

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	28 July 2010
Title:	Applicant: L & S Waste Management Waste Management Facility and Ancillary Cement Silo at Farlington Redoubt, Portsdown Hill Road, Portsdown PO6 1BW (Application No: 10/00141) (Site Ref: HV017)
Reference:	1903
Report From:	Head of Planning and Development

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1. Executive Summary

- 1.1. The proposals are for minor modifications to the existing waste recycling facility at Farlington Redoubt. These modifications include extending to additional areas within the Redoubt for parking and skip storage, additional weighbridge and installation of a cement silo to service cement mixing lorries, the aggregate being wholly recycled material from the site.
- 1.2. It is considered that the proposal would be in accordance with the Hampshire Minerals and Waste Core Strategy (HMWCS) as modifications to an existing site (S5/DC13) and would not materially harm the character of the area or the amenity of local residents (DC8) and would be acceptable in terms of highway safety and convenience (DC6).

2. Site

- 2.1. The Farlington Redoubt, as shown on the attached plan, is a former military installation and is an area of about three hectares cut into the chalk, and therefore enclosed by steep chalk faces other than the entrance. The western part of the site is owned by Transco and the remainder owned by the applicant, L & S Waste Management, who use the site for waste recycling and waste transfer. The adjoining land to the north is a golf course, the other adjoining land is in agricultural and grazing use. Access is onto Portsdown Hill Road. The nearest houses are about 140 metres to the east on Portsdown Hill Road.

2.2. Planning history:

- (i) 01/54301/007 - Temporary permission for a waste transfer station. Granted 29 November 2001;
- (ii) 03/54301/009 – Permanent permission for waste transfer station. Granted 9 May 2003;
- (iii) 03/54301/010 - Storage and processing of secondary aggregates and soils, skip storage and extension of the site. Granted 9 May 2003;
- (iv) 03/54301/012 – Operation of concrete crusher. Granted 29 July 2004;
- (v) 03/54301/013 – Continued operation of concrete crusher. Granted 1 December 2005;
- (vi) 05/54301/014 – Variation of condition to allow importation by means other than in skips. Granted 13 February 2006;
- (vii) 09/54301/015 – Variation of condition 9 of permission 05/54301/014 (to increase the quantity of waste to be handled at the site). Granted 18 January 2010.

3. Proposals

- 3.1. The proposal is to further develop the waste management facility. The waste handled at the facility is commercial, construction and demolition waste comprising metal, timber, plastics, pvcu, cardboard, plasterboard, soils and hardcore. These are separated, the soils are screened and the concrete is crushed. Residual non recyclable waste is sent to landfill. The primary waste operations currently undertaken at the site will not change and the waste facility would continue to be managed in the same manner.
- 3.2. There are proposed minor alterations to the layout to allow improved traffic management within the site. This will create a new in/out entrance to the site and install a second weighbridge and weighbridge office and the area around the weighbridges and access would be concreted. The new wheel wash has been installed by the exit weighbridge. The site would also be extended within the redoubt to provide additional areas for car parking, for both staff and visitors, and skip storage. It is also proposed to install a cement silo to supply cement mix trucks which will use recycled aggregate from the site to produce concrete. The only additional imports would be the cement as all the aggregate would be from the site.
- 3.3. There are no proposed changes to the throughput of the site, nor to the hours of operation. The proposal would provide a single consolidated consent covering all areas of the waste recycling facility.

4. Development plan

- 4.1. Hampshire Portsmouth Southampton and New Forest National Park Minerals and Waste Core Strategy (2007):

Policies S5 (Capacity requirements for recycling, composting and recovery and treatment); DC6 (Highways); DC8 (Pollution, health, quality of life and amenity) and DC13 (Waste management and recycling (including aggregate recycling facilities) are relevant.

5. Consultations

- 5.1. **The Local Member and Chair of the Liaison Panel, Councillor Buckley**, comments that the application appears to create a more efficient operation at the Farlington Redoubt which will make site monitoring easier for the regulatory authorities. As this application brings together a number of issues that the Regulatory Committee have looked at before I should like the application determined by the Committee. I welcomed the review of the dust control measures under condition 12 of the previous permission.

- 5.2. **Havant Borough Council** have been consulted and no comments were received.

- 5.3. **Portsmouth City Council** have been consulted and no comments were received.

- 5.4. **Environment Agency** have no objection.

- 5.5. **Highway Authority** comments that there will be no variation in vehicle numbers or annual throughput and the existing routeing will be adhered to. Therefore confirm there are no objections to this application.

6. Representations

- 6.1. One letter of objection received on grounds of traffic turning east causing dirt on the road, entailing use of road sweeper causing a noise problem, the concrete mix equipment will create more dust pollution.

7. Commentary

- 7.1. The proposals are for minor modifications to the existing waste recycling facility at Farlington Redoubt. These modifications include extending to additional areas within the Redoubt for parking and skip storage, additional weighbridge and installation of a cement silo to service cement mixing lorries, the aggregate being wholly recycled material from the site.

- 7.2. These amendments are in addition to works carried out as a result of the previous planning consent granted earlier this year. These include the new wheel wash and the resurfacing of the weighbridge area.

- 7.3. With regard to the issues raised in the letter of objection, the improvements within the site in providing a new wheel wash and concrete surfacing will significantly reduce the need for the road sweeper to operate on the road. It is not considered that the cement silo will cause dust issues as it is a sealed system and measures would be carried during cement delivery to prevent dust.
- 7.4. The proposals would also provide a single consolidated consent covering all the waste recycling facility. Currently there are different consents for different parts of the site. Consequently the consolidation would have a benefit in providing clarity in monitoring compliance at the site.
- 7.5. It is considered these minor amendments are in accordance with the development plan and the installation of the cement silo enables enhanced value as it uses recycled aggregates already produced at the site.

8. Recommendation

- 8.1. It is recommended that permission for Waste Management Facility and ancillary cement silo at Farlington Redoubt, Portsdown Hill Road, Portsdown PO6 1BW .(Application No: 10/00141) (Site Ref: HV017) be granted subject to the conditions appended to this report.

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

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.)

Document

Location

Waste Management Facility and ancillary cement silo at Farlington Redoubt, Portsdown Hill Road, Portsdown PO6 1BW
(Application No: 10/00141) (Site Ref: HV017)

Planning and Development Environment Department
Elizabeth II Court West
The Castle
Winchester

CONDITIONS

Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

Reinstatement

2. On cessation of the use of the land as a waste transfer and recycling facility the buildings, plant and machinery, stockpiles and waste shall be removed and the land reinstated to its former condition.

Reason: To secure the visual amenity of the area.

Highways

3. The highway verge, at the site entrance with Portsdown Hill Road, shall be trimmed regularly to ensure that within the visibility splay no vegetation exceeds one metre in height.

Reason: In the interests of highway safety.

4. The warning signs and lighting shall be maintained as approved in writing by the Waste Planning Authority for the duration of the use of the site.

Reason: In the interests of highway safety.

5. The increase in the quantity of waste being handled at the site hereby permitted shall not commence until details of the additional wheel cleaning facilities have been approved in writing by the Waste Planning Authority and fully implemented. The facilities shall be implemented as approved for the duration of the development and no lorry shall leave the site unless its wheels and chassis have been cleaned, and measures taken to prevent mud being deposited on the highway .

Reason: In the interests of highway safety.

Protection of Water Environment

6. All areas where waste is stored, handled or transferred shall be underlain by impervious hardstanding with dedicated drainage to foul sewer or sealed tank. drainage shall be in accordance with the approved scheme for the duration of use of the site.

Reason: To prevent pollution of the water environment.

7. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks, whichever is the greatest. All filling points, vents, gauges and sight glasses and overflow pipes shall be located within the bund. There shall be no outlet connecting the bund to any drain, sewer or watercourse or discharging onto the ground. Associated pipework shall be located above ground where possible and protected from accidental damage.

Reason: To prevent pollution of the water environment.

Vehicle maintenance

8. No repairs or maintenance of vehicles shall be carried out on the site unless otherwise agreed in writing by the Waste planning Authority.

Reason: In the interests of local amenity.

Tonnage

9. The site shall handle a maximum of 80,000 tonnes of waste per year. A monthly record of the tonnage of waste handled at the site shall be kept at the site and be made available to the Waste planning Authority on request.

Reason: In order to control the scale of the development.

Hours of Working

10. Unless otherwise agreed in writing by the Waste Planning Authority no lorries shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0700-1800 Monday to Friday and 0700-1400 Saturday. There shall be no working on Sundays or recognised public holidays.

Reason: In the interests of local amenity.

Waste type

11. The site shall only be used for the transfer and recycling of waste delivered to the site in lorries operated by registered carriers, however no waste shall be delivered to the site in refuse collection vehicles.

Reason: In the interests of local amenity.

Noise, litter and dust

12. The scheme approved by the Waste Planning Authority for controlling and monitoring dust shall be implemented for the duration of use of the site.

Reason: In the interests of local amenity.

13. Noise attributable to operations at the site shall not exceed the existing background noise level by more than 5 dB(A) as measured at the monitoring locations shown on drawing no LSH/HAV/NSE/01.

Reason: In the interests of local amenity.

14. The plant and equipment shall be operated in accordance with the approved noise specifications for the duration of the use of the site.

Reason: In the interest of local amenity.

15. The scheme for controlling litter shall be implemented as approved for the duration of the operation of the site.

Reason: In the interests of local amenity.

Layout

16. Bin storage shall only be within the area approved by the Waste planning Authority.

Reason: In the interest of local amenity.

17. The layout of the waste transfer and recycling facility shall be as shown on drawing no; LSH/HAV/SUR/02 unless otherwise agreed in writing by the Waste Planning Authority.

Reason: In the interests of local amenity.

Vehicle routeing

18. For the duration of the operation of the site measures shall be taken to ensure that all lorries travelling to and from the site shall use the route identified on drawing no LSH/HAV/RTE/01 and shall prevent the use of prohibited roads identified on drawing no LSH/HAV/RTE/01.

Reason: In the interests of local amenity and highway safety.

*Annexe to Reasons for Conditions
(as required by Article 22 of the Town and Country Planning
(General Procedure) Order 1995 – as amended)*

**HAMPSHIRE PORTSMOUTH SOUTHAMPTON AND NEW FOREST
NATIONAL PARK MINERALS AND WASTE CORE STRATEGY (2007)**

**Policy S5 - Capacity Requirements for Recycling, Composting and
Recovery and Treatment**

Waste management capacity (including specialist facilities as detailed in Policy S7) will be provided in the period to 2020, as follows:

- (i) recycling and composting – facilities for the reception, storage, segregation and processing of 1.86 million tonnes a year of municipal, commercial and industrial waste (and associated bulking-up, transfer and contingency storage facilities);
- (ii) recovery and treatment - facilities for the reception, storage and treatment of 0.93 million tonnes a year of municipal, commercial and industrial waste (and associated bulking-up and transfer facilities).

DC6 – Highways

Major mineral extractions, landfills and ‘strategic’ recycling, aggregate processing and recovery and treatment facilities, will be permitted provided they have a suitable access to and/or route to the minerals and waste lorry route as illustrated on the Key Diagram. In all cases, minerals and waste development will only be permitted if it pays due regard to the likely volume and nature of traffic that would be generated by the proposal and the suitability of the proposed access to the site and of the road network that would be affected. Consideration should be given to highway capacity, road and pedestrian safety, congestion and environmental impact, and whether any highway improvements are required and whether these could be carried out satisfactorily without causing unacceptable environmental impact.

DC8 - Pollution, health, quality of life and amenity

Minerals and waste development will only be permitted if due regard is given to the pollution and amenity impacts on the residents and users of the locality and there is unlikely to be an unacceptable impact on health and/or the quality of life of occupants of nearby dwellings and other sensitive properties. Where necessary minerals and waste developments should include mitigation measures, such as buffer zones between the site and such properties.

DC13 - Waste Management and Recycling (including Aggregate Recycling Facilities)

Waste management developments (excluding landfill) will be permitted provided that the site:

- (i) is identified as a site, or within an area suitable for waste management uses, in the Hampshire Waste Management Plan or Minerals Plans, or
- (ii) re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings (including their curtilages), or
- (iii) is within a planned area of large-scale development, or
- (iv) is on employment land, preferably co-located with complementary activities, and
- (v) has good access to, the minerals and waste lorry route as shown on the Key Diagram, and where possible, the site enables the use of water-borne and rail freight, and
- (vi) in the case of recovery and treatment sites, incoming waste shall be subject to pre-treatment, either on or off site to maximise the potential for recycling, and where technically possible, energy will be generated and used and the by-products, including heat, will be reused or recycled, and
- (vii) in the case of sites providing public access, the site shall be accessible for use by disabled people.