

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	19 November 2014
Title:	Application for permanent inert and secondary aggregate recycling facility including purpose built centre for visitors, meetings and educational use, purpose built site offices and mess rooms, fixed and mobile plant, amendments to site layout and haul roads, partial re-design of surrounding earth bunds, sustainable drainage and energy features, management of historic orchard and western woodland, ecological and landscape enhancement, cessation of future landfill permitted under planning permission no. P/06/0443/CC and options for exploration of potential community related after-uses on restored landfill and related ancillary development all at existing temporary recycling facility at Rookery Farm Recycling Site, Botley Road, Swanwick, SO31 1BL. (Application No. P/14/0857/CC) (Site ref: FA032)
Reference:	6283
Report From:	Head of County Planning

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1. Executive Summary

- 1.1 This report considers an application and accompanying Environmental Statement for the development of a permanent inert and secondary aggregate recycling facility and related ancillary development at the existing temporary recycling facility at Rookery Farm Recycling Site, Botley Road, Swanwick,
- 1.2 The proposal includes a purpose built centre for visitors, meetings and educational use; purpose built site offices and mess rooms; fixed and mobile plant; amendments to the existing site layout and haul roads; partial re-design of surrounding earth bunds; sustainable drainage and energy features; management of the adjacent historic orchard and western woodland ; ecological and landscape enhancement; cessation of future landfill permitted

under planning permission no. P/06/0443/CC and options for exploration of potential community related after-uses on the partially restored landfill.

- 1.3 The applicant is seeking permission to make the recycling facility permanent, and to give up the existing landfill rights. The recycling facility is located in the void of the permitted landfill and is directly adjacent to and north of that part of the extant landfill permission that is already restored to pastureland and within the applicants control. The remaining void space will not be landfilled, but occupied by the recycling plant on a permanent basis. The areas landfilled to date will be finally restored and extensive landscape planting carried out appropriate to a permanent development site. It is not proposed to change any of the operational limits to the site that are subject to existing planning conditions. These include hours of operation, noise limits, lorry numbers and annual tonnage.
- 1.4 The present permission for recycling is temporary until 30 June 2021, after which the site is required to be landfilled over and completed by 31 December 2026. The applicant states the waste industry has changed significantly and the need is now for permanent high quality recycling sites, and not landfill sites.
- 1.5 The development will continue the school education facility and workshops lead by the applicant in a permanent building, whilst future community use of the remnant orchard area and restored landfill area are under consideration.
- 1.6 The key issues raised by the proposal are:
 - Location and Need
 - Highway safety
 - Amenity
 - Landscape character of the area
 - Ecology
 - Slope Stability
 - Drainage and groundwater
 - Cultural Heritage
 - Community Benefits
 - Sustainable development features
- 1.7 An Environmental Statement has been submitted with the application that concludes that subject to mitigation the development is unlikely to cause any significant environmental impacts

1.8 Reasons for decision:

It is considered that the proposal, subject to proposed mitigation secured through conditions and approved documentation, would be in accordance with the Hampshire Minerals and Waste Plan (2013) as it is a sustainable form of development (Policy 1, 2) in a suitable and sustainable location on the border of the urban fringe (Policy 29) that recycles and diverts waste from landfill to create end products that reduce the reliance on primary aggregates (Policy 18, 25) and is located near to the sources of waste and/or markets for its use (Policy 25, 29). It provides a contribution towards Hampshire's recycling capacity (Policy 27), and that the impacts of the development on landscape character (Policy 5, 9, 13), amenity of the local residents (Policy 10) would be satisfactory. It is considered the development would not generate any significant adverse health, safety or pollution impacts (Policy 10); it would cause no significant biodiversity impacts and would enhance biodiversity through after-uses of adjacent land within the applicants control (Policy 3). There would be no significant impacts to ground water, or flood risk (Policy 10,11), and it would be acceptable in terms of highway safety and convenience (Policy 12) as it has good transport connections to sources of and markets for the type of waste being managed and a special need for the location and the suitable for its use has been justified to be located on land just outside but bordering the urban fringe (Policy 5, 29) that has an extant permission for landfill

2. **Site**

- 2.1 The planning application site (outlined in red on the attached plans) has an area of 9.1ha and is confined to the operational recycling area, the access and adjoining areas for ground modelling and bunding. This area will not be landfilled in accordance with the approved restoration scheme. The completed landfill site alongside the M27 has been restored.
- 2.2 The operational area of the site (outlined in green on the Site Layout Plan attached) has an area of 4.5ha, approximately half of the site. The existing operational area has been extended towards the north to make best use of the available land. The full extent of the land owned by the company (outlined in blue on the attached plans) is approximately 20 ha and comprises the recycling site itself, the landfill area restored alongside the M27, an area of woodland within the western boundary and a remnant of the former orchards backing onto the houses in Swanwick Lane
- 2.3 The Rookery Farm Recycling Facility Site is located north of the M27 Motorway between Junction 8 (Hedge End) and Junction 9 (Whiteley/Park Gate) as shown on the Location Plan. It lies within a triangle of land formed by the M27, Botley Road (A3051) and Swanwick Lane. The site access is from the Botley Road (A3051) immediately north of the motorway bridge. The principal route taken by lorries is via Botley Road to the A27 at Park Gate

and onwards to the M27. The site lies less than 1km from the A27 which is a strategic lorry route. It has a direct link to the A27 via an A Class road – the A3051 Botley Road towards the east. It can therefore be considered located within a strategic road corridor. This is an A Class Distributor Road within a speed restricted area and with footpaths along either side. A detailed description of the access route and local roads is given in the Highway and Transport Assessment

- 2.4 To the east of the site and across Botley Road is the new settlement of Whiteley. Yew Tree Drive which provides a route from Botley Road to Whiteley has recently been opened to vehicles below 7.5 tonnes for a trial period. This route will not be used.
- 2.5 The main built up areas of Park Gate, Sarisbury and Locks Heath lie south of the M27. Botley Road and Swanwick Lane have residential development along them and accessed from them. The nearest houses to the operational area of the site are:
- Three Grade II Listed Buildings near the site . These are:
Rookery Farmhouse
Swanwick Barn and Cart Shed
Granary to east of Rookery Farmhouse
These are all within the curtilage of Rookery Farmhouse which lies immediately to the north of the site. The barn is the closest, some 50 metres from the site boundary. The Farmhouse and Granary buildings are both located more than 100m from the site boundary, although the curtilage of the property adjoins the site.
 - Juniper Cottage 120m to the west
 - Dwellings in Swanwick Lane 160m to the north
 - Botley Road- houses directly opposite the site entrance and along the lorry route of Botley Road.
- 2.6 The existing internal haul road passes to within 90 metres of Rookery Farm, which it screens by a high steep bank. The existing access onto Botley Road is opposite residential development on the eastern side of the road.
- 2.7 There are no public footpaths directly affecting the site. A farm accommodation bridge over the M27 that previously linked farmland on either side of the M27 has been closed and is redundant.
- 2.8 The site lies within the Southampton Airport Safeguarding area and the NATS Air Traffic Control centre lies away from the site to the north within the village of Swanwick

3. **Background and Planning History**

- 3.1 The applicant is Raymond Brown Aggregates, a member of the Raymond Brown Group based in Ringwood, Hampshire. Raymond Brown Aggregates operates a number of aggregates quarries and aggregates recycling facilities in Hampshire, Dorset and Berkshire.
- 3.2 The applicant purchased the Rookery Farm site in 2004. At that time the site was principally an inert landfill facility with an aggregates recycling plant. There was no time limit for the completion of the landfill, whilst the aggregates recycling had the benefit of a temporary permission with limited life.
- 3.3 In June 2006 the applicant obtained planning permission to retain the aggregate recycling facility for 15 years until 30 June 2021 (Ref P/06/0443). The application involved the upgrading of the recycling plant, and the agreement to complete the landfilling by 31 December 2026.
- 3.4 The recycling site has now been operated by the applicant for ten years. A local Site Liaison Committee was established following the grant of planning permission in 2006, chaired by Councillor Sean Woodward, and through this any environmental issues that have been raised have been debated and appropriately resolved as necessary..
- 3.5 Over the last decade the role of the site has changed as it now functions almost entirely as an aggregates recycling facility. With the introduction of washing a very high percentage of imported wastes are recycled. At the present time a recycling rate of 97% is achieved with the residual materials removed to landfill elsewhere. Historically silt residues have been used in restoring the landfill site.
- 3.6 The site recycles construction wastes arising in the Fareham and South East Hampshire area, and supplies the recycled materials back into construction sites in the same catchment.
- 3.7 The company has a policy of engaging with the local community and has established a visitor and educational centre on the site. The present temporary building is used as a classroom for local schools. About 1000 pupils have taken part over the last 5 – 6 years.
- 3.8 Formal pre-application advice was issued to the applicant by Hampshire County Council 28 January 2014 and an EIA Screening and EIA Scoping Opinion has also been undertaken by Hampshire County Council in it's role as Waste Planning Authority.
- 3.9 A Public Exhibition relating to the application was held on site on Friday 20 June and Saturday 21 June In summary 13 local residents attended the

Exhibition, mostly residents of Swanwick Lane. Cllr Woodward (Hampshire CC and Fareham BC) also attended the exhibition. There were no objections in principle, but a number of detailed points were raised that the applicant states it has taken into account within the submission.

3.10 Hampshire County Council Planning history is attached as Appendix 1

3.11 Along the northern site boundary there is a large pond located in the grounds of Rookery Farm, a neighbouring residential property. Water from the pond discharges into a ditch before flowing north-westwards, at the toe of the Northern Screening Bund. The water from the pond and surface water that approaches the site from the north is conveyed through a culvert below the base of the processing area. The water is discharged to a ditch in the west, from where the water is directed into one of two channels. One channel enters the main site lagoon, whilst the second water channel directs the water to join the original stream channel prior to entering the culvert beneath the motorway.

4. The Proposal

4.1 Planning permission is sought to make the existing temporary recycling facility permanent. In so doing the applicant is proposing some changes to the existing development and its layout. The main changes are:

- i) The site office and weighbridge will be relocated to the bottom of the haul road. The permanent office will be two storeys high and constructed of concrete blocks with a pitched tiled roof. Operational parking would be provided for site staff, with a dedicated footpath link separated from the haul road. The wheel wash will also be relocated into this area
- ii) The haul road would be surfaced and the gradient eased to eliminate the steepest slope and reduce noise and vehicle wear. The high point near the existing weighbridge will also be lowered, and the low point near the site entrance raised to improve drainage and improve vehicle access and egress.
- iii) All of the existing office buildings and classroom will be removed and the area redeveloped. In its place the permanent visitor/education centre will be built to provide accommodation for the education programme and for company use for site meetings as at present. The building will be single storey brick built with a clay tile pitched roof. A visitors' car park is proposed with the area screened from Botley Road by a low bund that will be planted. Additional planting is proposed either side of the access road.

- iv) The washing plant will remain in its present position but the remainder of the layout of the operational area would be revised for efficiency and safety reasons with the introduction of a one way traffic system. Provision would make for smaller builders lorries to deliver and pick-up without conflicting with the larger bulk tipper lorries predominantly used. The principle operation will remain aggregates recycling. The area for crushing and screening would be relocated, and areas for stockpiling redefined.
- v) A lagoon for surface water management would be included in approximately the same location as the existing lagoon, but would be enlarged to improve operational efficiency. A silt management system would be included to maintain water quality. The lagoon would feed into the existing water course as it does at present.
- vi) The provision of an electric power supply would be enabled by the proposed permanent facility and would provide significant energy efficiency. This cannot be provided for a temporary facility due to the high capital cost.

Recycling Use

- 4.2 The site receives inert waste from construction and demolition sites in the south Hampshire area. The material is imported by lorry, checked in, and deposited ready for processing.
- 4.3 There are two processing areas on site:
 - (i) Crushing and Screening - whereby Imported concrete and hardcore is crushed and screened using mobile plant and stored ready for sale or further processing. The crushing is on a 'campaign' basis with a mobile crusher being brought in when sufficient stockpiled material has accumulated. The material is used as a coarse aggregate typically as fill material.
 - (ii) Washing and Screening –whereby A range of imported materials, and previously crushed and screened materials, are processed through the fixed washing plant to produce a range of fine sand materials and recycled aggregates for use in drainage and concrete manufacture.
- 4.4 The processed materials are stockpiled ready for sale and exported by lorry. A high degree of 'backloading' is achieved since the same lorries are used for imports and exports.
- 4.5 The main catchment area for demolition waste, and market area for the sale of recycled aggregates is south Hampshire. This area is accessed via the

M27 and local A roads. The site also deals with inert construction and demolition wastes from the Hampshire County Council Household Waste centres. The present annual throughput of the site is approximately 70,000 tonnes – i.e. 70,000 tonnes of construction waste processed, and 70,000 tonnes of recycled aggregates used on construction sites. This is equivalent to the production of a small-medium size quarry.

- 4.6 Operational Limits - It is not proposed to change any of the operational limits to the site that are subject to existing planning conditions. These include hours of operation, noise limits, lorry numbers and annual tonnage:
- 4.7 The applicant states the existing site has been established and operating successfully for some 10 years, making a significant contribution to both the management of construction waste and production of recycled aggregates in the south Hampshire area. The retention of the site on a permanent basis will continue to meet the needs for both managing construction waste and the supply of recycled aggregates in this growth area of South Hampshire. The requirement for additional land won aggregates in this area is therefore reduced.
- 4.8 The applicant states the waste industry has changed significantly and the need is now for permanent high quality recycling sites, and not landfill sites. The applicant considers therefore that it is both logical and good planning to convert the Rookery Farm Recycling Site into a permanent facility and to forego the approved landfill capacity.
- 4.9 The applicant states It is recognised that a permanent facility needs to operate to higher environmental and amenity standards than a temporary site. A significant number of site improvements have therefore been included in the proposal. These include the replacement and relocation of temporary buildings with purpose built building to a high environmental standard, the improvement of the site access and haul roads, and significant tree planting around the site. Woodland and orchards outside of the application boundary but in the company's ownership will also be retained and strengthened. The applicant adds that it has a policy of community engagement and providing appropriate community benefits. The company has run an educational programme for local schools for more than 5 years, based in a temporary building. The proposals include the replacement of the existing temporary buildings with permanent brick and block buildings that will enable the continuation and expansion of the education programme in better accommodation.
- 4.10 The development would generate a maximum of 240 HGV movements per day with an annual throughput of 140,000 tonnes . Over 85% of HGV's travel via the A27 to and from the east of the site, with approximately 70% travelling via the M27. The existing access will be used. A highways assessment has been carried out (included in Environmental Statement)

and no alterations to the access are required for highways reasons. Improvements to the appearance of the access are proposed to reduce its visual impact. The operational hours would be: Weekdays 7.30am to 5.30pm Saturday 8.00am to 12.30pm

- 4.11 The education and visitor centre would comprise a building 13m x 16.2m and gross floor area of 155m². The height to pitched tile roof would be 3.2m.
- 4.12 The site offices would be a two storey brick building with full staff facilities including offices for the site manager and weighbridge clerk, and mess room etc. for the site operatives. The building dimensions are 10m x 9m with a ridge height of 6.6m and gross floor area of 180m². The building will be clad with concrete blocks with a tiled roof.
- 4.13 The applicant states that opportunities for installing solar panels will be considered in the future..
- 4.14 The site presently employs eight staff directly and supports a number of drivers and headquarters staff. The development will not create new jobs, but the existing jobs based at the site will become permanent.
- 4.15 During the limited opening hours when it is dark low level security and safety lighting is provided for the sand washing plant. The crushing and screening plant is not operated in darkness.
- 4.16 The Environmental Permit requires monitoring of landfill gas associated with the previous landfilling operations, and this will continue in accordance with the requirements of the Environment Agency
- 4.17 A number of community benefits have been incorporated into the proposals including:
- Improving the educational facilities through the provision of a permanent building for use as a classroom.
 - Retaining neighbour access to the remnant orchard area and potential restoration as a community orchard.
 - Extensive tree planting to reduce the visual impact of the facility and upgrade the appearance of the whole area.
 - Potential for community open space on the restored landfill to be considered.

4.18 An Environmental Statement has been submitted with the application addressing the following topic areas:

a) **Planning Statement**

b) **Landscape and Visual Impact Assessment**

The form and scale of the proposed development will remain very similar to the existing facility. No valued landscape features will be lost and it is predicted that the site will be effectively integrated into the surrounding landscape through the relocation of existing buildings, the construction of additional screen banks and the establishment of additional tree and shrub plantations on the site perimeter. All existing views of the operational areas will be effectively screened from identified receptors within the local area. It is predicted that the development will have no additional adverse landscape or visual impacts. Moreover, the proposed mitigation schemes are likely to have beneficial landscape and visual effects, with the potential for the enhancement of landscape character, biodiversity interests and visual amenity.

c) **Ecology**

The current planning permission is for the restoration of the site to agriculture (on a landfill dome) with a network of new field boundaries comprising native hedgerows and linear woodlands and this will not now occur. As a result of the change of scheme there will no longer be the loss of 0.5 ha of priority lowland deciduous woodland or 0.3 ha of woodland / scrub on the northern apex of the site to Swanwick Lane. This is therefore a moderate positive effect.

There will be a loss or modification of 300 m bunds of which a further 180 m bunds will be created with the creation of 0.55 ha grassland on the inner faces. The net effect of this will be low positive.

There will be the creation of 1.6 ha woodland to complement the adjoining priority habitat lowland deciduous woodland so as to provide a wildlife corridor surrounding the site. The effect of this will be low positive.

There will be the loss of two run-off lagoons to be replaced by one larger lagoon. The residual effect is not significant.

Effects on individual species are considered to be not significant or not present. Therefore no specific mitigation or compensation is required for any species. There will be no further effects from disturbance or dust. There will be no adverse effect on any designated site be it statutory or non statutory. There will be no significant effect on any European designated site and therefore no Appropriate Assessment is required. Further enhancements are the renovation of the derelict orchard to the north and planting in the adjacent woodland, both on land outside the Application site but within the Applicants ownership.

d) Highways and Transport Assessment

Rookery Farm is an existing recycling and landfill site with permission to operate until 2021 (and 2026 for landfill). The application seeks to make the recycling operation permanent and in that event the landfill operation will cease. Current planning Conditions require the site to operate from 07.30 until 17.30 Mondays to Fridays and 07.30 until 12.30 on Saturdays, with no more than 240 HGV movements in any one day. The annual throughput should not exceed 140,000 tonnes. No change is sought to these restrictions.

The site has one existing access off Botley Road. This access lies just north of the motorway overbridge and has a good geometric layout, good visibility and is sufficiently wide to enable lorries to pass in the entrance. Botley Road is widened at this point to create a ghost-island right-turn lane. This access is more than adequate for the proposed use and meets current standards. No change is proposed to its layout. There are no Rights-of-Way affected by the site.

Operational records over the last 3 years indicate that during the busiest month in this period (August 2011) there were on average only 95 HGV movements per day. Virtually all of these HGV movements travelled to and from Rookery Farm along Botley Road (south) and most (i.e. over 85%) then travel along the A27 to Segensworth roundabout and onto the M27 or continue along the A27 into Fareham. Virtually no HGV traffic travels north along the A3051 Botley Road and little travels to the west along the A27 through Park Gate towards Bursledon. A recent large contract near Botley generated a high number of HGV movements along the A3051 is not protected by any weight restriction.

The movement pattern by small commercial vehicles has a greater emphasis on local destinations with half travelling into Locks Heath, Warsash or along the A27 (west) towards Bursledeon and Hamble. No change is anticipated in this pattern of travel as the main market for the material is assessed via the M27 for which Junction 9 at Segensworth provides the most suitable access.

Because it is an existing operation there would be no additional traffic before 2021 when the recycling operation would otherwise close. After this date the traffic flows would remain the same as at present. Even if all the traffic were considered to be 'new', assessing the impact of the scheme on local roads against current good practice criteria shows the impact as neutral.

No further mitigation is considered necessary and the existing planning Conditions protect the local community adequately.

In the last two years HCC have monitored the effect of opening the bus-gate on Yew Tree Drive that leads into the Whitely development. It is currently open for 6 months (February-August 2014) for a further trial.

When it was open for three weeks in 2012 the effect on Botley Road was to increase traffic flows passing the site access by 20%. This was considered acceptable, hence the current longer trial. This seems to indicate that traffic flows along Botley road are not considered critical.

e) Noise report

The proposed Recycling Facility at the Rookery Farm Recycling Site has been re-designed as part of best practical means for noise control and the minimisation of noise propagation to the local community. This has been accomplished by a combination of the choice of plant and machinery, the siting of operational plant farther from local properties, by the incorporation of electrical drives where possible and by the strategic use of acoustic bunds. The primary screening operations will be re-located in the western area of the Application Site relatively closer to the motorway. Because of its proximity to the motorway, the primary screening noise will be better masked by the motorway noise. Both the primary and secondary screening/washing processes and all ancillary activities on site will be screened to the north in the direction towards Swanwick Lane, by the existing bund situated along the peripheral edge of the permitted landfill at a height of 40.5m AOD. The existing bund on the site boundary adjacent to Rookery Barn at a height of 43m AOD, provides substantial acoustic screening to Rookery Barn and together with the proposed improvements to the gradient and surface of the access road will minimise access road noise. Further attenuation will be provided by a new bund adjacent to the woodland buffer at the western end of the site to provide additional screening to Juniper Cottage.

In the course of the planning history of this site, the ambient and background noise levels at the relevant dwellings have been measured by several organisations. It was demonstrated that the ambient and background noise levels in the community were controlled mainly by traffic noise from the M27 and that these measured levels in the community were strongly dependent on wind direction and speed. Because of this variation of the background levels from day to day, coupled with the complexity due to wind direction on the propagation of the noise from the Recycling Facility, this leads to some uncertainty in the rigorous application of BS 4142. However, BS 4142 assessments have been provided using 2014 background levels. Predictions of the overall noise levels associated with the proposed revised recycling development have been determined from base data obtained from the current recycling operations at this site and calculated in accordance with the recommended methodology of BS 5228. However, it should be noted that no account was taken of the potential acoustic shielding provided by stockpiles of unprocessed/processed materials and thus will inherently provide further acoustic screening in the directions of the local closest dwellings. The noise contribution due to the passage of 24 HGV

movements (two-way) per hour on the access road into and out of the processing areas would generate $L_{Aeq,1hr}$ noise level contributions at the closest dwellings which would be well below the existing ambient and background levels. The predicted noise levels in the community due to the proposed development have been assessed in accordance with the methodology and criteria of BS 412. It has been demonstrated that compliance with BS 4142 would be achieved with a margin to spare. In subjective terms, the overall audibility of the noise associated with the proposed modified Recycling Facility, as perceived in the local community, would be minimised and generally would be rated as having, at worst, a *slight impact*. The conclusion of this report is that the overall noise contribution associated with the proposed development, as described, would continue to be acceptable in the local community.

f) Dust impact assessment

The site is operated in accordance with a Dust Management Scheme. This sets out the measures presently taken to mitigate dust including the use of sprinkler systems and bowsers. Dust is presently monitored with two permanent DustScan receptor pads located on the Rookery Farm Recycling site. All recycling activities have the potential to generate dust associated with processing materials, stockpiling materials and the movement of machinery and lorries. Managing dust requires simple effective management measures to be in place and implemented. Such measures are presently in place and will be continued. In recent years dust has not been a significant issue at the site and any problems are dealt with through the Site Liaison Committee and direct contact with local residents. The proposed upgrading of the site will have the effect of mitigating dust impact, although no specific measures are directed towards dust mitigation in addition to those already carried out. The surfacing of haul roads will facilitate cleaning the road surface and mitigate dust generated by the movement of lorries within the site. The extensive planting proposed around the site perimeter will also assist in the mitigation of dust in the longer term. There will be no permanent impact on local amenity due to dust. Over time the proposed planting will mature and further mitigate the potential impact from dust.

g) Slope stability assessment

The results of the slope stability assessment are similar to the previous stability assessments which found that the Factor of Safety (FoS) for the Southern Slope is less than the desired values (1.3 or in some places 1.5) given that the slopes are to be a long term feature. Whilst the FoS of the slopes may be less than desired, it is also recognised that remedial works to raise the Factor of Safety by reducing the slope gradient or the height of the slopes, could present a higher risk than the current slope profiles present. Whilst possible, it would be undesirable and could present a considerable risk to human health to uncap, expose, excavate

and re-profile the fill within the 1990s landfill site. Where the slopes do have a Factor of Safety which is less than desired, there is no evidence on site or through the analysis, that deep seated or large scale failures are likely to occur. The analyses found that the critical failure planes are all shallow failures. The risk from shallow failures can be reduced further by establishing trees and shrub growth on the slopes.

The most recent failure on the Southern Slope has occurred in a location which had been planted with trees and/or shrubs but the majority of the plants in this area have died. Where plants repeatedly fail, an investigation into the cause of this failure should be undertaken. Remedial works should be taken to prevent surface water being discharged from the French drain . on the intermediate trench into the back of the slope at the western end of the southern tip faces. This water entering the rear of the slope is responsible for the shallow slope instability downslope of the discharge point. The water emanating from the French Drain should be piped to a more suitable discharge point, e.g. the drainage ditch at the toe of the motorway embankment, providing this is permitted.

The northern fill slopes of the tip are generally stable however should shallow failures occur above the haul ramp, the toe of the slope could be buttressed by constructing a 1.5-2m high gabion wall with free draining granular material used to reduce the slope gradient behind the wall. The western end of the outer slope of the Northern Screening Bund will remain stable unplanted, however as the gradient of the outer slope increases to the east, slope stability increasingly relies on vegetation, small trees and shrubs to reduce the risk of shallow slope failures in this direction. A slope failure of the outer slopes of the Northern Screening Bund would not directly impact any of the properties which surround the site, however there is a risk that the debris from a slope failure could block the watercourse at the base of the slope.

Providing daily monitoring and additional monitoring following heavy rainfall is undertaken, any failure which blocks the water course can be rapidly rectified. Raymond Brown proposes to construct a 1.5-2m high gabion retaining wall alongside the haul road at the toe of the inner slopes of the Northern Screening Bund to remediate the shallow failures which have previously occurred on these slopes. All future slopes on the site should be constructed with a gradient no steeper than 1:2.5 (v:h), or if the slope is to be above the M27 motorway, the slope gradient should be no steeper than 1:3 (v:h). All slope faces, toes and crests identified on Drawing No. 5 should be inspected weekly. The inspection and any observations recorded. An additional round of inspections should be undertaken following an episode of heavy rain, i.e. where rainfall exceeds 25mm in 24 hours. Geotechnical advice should be sought should any distress or movement be observed.

h) **Flood risk assessment, hydrology and hydrogeology**

This report provides a hydrogeological and hydrological baseline study and impact assessment for the proposed permanent recycling development at Rookery Farm.

The underlying bedrock geology consists of low permeability London Clay, with localised sandy horizons identified within the north of the site. The attenuation pond construction is not expected to encounter groundwater levels within the shallow sandy horizons and therefore no negative hydrogeological impacts of the development have been identified. The site is located in Flood Zone I and therefore is not at risk of off-site flood encroachment onto the development area. The new proposed site layout and drainage scheme will provide an overall betterment in terms of surface water drainage compared to existing conditions, and the identified mitigation measures will ensure there is no flooding impact due to the development. Hydrogeological Hydrological and Flood Risk Impact .

The proposed surface water drainage scheme will increase on-site surface runoff storage and restrict off-site discharge to below the current outflow rate. Consequently the scheme will provide improved downstream flood risk alleviation. Improved silt management will also reduce the turbidity of off-site discharge to meet the required discharge consent. By providing flood attenuation and clarification of surface runoff, the scheme will improve the ecological status of downstream water courses including the River Hamble..

Outline designs of the surface water management scheme will be developed as part of the Environmental Permit application process and detailed engineering design as part of the subsequent Construction Quality Assurance Plans.

To summarise, the final Surface Water Management Plan will include the following:

- i) Increased on-site surface runoff storage;
- ii) Runoff attenuation, reducing the off-site discharge rate to below the existing outflow rate;
- iii) Improved on-site silt management to meet the required discharge consent;
- iv) An oil interceptor to clarify runoff in line with the Environment Agency PPG3 guidelines;
- v) Drainage specifications to ensure sufficient conveyance of surface runoff within the site boundary.

i) **Landfill Gas Review**

The landfill gas monitoring has been completed in accordance with the Permit with the results being assessed on a quarterly basis. The monitoring review has demonstrated generally low levels of landfill gas

are present onsite. There is no further landfill gas monitoring required such as in-waste monitoring or perimeter boreholes. There is low risk of landfill gas migration to the proposed buildings and due to the air naturally venting onsite, there is no evidence of lateral migration. The low concentrations of methane and carbon dioxide do not pose any adverse impact on the environment.

j) Cultural Heritage Statement

The settings of the listed Rookery Farmhouse and Swanwick Barn are protected by the high permanent bank constructed in association with previous planning permissions for the landfill and recycling operations at Rookery Farm. This has been planted and the vegetation has now matured. The proposals do not in any way affect this screen bank. The proposals include measures to ensure the long term stability of this bank, and described in detail elsewhere in the submission. The proposals include the removal of the existing temporary site offices from a prominent position and their replacement with purpose built offices within the operational recycling area. The high point of the haul road will also be reduced and the existing temporary educational centre building replaced by a permanent building in a landscaped setting. . Landscape planting is also proposed alongside the existing haul road together with the overall enhancement of the site entrances onto Botley Road. These structural improvements to the recycling site will mitigate any impact on the setting of the Listed Buildings at Rookery Farmhouse and the planting proposals will minimise the visual impact of the site on the character of the area. There will be no permanent impact on the settings of either of the Listed Buildings at Rookery Farmhouse. Over time the planting will mature and the visual impact of the recycling site will be further reduced.

5. Development Plan

5.1 Hampshire Minerals and Waste Plan 2013 – key policies:

- Policy 1 – Sustainable minerals and waste development
- Policy 2 - Climate change – mitigation and adaption
- Policy 3 – Protection of habitats and species
- Policy 5 - Protection of the countryside
- Policy 7 – Historic environment and heritage assets
- Policy 8 – Protection of soils
- Policy 9 – Restoration of mineral and waste development
- Policy 10 - Protecting public health, safety and amenity
- Policy 11 – Flood risk and prevention
- Policy 12 – Managing traffic
- Policy 13- High quality design of minerals and waste development

- Policy 14 – Community benefits
- Policy 25- Sustainable waste management
- Policy 27 – Capacity for waste management development
- Policy 29 – Locations and site for waste management
- Policy 30- CDE waste development

5.2 **Fareham Borough/District DPD** – Fareham Borough Council Core strategy:

Site is designated as countryside in the plan- outside of the Urban Area

5.3 **National Planning Policy Framework (March 2012)** is a material consideration. In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

6. **Consultations**

6.1 **Councillor Seán Woodward** supports the application subject to the landfilled area being made available and managed for public access and suitable safe pedestrian access from Botley Road including the completion of a section of pavement as required.

6.2 **Environmental Health Officer Fareham Borough Council** states this site has not been the source of noise or dust complaints to this department for many years. Further to the above consultation for pollution and suitability of use matters, I can advise that I have no adverse comments in respect of this application. I would ask however for conditions to be added to any planning consent requiring adherence to the dust management system and for any equipment other than that listed in appendix BA2 of the noise report no 414/1 (Rev 1 dated June 2014) to be assessed in terms of potential noise impact at nearby residential properties prior to location on site. Where appropriate, this equipment to be acoustically insulated/silenced so as to prevent noise nuisance at the said properties.

6.3 **Fareham Borough Council** raise no objection subject to conditions to limit tonnage and vehicle movements consistent with current site operations, details for orchard renovation and woodland planting and management and details for proposed drainage features to maximise biodiversity.

6.4 **Highways Agency** does not offer an objection to this proposal. Note the applicant's intention to monitor the slope stability of the existing southern bund adjacent to the M27 on a regular basis, however it is understood that any works to the southern bund are not included as part of this application.

- 6.5 **Environment Agency** has no objection in principle to the proposed development as submitted
- 6.6 **Highway Authority** comments that from a review of the information contained in the application satisfied that this proposal will not result in any additional HGV movements or an increase in annual throughput above those levels previously agreed in permission P/06/0443/CC. Therefore raise no objection subject to conditions restricting number of lorry movements, to prevent mud and spoil being deposited on the highway and for the sheeting of lorries.
- 6.7 **National Air Traffic Services (NATS)** has no safeguarding objection to the proposal.
- 6.8 **Southampton Airport** has no objections to the proposals.

7. **Representations**

No representations have been received

8. **Commentary**

8.1. The principle of the recycling development to increase secondary aggregate production, is supported by both the Hampshire Minerals and Waste Plan 2013 (MWDP) and the NPPF. Both the NPPF and wider national guidance advises that the wider environmental and economic benefits of sustainable waste management are material considerations that should be given significant weight.

8.2. The key issues raised by this proposal are :

- Location and need for the development
- Highway safety
- Amenity
- Landscape character of the area
- Ecology and Biodiversity
- Slope Stability of bunds
- Drainage and groundwater
- Cultural Heritage

- Community Benefits
- Sustainable development features

Location and Need:

8.3. This site is just outside the urban area of the Borough of Fareham, as identified in the Fareham Borough Core Strategy. It is therefore within land designated as countryside. Policy 29 of the Plan states that development to provide recycling, recovery or treatment of waste will be supported on suitable sites in the following locations:

- i) Urban Areas in north-east and south Hampshire
- ii) Areas along the strategic road corridors
- iii) Areas of major new or planned development.

8.4. The site is not within a landscape one would normally describe as 'open countryside' or one could argue 'rural'. It is bounded by houses to the north, west and east and by the M27 motorway to the south. Whilst it is in countryside it is not a typical greenfield site because it is on land which has permission to be landfilled with waste. Indeed the southern edge of the site forms the extents of past landfill shown in the blue line between the M27 and the recycling site red line on the attached site plan.

8.5. Policy 29 part 3 highlights that development in other locations, for example outside of the urban fringe within countryside, will be supported where it is considered that:

'The site has good transport connections to sources of and/or markets for the types of waste being managed and, a special need for that location and the suitability of the site can be justified.'

8.6. It is useful to highlight paragraph 6.208 of the MWDP, which states that :

"Some waste facilities, particularly those for recycling CDE waste that produce recycled and secondary aggregates reflect historic landfill locations or current/former quarries. In almost all cases, it is expected that former quarries or landfills will be restored but there may be exceptions where the benefits from continued development at some locations are considered to be more sustainable than re-locating the development elsewhere. CDE waste recycling facilities can be acceptable on some industrial sites particularly if the sites are in close proximity to sources of waste. In these cases, they will need to operate to higher environmental standards if in proximity to homes and businesses."

8.7. It is clear in policy terms therefore that this site could be considered as an exception where the benefits to continue recycling at this site is more sustainable than relocating the development elsewhere.

8.8. With regards need, paragraph 6.209 of the MWDP highlights also that:

“There may be a special need or exceptional circumstances where both enclosed and open-air facilities can be justified *on sites outside main urban areas*. Facilities may require a more rural location because this is closer to the source of the waste being treated.”

- 8.9. It is considered in policy terms that the principle of the use on this site is acceptable subject to addressing the other key issues raised by the proposal as discussed below. It is noted that no public objections have been raised to the proposal and no statutory objections including no objection from Fareham Borough Council.

Highway safety

- 8.10. There will be the same lorry movement restriction of 240 movements per day and 140,000 tonnes throughout limit as exists currently. The main route will be east along Botley Road towards the M27. Although some lorries also go west towards Botley. There are residential properties opposite the site and nearer Locksheath to the east, also some businesses fronting Botley Road.
- 8.11. It is noted that the Highway Authority raises no objection to the proposal. Access to the Botley Road (A3051) will remain unchanged. The site is within a 30mph zone and has good sight lines of over 100m to the north and over 150m to the south of the site access. Botley Road has been widened at the site access to include a ghost island turning lane and so that vehicles turning right into the site from the north will not hold up traffic. The site is not subject to a formal lorry routing but over 85% travel to and from the site via the Botley Road, A27, Parkgate and M27. It is noted that Councillor Woodward has raised the need to ensure there is safe access from the proposed permissive path to link with the Botley Road which may require an additional section of pavement next to Botley Road. This has been agreed with the applicant and can be secured by condition requiring the details of the path and pavement and associated grading, levelling, surfacing, fencing, gates or styles have been agreed with the County Council and also implemented before the development commences.
- 8.12. It is noted that the majority of the market is in the local area and surrounding southern region and accordingly it is considered that the proposal does comply with Policy 29 3(a) in that it does have good transport connections to sources of and/or markets for the type of waste being managed; and also complies with Policy 12 because it is considered by the Highway authority to have a suitable and safe access to the highway network (MWDP. 12, 29)

Amenity Impacts

- 8.13. The application and accompanying Environmental Statement has proposed additional measures to ensure that no significant adverse impacts on

amenity are caused by the development. There is already an approved dust monitoring and noise condition for the existing site operations. These conditions will be carried forward and additional conditions added approving the new site layout and buildings which will further improve any dust or noise impacts from the site. Lorries will continue to be sheeted as they are currently. It is noted that the Environmental Health Officer raises no objection to the proposal subject to existing noise mitigation being brought forward with any new permission granted and for any equipment other than that listed in appendix BA2 of the noise report no 414/1 (Rev 1 dated June 2014) to be assessed in terms of potential noise impact at nearby residential properties prior to location on site. It is also noted that no objection has been received to the proposal from local residents. This reflects that the operators have an effective liaison committee as Chaired by Councillor Woodward and managed by the applicant. It is also acknowledged that the company do a lot of good work with local schools in terms of environmental education and related competitions they lead on and manage at the site's educational centre. It is noted satisfactory gas monitoring is ongoing under the Environment Agency regulations. On balance it is considered subject to conditions that the proposal complies with MWDP Policy 10.

Visual Impacts

- 8.14. Policy 5 of the MWDP refers to open countryside and as mentioned previously in this commentary on the proposal, this site is an unusual 'countryside site' as it is a landfill permission with houses bordering it to the east and north and the M27 motorway to the south. It is also accessed directly from the Botley Road.
- 8.15. Nevertheless, whilst one could not consider the recycling site at its lower level to be 'open countryside' as it is a landfill void it is still a site within the designated countryside and policy 5 states that waste development in the open countryside will not be permitted unless 'the nature of the development is related to countryside activities, meets local needs or requires a countryside or isolated location... where appropriate and applicable, development in the countryside will be expected to meet highest standards of design, operation and restoration. Waste development in the open countryside should be subject to a requirement that it is restored in the event it is no longer required for waste use.'
- 8.16. Policy 13 of the MWDP governs high quality design of waste development and says that waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and townscape. The design of appropriate built facilities for waste development should be of a high quality and contribute to achieving sustainable development.

- 8.17. This site has an individual landscape character because the land to the south has been landraised and infilled with waste and now forms a raised agricultural grassland plateau above the surrounding area, whilst the recycling site itself is at lower or original ground level. To protect neighbours, the north bunds were originally formed to become the edge of the final landfill and have become vegetated over time. Although landfill is not now proposed to take place these bunds are proposed to remain. The proposal is to lower, regrade and provide some stability mitigation on the inner part of the slopes separating the haul road from Rookery Farm and its grounds. It is suggested that part of the northern bunds that are lower and separate the historic orchard from the site could be improved by gently regrading with on site materials recycled at the site so that the northern outer slopes are more gently undulating. This can be addressed through a condition. The northern bunds are long established and can only be viewed from the rear properties of houses on Swanwick Lane and from the Rookery Farm complex and it is noted that no objections have been received to the proposal from the adjacent Rookery Farm and that the Borough Council has not raised objections to the proposal..
- 8.18. The application proposes that the historic orchard to the north would be improved for biodiversity and managed in this regard as would the woodland to the west which would have been removed if the landfill permission were completed. Accordingly the management of these areas of land, together with additional planting and hedgerows proposed, would increase biodiversity. The layout and buildings improve upon the existing in design terms with reference to Policy 13 and due to removal of the buildings nearer the higher access point to the base of the void and site redevelopment with new landscaping the entrance and haul road is to be appear more like an agricultural access. Accordingly on balance it is considered the proposal complies with MWDP Policy 5 and 13.

Ecology

- 8.19. As stated above, the proposal will increase biodiversity on the land surrounding the site due to the retention of the western woodland which was to be removed and landfilled and its associated long term management. Likewise the historic orchard would be managed to increase biodiversity. New planting is proposed including hedgerows around part of the landfill are and accordingly it is considered that the development – as concluded in the Environmental Statement- should not have significant adverse effects on habitats and species and will actually enhance biodiversity with the creation of new Biodiversity Action Plan habitats. Accordingly it is considered the proposal compiles with MWDP Policy 3.

Slope stability

- 8.20. The steep slopes dropping to the Motorway from the restored landfilled area have historically been subject to some slippage issues in places. This

occurred before the applicant took control of the site and has now been largely mitigated. The applicant has also undertaken works to enable further stability of these motorway slopes which the applicant states are governed and monitored under the existing Environmental Agency permit of the landfill site. This issue is therefore not being considered as part of this planning permission.

- 8.21. The Environmental Statement does highlight that some of the northern boundary slopes- in particular those dropping down to the grounds behind Rookery Farm and north of the haul route in particular are very steep in places. Again this is historic as they were to form the edge of the landfill which is now not going to be completed if this permission is granted. Whilst there is not considered to be any risk of major slippage it is recommended in the Environmental Statement highlighted that it would be best to monitor and undertake remedial measures appropriate to deal any minor slippages or erosion that may occur until the vegetation across the slopes becomes more established. As MWDP Policy 10 states that waste development should not “ cause an unacceptable impact on tip stability or differential settlement of landfill or subsidence...” it is recommended that a condition be attached to any permission granted addressing this issue as a precautionary measure.

Drainage and groundwater

- 8.22. The site is being redesigned in layout including water lagoons and drainage. The Environmental Statement considers that subject to the mitigation proposed in the application there should be no adverse impacts on groundwater. It is noted the Environment Agency raised no objection to the proposal. Accordingly it is considered the proposal complies with Policy 10 and Policy 11 in that it incorporates appropriate drainage system with ongoing management and would, not increase any flooding risk on the site or to the surrounding area.

Cultural Heritage

- 8.23. There are listed buildings to the north of the site including Rookery Farm and associated buildings but these are not directly adjacent to the site boundary although its gardens and surrounding land does abut the northern site bund.
- 8.24. As already highlighted, the northern bund is vegetated and new tree planting has been undertaken on the bunds over the past few years . However these bunds do form the setting of the listed buildings but their presence is established through the landfill permission, and if this development did not go ahead the site would be landfilled up to these perimeter bunds. Accordingly it is considered that due to the distance of the actual properties from the bund- and due to the expanse of grassed mown lawn between the site and the houses the setting of the listed buildings are not

significantly adversely compromised. It is considered the development complies with MWDP Policy 7.

Community Benefits

8.25. The company has a policy of working with the local community. It helps supports the Bursledon Brickworks Heritage Museum and it works at the site with local schools on environmental education including organising field visits and various competitions amongst the schools. The proposal involves a new education centre. It also manages a liaison panel to engage the community in its operations and the company. Part of its good relations can be evidenced by the fact that no objections have been received to the proposal and the company is also allowing neighbour access to continue to its land in the historic orchard. The applicant states that there is potential for this to become a community orchard such that whilst it is primarily being enhanced for nature conservation, low key community events once or twice a year could take place accessed and arranged through the company when the site is closed. Likewise the company is sensitive to the adjacent residents and local community and is permitting by way of this proposal a permissive footpath up to the restored grassland area on top of the landfill. Councillor Woodward's comments regarding community use are noted and the applicants have included this on the submitted plans along with the public access via the proposed permissive path. It is noted that the applicant engages and involves itself with the local community and this was evidenced by liaison panel and an exhibition at the site relating to this proposal prior to and post submission. Accordingly it is considered that the company and the development has tried to enhance use of land in its control bordering the application site for the benefit of the local community as well as within the site in terms of the educational centre. It therefore compiles with policy 14 Para 5.57 relating to 'all operators to engage with local communities during pre-application discussions on major applications for waste development' and also Para. 5.59 where its states "liaison panels should be established and managed by the relevant operator of a site."

Sustainable development features

8.26. The principle of recycling is in itself sustainable and it is considered that the development location being in a proposed landfill void and near to the M27 motorway and Junction 9 is in a sustainable location. At the pre-application stage and during the EIA Scoping the County Council as Waste Planning Authority highlighted under sustainable design: that any future scheme should try and include ". Grey water recycling; reduction of carbon emissions and use of technology to generate heat and electricity to operate the site and /other- e.g. wind power; solar panels (potential for use on old landfill together with grazing dependent on visual and other potential impacts)." Accordingly a condition is proposed to address additional future sustainable design features into the development .

8.27. On balance, taking into account the need for the development in this location, its access to the strategic transport corridor and the suitability of the site, although on a site designated as countryside, it is considered that this proposed recycling development complies with the Mineral and Waste Development Plan 2013, the NPPF and associated national waste guidance. Accordingly it is recommended that permission be granted subject to conditions.

9. Recommendation

9.1 That planning permission in respect of the Application for permanent inert and secondary aggregate recycling facility including purpose built centre for visitors, meetings and educational use, purpose built site offices and mess rooms, fixed and mobile plant, amendments to site layout and haul roads, partial re-design of surrounding earth bunds, sustainable drainage and energy features, management of historic orchard and western woodland, ecological and landscape enhancement, cessation of future landfill permitted under planning permission no. P/06/0443/CC and options for exploration of potential community related after-uses on restored landfill and related ancillary development all at existing temporary recycling facility at Rookery Farm Recycling Site, Botley Road, Swanwick, SO31 1BL. (Application No. P/14/0857/CC) (Site ref: FA032) be granted subject to the conditions listed in integral Appendix B.

RefRpt/ref/JD

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	n/a
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	n/a
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	n/a
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:	
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

NB: If the 'Other significant links' section below is not applicable, please delete it.

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=12738 <u>recycling facility permission. Please see appendix 1 for links to all site permissions</u>	<u>Reference</u> P/06/0443/C C	<u>Date</u> 8.6.06
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
<p>http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=16146</p> <p>Application for permanent inert and secondary aggregate recycling facility including purpose built centre for visitors, meetings and educational use, purpose built site offices and mess rooms, fixed and mobile plant, amendments to site layout and haul roads, partial re-design of surrounding earth bunds, sustainable drainage and energy features, management of historic orchard and western woodland, ecological and landscape enhancement, cessation of future landfill permitted under planning permission no. P/06/0443/CC and options for exploration of potential community related after-uses on restored landfill and related ancillary development all at existing temporary recycling facility at Rookery Farm Recycling Site, Botley Road, Swanwick, SO31 1BL. (Application No. P/14/0857/CC) (Site ref: FA032)</p>	<p>Strategic Planning ETE Department E II Court West The Castle Winchester</p>

CONDITIONS

Footpath

1. No development shall commence until details including design and layout of the approved permissive path, associated fencing and styles, and how it will be constructed and linked to Botley Road (to include a section of public pavement as considered necessary) has been submitted to the Waste Planning Authority within three months of the date of this certificate for approval in writing and thereafter implemented in accordance with that approval within a further period of six months.

Reason: In the interests of safety of the users of the permissive path that gives access from the public highway to the approved public access land on the restored landfill, and their access to and from the approved permissive path

(MWDP 2013 Policy 9, 10, 12, 13)

Commencement

2. The development hereby permitted shall be implemented in accordance with the approved plans and particulars within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(MWDP 2013 Policy 1)

Plans and Particulars

3. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice including:
 - Planning Application statement
 - Environmental Statement and Non-technical summary relating to application including:
 - a) Planning Statement
 - b) Landscape and Visual Impact Assessment
 - c) Ecological Assessment
 - d) Highways and Transport Assessment
 - e) Noise report
 - f) Dust impact assessment
 - g) Slope stability assessment
 - h) Flood risk assessment, hydrology and hydrogeology
 - i) Landfill Gas Review
 - j) Cultural Heritage Statement

Reason: To ensure that the development is carried out in accordance with the approved details. (MWDP 2013 Policy 1)

Hours of Operation

4. Unless otherwise agreed in writing by the Waste Planning Authority no heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0730-1730 Monday to Friday and 0800-1230 Saturday. There shall be no working on Sunday or recognised public holidays.

Reason: In the interests of local amenity. (MWDP 2013 Policy 10)

Noise, Dust and Odour

5. Subject to a maximum of 55 dB LAeq 1 hour (free-field), the noise level at the nearest dwelling shall not exceed the background level (LA90 in the absence of noise from the site during a comparable time period) by more than 10 dB.

Reason: To prevent noise disturbance to the residents of the nearest houses. (MWDP 2013 Policy 10)

6. The site shall be operated in accordance with the Code of Practice for Site Operators submitted with the application (dated March 2006) as subsequently amended by this permission.

Reason: In the interests of local amenity. (WDP 2013 Policy 10)

7. Dust shall be monitored at the site in accordance with the approved dust mitigation and management scheme. The approved scheme shall be implemented for the duration of the development.

Reason: In the interests of local amenity. (MWDP 2013 Policy 10)

8. Noise shall be monitored and managed in accordance with the approved scheme. Prior to commencing operations any equipment other than that listed in Appendix BA2 of the noise report no 414/1 (Rev 1 dated June 2014) shall be assessed in terms of potential noise impact at nearby residential properties and the assessment and evaluation submitted to the Waste Planning Authority for approval. The approved scheme shall be implemented for the duration of the development.

Reason: In the interests of local amenities. (MWDP 2013 Policy 10)

9. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification at all times, and shall be fitted with and use effective silencers.

Reason: To minimise noise disturbance from operations at the site.
(MWDP 2013 Policy 10)

10. No development shall commence until noise attenuation bunds on the northern and north eastern boundary of the application site and the bunds erected adjacent to the recycling plant, and along the western boundaries have been erected and/or regraded in accordance with the approved drawings and cross sections. All bunds shall thereafter be maintained in accordance with the approved plans for the duration of the development.

Reason: In the interests of local amenity. (MWDP 2013 Policy 5, 10, 13)

11. A scheme for the planting of the bunds shown on Drw. No. 05031/200/A shall be submitted for the approval of the Waste Planning Authority within 3 months of the date of this permission. The scheme shall be implemented as approved.

Reason: To ensure appropriate landscaping of the site. .
(MWDP 2013 Policy 5, 10, 13)

Highways

12. The total number of lorry movements using the Rookery Farm shall not exceed 240 per day (120 in and 120 out). A record of all lorries entering and leaving the site shall be kept at the site office and made available to the Waste Planning Authority within seven days of a written request.

Reason: In the interests of highway safety and the amenity of the local area.
(MWDP 2013 Policy 10, 12)

13. All lorries leaving the site shall use the approved wheel cleaning facilities No lorry shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

Reason: In the interests of highway safety. (MWDP 2013 Policy 10, 12)

14. All loaded vehicles entering or leaving the site shall be sheeted and/or netted to prevent material escaping from the vehicles and being deposited on the highway.

Reason: In the interests of highway safety and public amenity. (MWDP 2013 Policy 10, 12)

15. The parking of vehicles and earth moving equipment shall be restricted to the weighbridge area and recycling site as shown on Drawing No. 05031/200/A, unless otherwise agreed in writing with the Waste Planning Authority.

Reason: In the interests of local visual amenity. (MWDP 2013 Policy 10, 12)

Lighting

16. Details of any additional low level lighting shall be submitted to the Waste Planning Authority for approval and thereafter implemented in accordance with that approval prior to the development commencing. Existing lighting on site comprises no more than 6 No. 500 watt halogen lights at a maximum height of six metres. All lighting must face into the site.

Reason: In the interests of local amenity.

Orchard and woodland management

17. A long term Plan for the environmental and biodiversity improvement of the western woodland area and the historic orchard as shown outlined in blue on the permitted plans adjacent to the west and north of the application site – and the associated long term management of these areas- shall be submitted to the Waste Planning Authority for written approval, within six months of the date of this permissions, and thereafter implemented in accordance with the approved scheme for the duration of the development hereby permitted.

Reason: In the interests of local amenity, the visual and landscape character of the area and the enhancement of biodiversity. (MWDP 2013 Policy 3, 5, 10, 13)

Aftercare of restored landfill and perimeter bunds

18. A 10 year aftercare scheme shall be submitted for the approval of the Waste Planning Authority within 6 months of the date of this permission and thereafter implemented in accordance as approved.

Reason: To ensure the satisfactory restoration of the landfill site as shown on the approved plans to the south of the red line recycling area to agriculture and also land that can be used for amenity purposes.
(MWDP 2013 Policy 3, 5, 9, 10, 13)

Miscellaneous

10. No stockpiles shall exceed five metres in height. A line shall be painted on the lighting column, or other permanent structure agreed in writing with the Waste Planning Authority, to clearly indicate five metres in height above the base of the recycling stockpile area hereby permitted.

Reason: To protect the local visual amenity.

11. Plant and machinery permitted on the site as part of the recycling operation shall be only that listed in the application and EIA documents hereby approved.

Reason: In the interests of local amenity. (MWDP 2013 Policy 10)

12. No development shall commence until the full layout details of the proposed drainage as outlined in the Environmental Statement have been submitted to and approved in writing by the Waste Planning Authority and thereafter implemented in accordance with such approval. .

Reason: In the interests of highway safety and residential amenity. .
(MWDP 2013 Policy 10, 12)

13. The annual throughput of the recycling site shall not exceed 140,000 tonnes. A record of the weight of material imported for recycling shall be kept at the site office and made available to the Waste Planning Authority within seven days of a written request.

Reason: In the interests of local amenity and limiting the impacts of the proposal.

Permanent cessation of site operations

14. Should ever the situation arise that the applicant/site operators become aware that site operations will have to permanently cease for economy or other reasons, then they shall notify the Waste Planning authority in writing at least 8 weeks prior to permanent cessation .and submit a scheme to the Waste Planning for approval showing how the site is to be securely left at closure, in a clean, unconsummated and tidy condition such that there is no health and safety, adverse visual impacts, or environmental hazards that could occur post closure.

Reason: To protected the environment and in the e heath and safety interests of the wider public.

15. Landscaping

Planting of tree and shrubs shall be carried out in accordance with a scheme to be submitted to the waste Planning Authority within 3 months of the date of this certificate and thereafter implanted in accordance with that approval. Any trees which die, fail or become diseased shall be replaced within the next planting season of notification of the said failure and thereafter maintained for a period of three years along with the three year maintenance of all planting on the site.

Reason: In the ineptest of visual amenity and the setting of the adjacent listed buildings.

Sustainability features

16. Within six months from the date of this permission, as discussed with the applicant, a sustainable energy generation programme for the site shall be submitted to the Waste Planning Authority for approval including a report evaluating the optimum locations for solar panels on the south facing roofs of development buildings and the south facing perimeter banks of the northern site boundary and making recommendations for what can be undertaken with a programme of implementation outlined. The report shall be considered by the waste Planning Authority with the aim of being approved in writing and the sustainable energy features implemented as approved. .

Reason: To facilitate sustainable energy feasters into development that has potential to deliver energy through such technology. (Policy 1,2)

Slope monitoring

17. The northern, and western slopes of the site, and any slope on the site perimeter not covered by the slope stability requirements of the Environment Agency permit, shall be monitored in accordance with a scheme to be submitted to the Waste Planning Authority for approval in accordance with the recommendations outlined in the ES Slope Stability Assessment and thereafter implemented as approved.

Reason: To ensure the slopes of the site remain stability (Policy 1 0)

Advice Note

1. This permission once implemented replaces the temporary recycling and landfill permission P/06/0443/CC
2. **Environmental Permits**
Your development may require an Environmental Permit for certain activities. The Environmental Permitting Regulations (England and Wales) 2010, cover water discharge activities, groundwater activities, radioactive substances, waste, mining waste and installations. Please see our website for further information on permitting please see: <https://www.gov.uk/environmental-permit-check-if-you-need-one>. For guidance on developments requiring planning permission and an environmental permit please see <https://www.gov.uk/government/publications/developments-requiring-planning-permission-and-environmental-permits>
Pollution prevention – it is advised to incorporate pollution prevention measures to protect ground and surface water. We have produced a range of guidance notes giving advice on statutory responsibilities and good environmental practice. This includes Pollution Prevention Guidance Notes (PPG's) for the specific activities listed below. Pollution prevention guidance can be viewed at: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

*Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order
2010)*

Hampshire Minerals and Waste Plan (2013)

Policy 1: Sustainable minerals and waste development

The Hampshire Authorities will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Minerals and waste development that accords with policies in this Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the proposal or the relevant policies are out of date at the time of making the decision, the Hampshire Authorities will grant permission unless material considerations indicate otherwise, taking into account whether:

- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Policy 2: Climate change - mitigation and adaptation

Minerals and waste development should minimise their impact on the causes of climate change. Where applicable, minerals and waste development should reduce vulnerability and provide resilience to impacts of climate change by:

- a. being located and designed to help reduce greenhouse gas emissions and the more sustainable use of resources; or
- b. developing energy recovery facilities and to facilitate low carbon technologies; and
- c. avoiding areas of vulnerability to climate change and flood risk or otherwise incorporate adaptation measures.

Policy 3: Protection of habitats and species

Minerals and waste development should not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species.

The following sites, habitats and species will be protected in accordance with the level of their relative importance:

- a. internationally designated sites including Special Protection Areas, Special Areas of Conservation, Ramsar sites, any sites identified to counteract adverse effects on internationally designated sites, and European Protected Species;
- b. nationally designated sites including Sites of Special Scientific Interest and National Nature Reserves, nationally protected species and Ancient Woodland;
- c. local interest sites including Sites of Importance for Nature Conservation, and Local Nature Reserves;
- d. habitats and species of principal importance in England;
- e. habitats and species identified in the UK Biodiversity Action Plan or Hampshire Authorities' Biodiversity Action Plans.

Development which is likely to have a significant adverse impact upon such sites, habitats and species will only be permitted where it is judged, in proportion to their relative importance, that the merits of the development outweigh any likely

environmental damage. Appropriate mitigation and compensation measures will be required where development would cause harm to biodiversity interests.

Policy 5: Protection of the countryside

Minerals and waste development in the open countryside, outside the National Parks and Areas of Outstanding Natural Beauty, will not be permitted unless:

- a. it is a time-limited mineral extraction or related development; or
- b. the nature of the development is related to countryside activities, meets location needs or requires a countryside or isolated location; or
- c. the development provides a suitable reuse of previously developed land, including redundant farm or forestry buildings and their curtilages or hard standings.

Where appropriate and applicable, development in the countryside will be expected to meet highest standards of design, operation and restoration.

Minerals and waste development in the open countryside should be subject to a requirement that it is restored in the event it is no longer required for minerals and waste use.

Policy 7: Conserving the historic, environment and heritage assets

Minerals and waste development should protect and, wherever possible, enhance Hampshire's historic environment and heritage assets, both designated and non-designated, including the settings of these sites.

The following assets will be protected in accordance with their relative importance:

- a. scheduled ancient monuments;
- b. listed buildings;
- c. conservation areas;
- d. registered parks and gardens;
- e. registered battlefields;
- f. sites of archaeological importance; and
- g. other locally recognised assets.

Minerals and waste development should preserve or enhance the character or appearance of historical assets unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests.

Policy 8: Protection of soils

Minerals and waste development should protect and, wherever possible, enhance soils and should not result in the net loss of best and most versatile agricultural land. Minerals and waste development should ensure the protection of soils during construction and, when appropriate, recover and enhance soil resources.

Policy 9: Restoration of minerals and waste developments

Temporary minerals and waste development should be restored to beneficial after-uses consistent with the development plan.

Restoration of minerals and waste developments should be in keeping with the character and setting of the local area, and should contribute to the delivery of local objectives for habitats, biodiversity or community use where these are consistent with the development plan.

The restoration of mineral extraction and landfill sites should be phased throughout the life of the development.

Policy 10: Protecting public health, safety and amenity

Minerals and waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts.

Minerals and waste development should not:

- a. release emissions to the atmosphere, land or water (above appropriate standards);

- b. have an unacceptable impact on human health;
- c. cause unacceptable noise, dust, lighting, vibration or odour;
- d. have an unacceptable visual impact;
- e. potentially endanger aircraft from bird strike and structures;
- f. cause an unacceptable impact on public safety safeguarding zones;
- g. cause an unacceptable impact on:
 - i. tip and quarry slope stability; or
 - ii. differential settlement of quarry backfill and landfill; or
 - iii. subsidence and migration of contaminants;
- h. cause an unacceptable impact on coastal, surface or groundwaters;
- i. cause an unacceptable impact on public strategic infrastructure;
- j. cause an unacceptable cumulative impact arising from the interactions between minerals and waste developments, and between mineral, waste and other forms of development.

The potential cumulative impacts of minerals and waste development and the way they relate to existing developments must be addressed to an acceptable standard.

Policy 11: Flood risk and prevention

Minerals and waste development in areas at risk of flooding should:

- a. not result in an increased flood risk elsewhere and, where possible, will reduce flood-risk overall;
- b. incorporate flood protection, flood resilience and resistance measures where appropriate to the character and biodiversity of the area and the specific requirements of the site;
- c. have site drainage systems designed to take account of events which exceed the normal design standard;
- d. not increase net surface water run-off; and
- e. if appropriate, incorporate Sustainable Drainage Systems to manage surface water drainage, with whole-life management and maintenance arrangements.

Policy 12: Managing traffic

Minerals and waste development should have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation such as sea, rail, inland waterways, conveyors, pipelines and the use of reverse logistics. Furthermore, highway improvements will be required to mitigate any significant adverse effects on:

- a. highway safety;
- b. pedestrian safety;
- c. highway capacity; and
- d. environment and amenity.

Policy 13: High-quality design of minerals and waste development

Minerals and waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and townscape.

The design of appropriate built facilities for minerals and waste development should be of a high-quality and contribute to achieving sustainable development.

Policy 25: Sustainable waste management

The long-term aim is to enable net self-sufficiency in waste movements and divert 100% of waste from landfill. All waste development should:

- a. encourage waste to be managed at the highest achievable level within the waste hierarchy; and
- b. reduce the amount of residual waste currently sent to landfill; and

- c. be located near to the sources of waste, or markets for its use; and / or
- d. maximise opportunities to share infrastructure at appropriate existing mineral or waste sites.

The co-location of activities with existing operations will be supported, where appropriate, if commensurate with the operational life of the site, and where it would not result in intensification of uses that would cause unacceptable harm to the environment or communities in a local area (including access routes), or prolong any unacceptable impacts associated with the existing development.

Provision will be made for the management of non-hazardous waste arisings with an expectation of achieving by 2020 at least:

- 60% recycling; and
- 95% diversion from landfill.

Policy 27: Capacity for waste management development

In order to reach the objectives of the Plan and to deal with arisings by 2030 of:

- 2.62mtpa of non-hazardous waste;
- 2.49mtpa of inert waste;
- 0.16mtpa of hazardous waste.

The following minimum amounts of additional waste infrastructure capacity are estimated to be required:

- 0.29mtpa of non-hazardous recycling capacity; and
- 0.39mtpa of non-hazardous recovery capacity; and
- 1.4mt of non-hazardous landfill void.

Proposals will be supported where they maintain and provide additional capacity for non-hazardous recycling and recovery through:

- a. the use of existing waste management sites; or
- b. extensions to suitable sites:
 - that are ancillary to the operation of the existing site and improve current operating standards, where applicable, or provide for the co-location of compatible waste activities; and
 - which do not result in inappropriate permanent development of a temporary facility and proposals for ancillary plant, buildings and additional developments that do not extend the timescale for completion of the development; or
- c. extension of time to current temporary planning permissions where it would not result in inappropriate development; or
- d. new sites to provide additional capacity (see Policy 29 - Locations and sites for waste management).

Policy 29: Locations and sites for waste management

1. Development to provide recycling, recovery and/ or treatment of waste will be supported on suitable sites in the following locations:

- i. Urban areas in north-east and south Hampshire;
- ii. Areas along the strategic road corridors; and
- iii. Areas of major new or planned development.

2. Any site in these locations will be considered suitable and supported where it:

- a. is part of a suitable industrial estate; or
- b. has permission or is allocated for general industry/ storage; or
- c. is previously-developed land or redundant agricultural and forestry buildings, their curtilages and hardstandings or is part of an active quarry or landfill operation; or

- d. is within or adjoins sewage treatment works and the development enables the co-treatment of sewage sludge with other wastes; and
- e. is of a scale compatible with the setting.

3. Development in other locations will be supported where it is demonstrated that:
- a. the site has good transport connections to sources of and/or markets for the type of waste being managed; and
 - b. a special need for that location and the suitability of the site can be justified.

Policy 30: Construction, demolition and excavation waste development

Where there is a beneficial outcome from the use of inert construction, demolition and excavation waste in developments, such as the restoration of mineral workings, landfill engineering, civil engineering and other infrastructure projects, the use will be supported provided that as far as reasonably practicable all materials capable of producing high quality recycled aggregates have been removed for recycling. Development to maximise the recovery of construction, demolition and excavation waste to produce at least 1mtpa of high quality recycled/secondary aggregates will be supported.

APPENDIX 1 Site History

Application No.	Site Reference	Location	Proposal
P/13/0931/CC	FA032	Raymond Brown Minerals & Recycling Ltd, Botley Road, Swanwick, Southampton SO31 1BW	Use of picking station and cone crusher for primary processing of C&D waste to feed existing onsite washing plant
P/10/0400/MW	FA032	Raymond Brown Minerals & Recycling Ltd, Rookery Farm Landfill & Recycling, Botley Rd, Fareham Hampshire SO31 1BL	Proposed portacabin to be used as a Visitor Centre
P/06/0443/CC	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Recycling facility for processing of inert construction, demolition and excavation waste including the importation of compost for onsite soil conditioning, importation of sand for blending, and erection of additional screening bunds
P/06/0273/CC	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Replace the approved two storey checkers and mess room (P/04/1239/CC dated 03/08/04) with two single storey buildings, screen bunds to be increased
P/04/1522/MW	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Recycling facility for processing of inert construction and demolition material
P/04/1239/CC	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Retention of the raised checkers office
P/00/1426/CC	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Proposed continued siting of raised checkers office and landscape to screen office
P/00/1038/MW	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Water storage tank to assist in improving quality of materials being recycled at

			present under permission granted (P/94/0698/MW 2/2/95)
P/00/0648/CC	FA032	Rookery Farm Landfill Site, Botley Road, Swanwick	Proposed alterations to soil bunds to provide screen for checkers office
P/96/0893/MW	FA032	Rookery Farm, Botley Road, Swanwick	Installation of weighbridge
P/94/0698/MW	FA032	ROOKERY FARM LANDFILL, BOTLEY ROAD, SWANWICK, FAREHAM	USE OF PART OF SITE FOR WASTE RECLAMATION AND RECOVERY
P/93/1002/MW	FA032	ROOKERY FARM LANDFILL, BOTLEY ROAD, FAREHAM	REVISED FINAL LEVELS TO DISPOSE OF ADDITIONAL INERT WASTE MATERIALS