton have daily interactions with traffic associated with the quarries as the B4077, Buckle Street and B4068 are the primary access routes for the area. The routes are illustrated in Figure 3

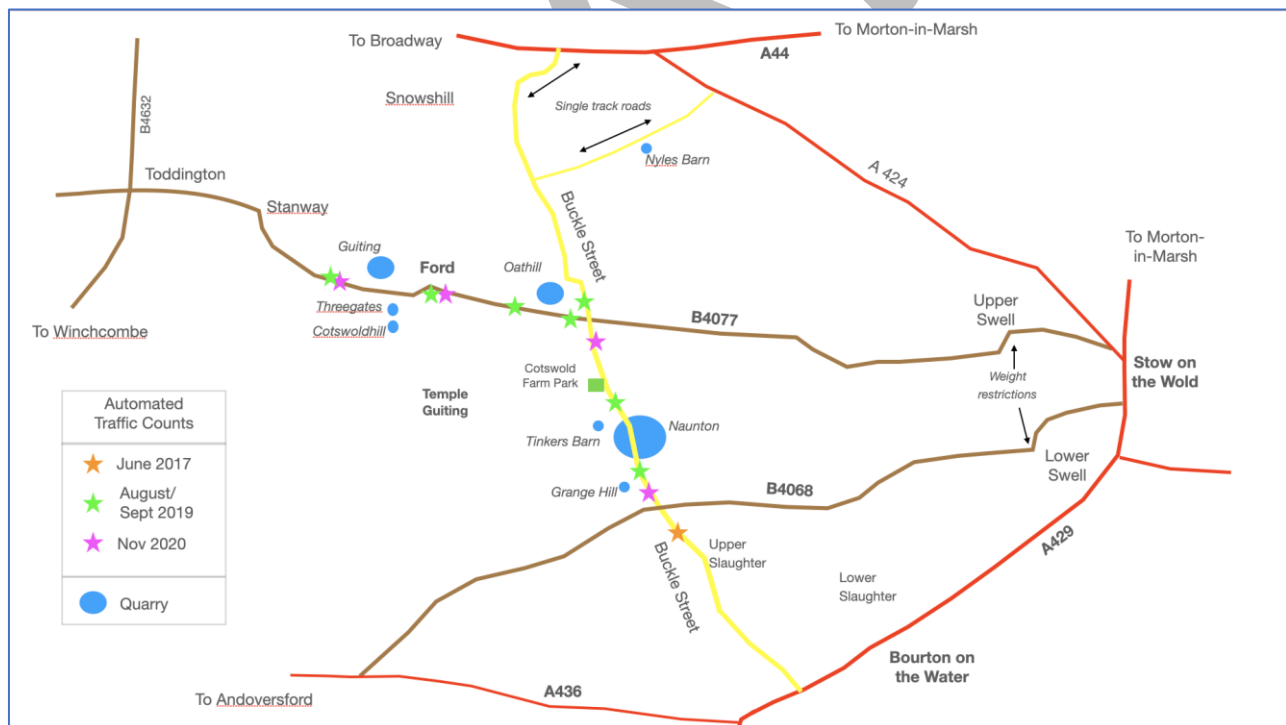


Figure 3: Schematic diagram of principal routes and quarries (not to scale)

5. Traffic counts

Although quarrying has existed in the North Cotswolds for many years, a great deal has changed over that time, particularly over the past 10 – 15 years.

TGPC is not aware of any assessment of the cumulative impact that these changes are having on the environment, residents and visitors to the area. TGPC's understanding is that each planning application has traditionally been assessed on an individual basis although a few recent planning applications and recent work by Gloucestershire County Council (GCC) Highways Department have provided some new data, including:

- **2017 June:** A single ATC located on Buckle Street south side of the B4068 referenced in planning application **18/0065/CWMAJM** Environmental Statement for the Southerly extension of Naunton Quarry.
- **2019 Aug and Sept:** Multiple ATCs referenced in planning application **19/0086/CWMAJM** Environmental Impact Assessment; Transport Statement for Oathill Quarry.
- **2020 Nov:** GCC Highways Department: Two ATCs located on the B4077 and two ATCs located on Buckle Street

Figures 3 and 4 show the approximate position of these survey points relative to the quarries and transport routes. Summary HGV counts averaged in both directions are included.

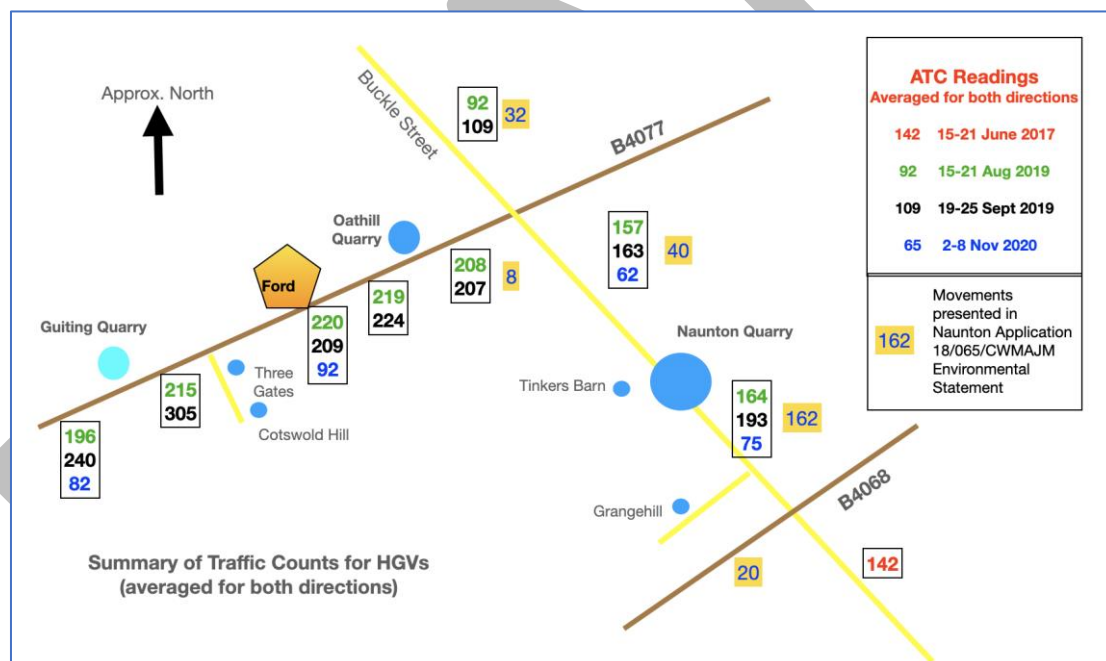


Figure 4: Summary of daily HGV traffic counts and data used to support planning applications

Details of the ATC readings are included in Appendix B, together with relevant data on HGV movements referenced in the planning applications for Oathill and Naunton.

5.1 Comparison of ATC readings in 2019 with ATC readings in 2020

The information included in the planning application for Oathill together with the latest data from GCC Highways is illustrated in Figure 4.

The ATC surveys for Oathill's application in 2019 include all HGV movements related to that quarry throughout the year. Guiting Quarry was not officially in active production so is unlikely to have contributed significantly to these figures.

Oathill's production (Figure 2) shows that, for the period 2014 – 2017, November's production has consistently been approximately 40% of August production. GCC's latest traffic data was collected in November 2020 and can safely be assumed to be 40% +/- 2% of typical summer peak production.

5.2 Comparison of predicted HGV movements in the Naunton application (19/0086/CWMAJM) with ATC readings for 2019 and November 2020.

The traffic counts in Aug/Sept 2019 show that approx. 200 - 220 HGVs pass eastwards along the B4077 through Ford and turn south along Buckle Street towards the Naunton Quarry. The figures also show that approx. 160- 200 HGVs travel along Buckle Street south of the Naunton quarry entrance.

Assuming that 20 HGVs then head west along the B4068, this leaves approx. 140 – 180 HGVs which use the section of Buckle Street between the B4068 and the A429 at Bourton on the Water. This is consistent with ATC data in 2017 that recorded approx. 142 HGVs in both directions on the southerly section of Buckle Street.

However, the number of movements for traffic heading north from Naunton quarry as submitted in the transport statement in application 18/00065/CWMAJM for Naunton is significantly different from ATC readings included in the Oathill data and the November 2020 ATC readings:

- Traffic heading north from Naunton quarry is stated as being 40 vehicles per day in both directions. This compares to the ATC count of approx. 158 (if averaged for the two surveys and including both directions).
- Traffic at the junction of Buckle Street and B4077 is stated in 18/0065/CWMAJM as splitting, with only 8 vehicles heading west towards Ford and 32 vehicles continuing north towards the A44. This is inconsistent with the ATC readings in 2018 which show similar traffic counts on the B4077 and Buckle Street. Anecdotal evidence from local residents also confirms that the majority of HGVs heading north on Buckle Street turn west through the village of Ford.

Unlike ATC data and Oathill data, traffic counts included in 18/0065/CWMAJM for Naunton Quarry are **not** based on actual traffic counts, other than a single ATC data set south of the B4068 in 2017. Details of traffic movements are prefaced by the wording "*It is understood that ...*" In this case HGV movements are calculated from authorised quarrying and concrete production rates, not actual. In addition, no variation in production rates or consequential HGV movements have been presented in the Naunton report, which states that the figures are:

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“ based on the operating hours of 07:00 – 18:00 Monday to Friday and 07:00 – 13:00 on Saturdays, when allowing for public/bank holidays and planned extended shut-downs, such as during the Christmas period, it is calculated that there are 275 working days per annum”.

Not only are the figures not based on real data from ATCs, but it is inconsistent with actual data. They also do not include projected volumes at peak times. For these reasons, the Naunton application understates the impact that the operations are likely to have on the local area significantly.

A more realistic picture could be created if the calculations were based on the number of HGV movements reported by each quarry month by month. This information is generally provided to the MPA in the monthly reports from each quarry but is not available to TGPC. In the absence of this information TGPC has based its assessment of HGV movements on the total production figures illustrated in Figure 1.

Access to older surveys on the B4077 and Buckle Street would enable a comparison with current and previous traffic levels and would show HGV movements have changed over time.

TGPC has based its calculations of HGV movements on:

- the number of movements needed for the production figures illustrated in Figure 1
- payloads of 10, 12 and 15 tonnes
- 220 working days per year
- peak HGV movements at double the annual averaged HGV movements.

Based on the ATC surveys carried out in August / September 2019 and combining the totals for West of Guiting, Buckle Street North of the B4077 and Buckle Street south of Naunton Quarry (Illustrated in Figure 4) there were approximately 594 vehicle movements, each way for the total production, at that time.

Recognising that at the time of the surveys correlates to a peak production time Figure 5B suggests that the size of HGV vehicles would require a payload of between 10 and 12 tonnes.

Figure 5a shows the potential number of HGV movements generated by transporting the total estimated annual production of the cluster.

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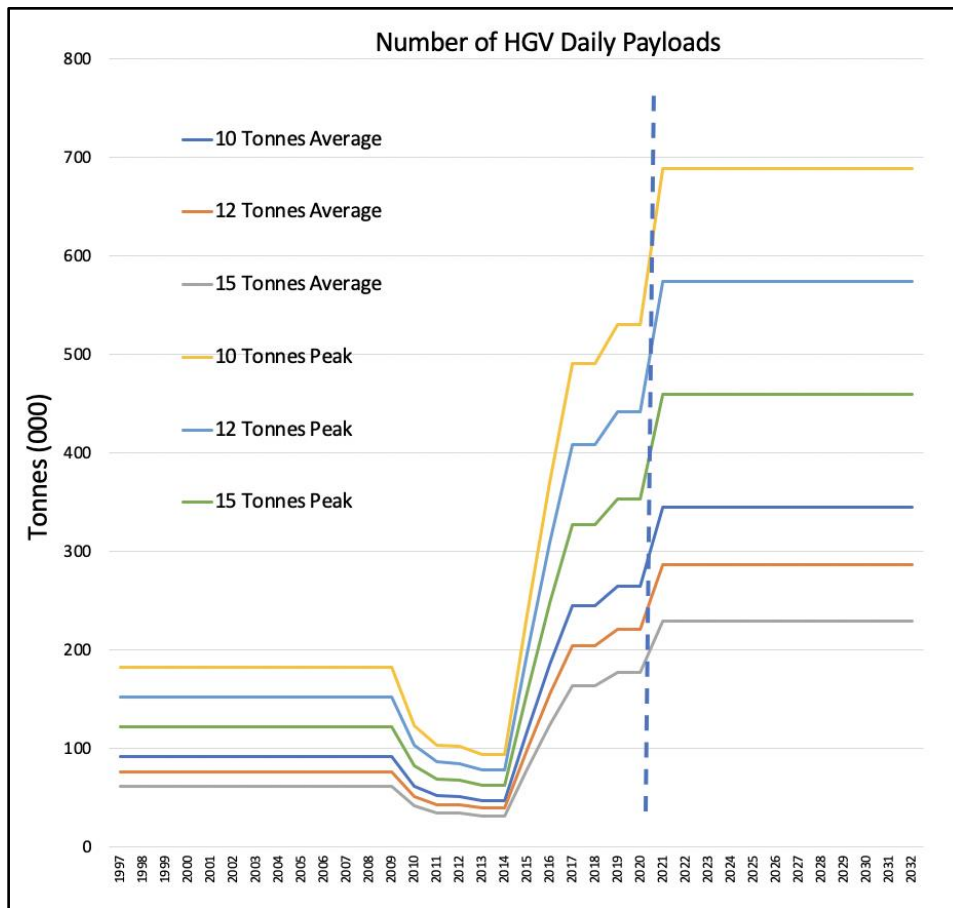


Figure 5a Average and peak daily HGV movements in the North Cotswold Cluster

The ATCs carried out at 3 locations (west of Guiting quarry, Buckle Street north of the B4077 and Buckle Street south of Naunton quarry) as part of the Oathill application show a total of 452 vehicle movements in August and 542 in September. These are traditionally peak production periods. The volume of material produced at this time in 2019 is appx 667,500 tonnes, which translates to between 442 and 530 vehicle movements, depending on the HGV payload.

Figure 5b below compares these data and shows a high degree of correlation, giving a high degree of confidence in the figures included in this report.

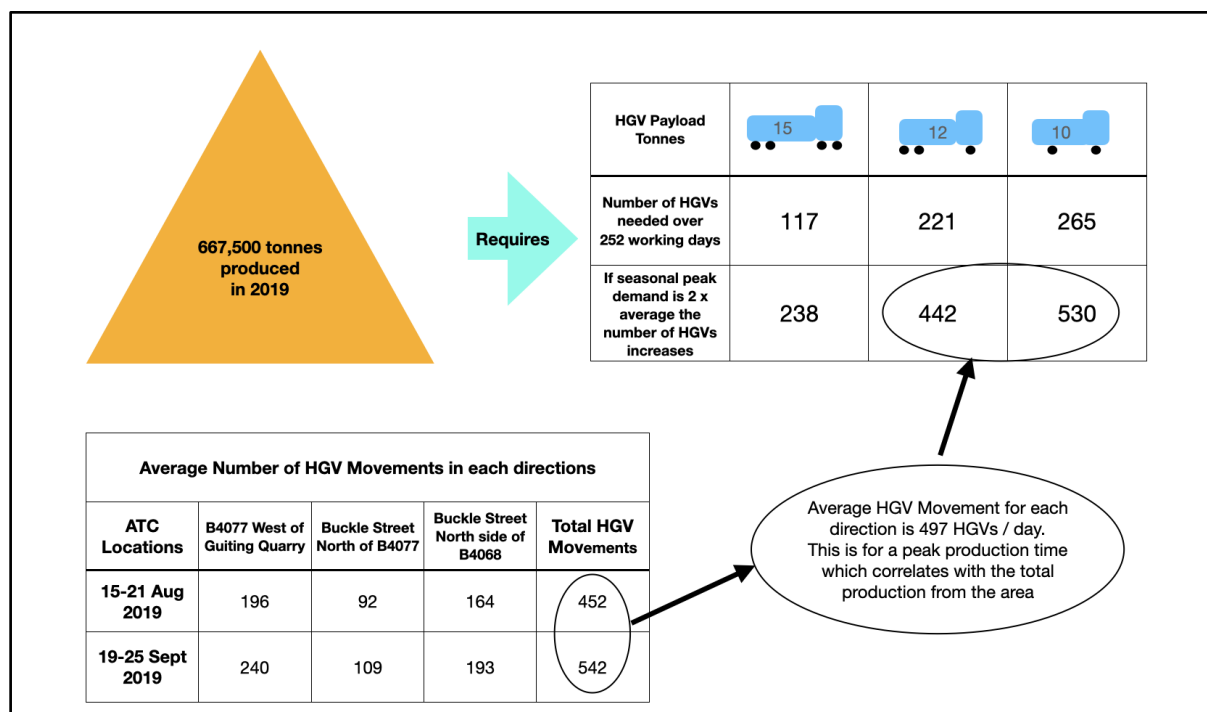


Figure 5b Comparison of projected HGV movements with ATC records for Aug/Sept 2019

6. Conclusions of traffic analysis

This simple analysis validates the numbers presented in the traffic surveys carried out in 2019 as a suitable reference point against which to assess cumulative impacts associated with the growth in HGV movements in recent years. It also suggests that:

- The number of HGVs heading north from Naunton quarry estimated in planning application **18/0065/CWMAJM** does not agree with data from ATCs carried out by GCC in November 2020 and data reported in 2019. The information in the application should be reviewed in light of this discrepancy, especially as this quarry is the single biggest contributor to HGV movements across the area.
- Monthly traffic and production data collected by the MPA would provide more accurate figures.
- Historic ATC data from both Buckle Street and the B4077 would help validate the growth in HGV movements over time. This information is also held by GCC Highways.

7. Environmental Impact of HGV movements

Noise readings in the village of Ford have been included in the Environmental Assessment for Oathill planning application **19/0086/CWMAJM**. Data for the incremental change in traffic volume give an indication of the impact HGVs currently have on noise levels in the village of Ford.

The detailed information provided by the Nov 2020 ATCs and the Oathill noise survey shows that HGV movements start from 06.00, approx. one hour before quarries open. This is confirmed by local residents in Ford who have recorded HGV movements associated with quarrying passing through the village before 07.00. At this time of day, HGV movements can have a greater impact and loss of amenity.

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No formal studies are available to provide an understanding of the cumulative impact of noise, air pollution, fumes, dust or vibration from HGVs associated with quarry transport routes serving the area.

Local residents have for many years raised concerns about the number of un-sheeted loads, poor wheel washing and driving standards as evident in the Freedom of Information request provided in the supporting information for the Cotswold Hill planning appeal in 2019.

A separate TGPC report is planned that addresses the requirements and implications of environmental impact studies relating to these issues.

8. Speeding, accidents and driving standards

8.1 Speeding

The ATC readings taken in November 2020 provide some insight into speeds on the roads used to access local quarries.

The ATC in Ford was located adjacent to the rear car park entrance to the Plough Inn on the east side of the village. This is approximately 75m within the 30mph speed limit area on the eastern approach to Ford, which has clear countdown signs advising drivers of the 30mph speed limit. The ATC readings in November 2020 show that, despite speed count down signs, speeding in the 30mph area occurs regularly, with 85% of road users exceeding the 30mph at the count location. With the help of GCC Highways and support from Cllr Nigel Moor, TGPC has installed a VAS sign with the aim of reminding drivers to keep within the speed limit. It may become necessary to install an ANPR speed measurement device if speeding continues. This will identify repeat offenders for individual notification.

Buckle Street has a national speed limit of 60mph. However, the road width is restricted and two HGVs have difficulty passing without reducing speed. Although some HGV drivers are careful to drive according to the road conditions by reducing speed, many residents have been subject to aggressive driving which regularly forces drivers, walkers and cyclists off the road. Because the incidents happen so quickly it is impossible to follow up which HGV was involved, or which quarry they were going to or coming from.

8.2 Accidents and driver behaviour

Figure 6 shows police traffic accident data up to December 2020 for the B4077 and Buckle Street.

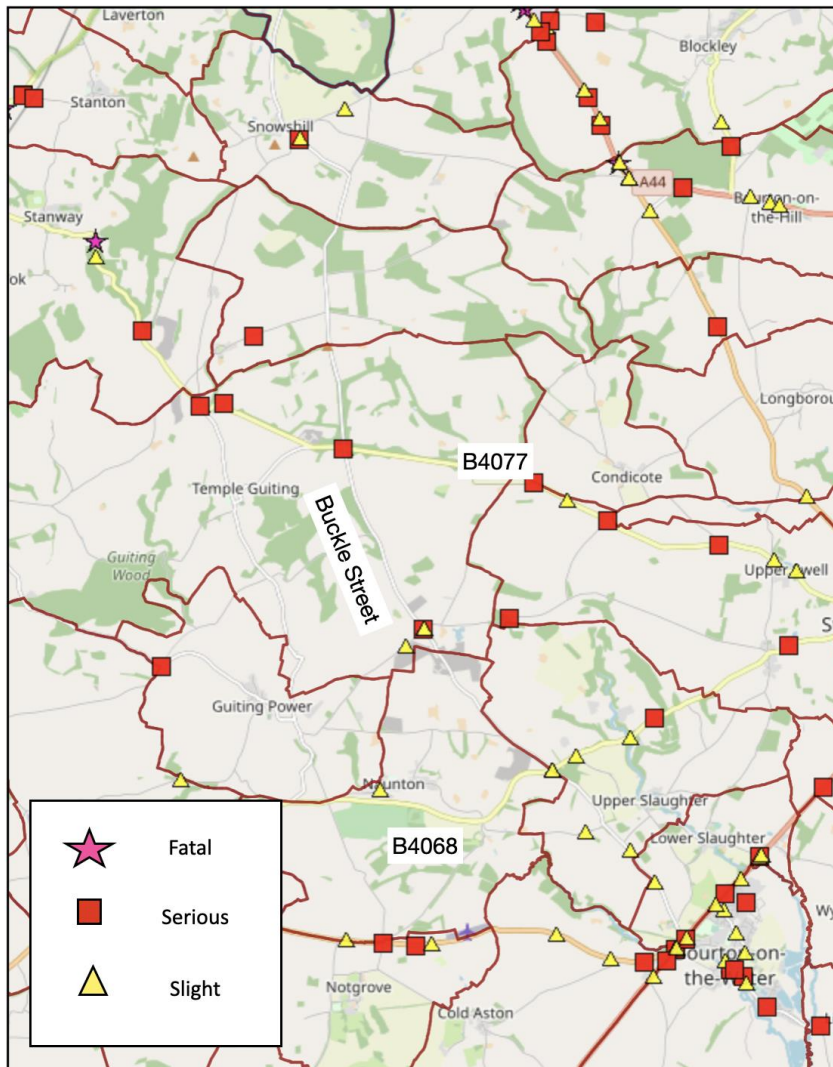


Figure 6: Traffic accident data for the local area as shown on the police website Dec 2020.

Consistent with reports included in the transport statements for planning applications, very few accidents involving HGVs have been reported. Two incidents are referenced in planning application 18/0065/CWMAJM relating to an incident between an HGV with trailer in 2012 and another October 2014 between a car and an HGV.

It is unclear from the transport statement for application 18/0065/CWMAJM, how much of the overall network has been considered. The period presented only covered October 2012 to September 2017.

One of the area's major visitor attractions, the Cotswold Farm Park, is located on Buckle Street. Along with local residents, this enterprise is also concerned about HGV driver behaviour on Buckle Street. A series of speed watch surveys and driver monitoring is needed to establish the extent of the problem on:

- B4077 between Toddington and the Buckle Street turning towards Bourton
- Buckle Street between the A44 and Bourton.

8.3 Quarry HGV driver handbooks

In the preparation of this report two examples of corporate driver handbooks have been reviewed.

- **Hanson Hauliers' Code of Conduct** (Issue 3 June 2013) that drivers should keep available together with a signed declaration confirming receipt and agreement to comply with the rules.

The handbook addresses basic operational safety requirements and activities whilst on site; cleaning and maintenance of vehicles; wheel washing and sheeting. Additionally the Code of Conduct addresses travel to and from site *".. in a manner which minimises noise, particularly during early mornings or night journeys when driving through built up areas and/or in the vicinity of neighbours of the site" ... "Taking care when driving over speed bumps to prevent rattling and banging of the vehicle body". "Driving in convoy is to be avoided" and it states "Never drive aggressively or intimidate other road users" "Pay particular attention of vulnerable road users, including cyclists"*

- The **Johnson Quarry Group** Health and safety Driver/Visitor Rules and Procedures (2019) for the Johnson Quarry Group has also been reviewed. This is focused on operating hours and what drivers and visitors are expected to do on site including parking and personal protective equipment ... *"When leaving the quarry All loads must be sheeted. Care taken to drive in a manner which minimises noise, particularly during early mornings whilst driving through built-up areas and/or in the vicinity of neighbouring properties to the site. Particular attention to the protection of vulnerable road users. In the event of compliance failure drivers will be given a yellow card for a first offence and may receive a 10 day suspension for a further breach. The driver has to sign a confirmation of understanding and agreement"*.

- **Comparison**

Both handbooks cover basic HSE requirements and driver awareness of the importance of managing noise. But neither provides detailed guidance on acceptable routes to and from the quarries or requesting that drivers do not arrive and park up before the quarries open.

The Johnson Quarries booklet does not include comments about wheel washing or to avoid driving in convoy although it is understood that these are covered in local management instructions.

- **North Cots Traffic Management Area Driver Handbook and Quarry Stakeholder group**
The proposed TMA could include a driver's handbook which sets common standards across the area, focusing on safety and considerate driving, with the aim of reducing the number of incidents of 'aggressive driving behaviour' on narrow local roads. Until a Driver Handbook like this is in place, compliance with existing conditions and adoption of best practices could become part of the work of the Quarry Stakeholder group

9. Final conclusions

This report is currently in draft stage but provides information which has implications for current and future planning applications. Most urgent among these are those which relate to currently planning applications:

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9.1 Traffic movements and Health Assessment for Naunton Quarry application 18/0065/CWMAJM

- Verify actual traffic movements against those presented for this application. TGPC has already commented on this issue in its formal response to the application (24 Feb 2020).
- Conduct a detailed Health Impact Assessment for the application, (as referenced in the MLP) which addresses each aspect of the MLP guidance.

9.2 Cluster-wide traffic data library for decision support

- An HIA for Naunton quarry would result in an assessment of the real cumulative impacts that quarrying has on local communities, infrastructure and amenity values and would set the context for all quarry development in the area.
- Establish the cumulative volume of every product extracted or produced across all quarries in the North Cotswold Quarry Cluster, based on actual monthly production figures. Compare this with the total amount 'required' according to the MLP and assess all applications in light of this figure. This is one of three concurrent planning applications/reviews - Naunton, Guiting, Oathill. Guiting and Oathill both plan increased production, giving rise to a large potential cumulative impact on the area.
- Compare building materials versus other materials to establish whether current workings support the objectives of the policies of Cotswold AONB and CPRE.
- Make historical ATC data for the B4077 and Buckle Street available to TGPC and others as appropriate. Carry out regular checks to ensure data is up to date. Provide further data to complete the picture if necessary.
- If cumulative impact of quarry traffic is found to be harmful, a revised approach to quarrying which reduces the number of HGVs will need to be considered.
- Establish the proposed Traffic Management Zone as an initial attempt to reduce some of the issues associated with transporting minerals through the North Cotswolds Cluster (as discussed in TGPC's response to the LTP), including:
 - Controlled routes
 - Controlled times of access (preventing movements of HGVs before quarries open) and enforcing hours of operation restrictions included in planning permissions
 - Reduced max speed to 40mph for HGVs on Buckle Street and on access to the A424 and A44
 - Active promotion by operators of considerate driver best practices including courteous and considerate driving
 - Rigorous enforcement of sheeting and wheel washing conditions attached to planning permissions.

List of references and abbreviations

10. List of references

Gloucestershire Minerals Local Plan 2018-2032 Adopted March 2020

Cotswold AONB Management Plan 2018-20123

Oathill Planning Application **19/0086/CWMAJM** Environmental Statement

Naunton Quarry Planning Application **18/0065/CWMAJM** Environmental Statement, Hurlstone Partnership, February 2018

GCC Highways Traffic Survey Ref TS6655 for period 2-8 November 2020 at four ATC locations (supported by Cllr Nigel Moor):

- Summary report Ref TS6655

- Detailed Survey Data (xls spread sheet)

- Summary S Report for ATC survey in Ford

GCC Highways Detailed Survey data (xls spread sheet) for survey on Buckle St at Upper Slaughter June 2017 (Data point referenced in Naunton Planning application 18/0065/CWMAJM (xls spread sheet))

Hanson's Drivers Handbook, Issue 3, June 2013

Johnson Group Health and Safety Driver/Visitor Rules and Procedures (2019)

11. Abbreviations used in this report

AONB: Area of outstanding Natural Beauty

ATC: Automated Traffic Count

CCB: Cotswold Conservations Board

GCC: Gloucestershire County Council

NPPF: National Planning Policy Framework

MLP: GCC Minerals Local Plan

MPA: Minerals Planning Authority

TGPC: Temple Guiting Parish Council