

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	17 January 2013
<b>Title:</b>	Construction of a Household Waste Recycling Centre at Stoneycroft Rise, Eastleigh, Hampshire (Application Number: S/12/717604) (Site Code: EA109)
<b>Reference:</b>	4578
<b>Report From:</b>	Head of County Planning

**Contact name:** Kristina King

**Tel:** 01962 846496

**Email:** kristina.king@hants.gov.uk

- 1.1. Planning permission is sought for the construction of a new Household Waste Recycling Centre (HWRC) at Stoneycroft Rise, Eastleigh, Hampshire. The development includes a split level design, on-site stacking lanes for vehicles, separate service vehicle entrance, associated landscaping and alterations to the footway/cycleway along Stoneycroft Rise.
- 1.2. The main issues arising from the application are the effect on highways safety, the effect of the proposed development on the character of the area, whether the proposal physically or visually diminishes the integrity of the strategic gap, amenity impact from noise, biodiversity impact and habitat enhancement and the impact on the surrounding commercial businesses.
- 1.3. The proposed development is located within the countryside on land which has not been previously developed and is therefore contrary to Policy DC13. Locating a public utility service within the countryside meets criterion (iii) 1.CO as it has been appropriately demonstrated that there are no alternative sites. The proposed development will not be visually intrusive in the landscape and whilst it will physically alter the land it will not visually diminish the integrity of the strategic gap or views from the public realm due to its scale and location, existing features surrounding the site and the enhanced screening proposed along the site boundaries further mitigating views into the site (DC3 and 2.CO), the operation of the site would not have an adverse impact on the amenity of local workers or users of the locality (DC8). There would be robust nature conservation mitigation measures implemented to ensure the maintenance of the nature conservation status of species including those for dormice and reptiles (DC7) and the highway alterations will enhance access to both the existing commercial uses and

'Freespace Site' and will not result in a significant impact on the Highway network (DC6). The facility is needed to meet the demands of the adjacent urban area and it is suitably located and designed to meet this need (W17). The modern facility would enable an increase in recycling rates within the Borough (S4 and S5) which will further contribute to Governments drive to increase recycling and move towards a low carbon future.

- 1.4. It is recommended that planning permission for the construction of a Household Waste Recycling Centre (S/12/71604) be granted, subject to the conditions listed in Integral Appendix B.

## **2. Site and proposal**

- 2.1. The proposed 1.7 hectare greenfield site, as shown on the attached location plan, is situated within the identified Strategic Gap (between Southampton and Eastleigh) on the south western edge of the built-up area of Eastleigh and Chandlers Ford. The site is currently open grassland and scrub and slopes irregularly down from the north west towards the M3 motorway and Chestnut Avenue. The site is bound to the east and south east by the M3 motorway, to the north and west by commercial development beyond which is Chestnut Avenue. To the south the site is bound by a bund beyond which is Eastleigh Borough Councils 'Freespace Site', a public open space area, that comprises of a recently constructed BMX track and car park which is surrounded by a Site of Importance for Nature Conservation (SINC) comprising of mature woodland and semi-improved grassland. The site is accessed from Stoneycroft Rise which leads from Chestnut Avenue roundabout. The site is situated within flood risk zone 1.
- 2.2. The HWRC is proposed to replace the existing Woodside Avenue HWRC. The existing HWRC is a small, single level site that is too small for the level of demand. The annual throughput in 2009/2010 was 7,246 tonnes per annum. The current site experiences traffic congestion at peak times due to the onsite parking constraints. In addition to this during container serving operations the site has to be temporarily closed for health and safety reasons. Eastleigh Borough Council has resolved to grant planning permission for residential and commercial developments at the Woodside site. Therefore if planning permission was granted the existing Eastleigh HWRC would be permanently closed and the Environmental Permit surrendered to the Environment Agency.
- 2.3. Information has been provided to demonstrate that potential alternative sites have been considered as a result of a search which commenced in 2005. Eight alternative sites within the Borough of Eastleigh were assessed and it is stated that 'none of the sites considered, apart from the application site, met or came close to meeting the search criteria or were available for development'.

- 2.4. The proposed HWRC would be a split level site with customer vehicles and service vehicles being directed to separate areas. The design of the site will include seven double bin bays, 21 waste containers and an upper level storage area at each end of the bin bays (as detailed on plan R.J509002/GA-001).
- 2.5. There would be on-site stacking lanes for approximately 25 customer vehicles, and car parking for 22 customer vehicles, including two dedicated disabled bays and eight additional staff vehicle spaces. The existing site has been recorded as having a maximum number of 83 vehicles in any one hour during 2011. With an approximate 50% increase expected in users for the new HWRC site, the maximum number of vehicles expected is 125 per hour. Based on the average customer visiting the site for six minutes there is capacity for 198 vehicles per hour. In addition to this approximately 3-4 vehicles per day in the winter and 4-5 vehicles per day in the summer will service the site. Service vehicles are large eight wheeled tipper lorries.
- 2.6. In summary the waste streams to be accepted at the site would include paper and cardboard, glass, clothes, textiles, solvents, paints, batteries, plastics and metals, garden and green wastes, and inert construction and demolition waste. It is anticipated that the throughput of waste would be up to 12,000 tonnes per annum
- 2.7. The proposal would result in the loss of two mature oak trees. Five replacement oak trees are proposed at the site entrance to mitigate against this loss. The existing boundary vegetation is to be retained with further hedge and small tree planting being proposed around the sites eastern, northern and western boundary. Rough grassland is to be established around the edge of the site with a balancing pond to the north. Secure perimeter fencing and gates measuring three metres in height are proposed these will be black in colour and of strengthened close mesh design. Lighting is not proposed on the site. An additional street lighting column is proposed on Stoneycroft Rise. There will be on site Closed Circuit Television (CCTV) cameras and Automatic Number Plate Recognition (ANPR) cameras.
- 2.8. The proposed hours of opening are: summer (1 April to 30 September) daily including bank holidays 0800 to 1900; winter (1 October to 29 February) daily 0800 to 1600; spring (1 March to 31 March) daily 0800 to 1700. Closed 25 December, 26 December and 1 January.
- 2.9. The proposal includes alterations to Stoneycroft Rise (plan RJ509002/GA-002) including the widening of the western footway such that it becomes a shared use footway cyclepath 2.5 metres in width and the conversion of sections of the eastern footway to carriageway. In addition to this it is proposed that the raised table on Stoneycroft Rise is to be removed.
- 2.10. A detailed ecological impact assessment (EclA) has been submitted with the application. It identifies that there are European Protected Species on site. The species present are dormice, slow worms, common lizard and

reptiles. A Ecological Masterplan has been produced within the EclA which details the mitigation for this site and the wider Eastleigh owned areas. In summary some of the key mitigation measures are the retention of the key connecting habitat features, retention of expanses of rough grassland for use by adders, creation of log piles and hibernacula (protected covered area) for reptiles, translocation of the slow worms off-site where the proposed receptor is to be 510 metres north east of the development site. For dormice existing sub-optimal habitat is to be replaced with tall dense shrubby woodland belts, hedgerows and scrub blocks which will improve the areas connectivity between areas of suitable habitat. Nest boxes are to be provided in an attempt to increase the carrying capacity of the habitat. The EclA concludes that after taking mitigation into account, the net impact on dormice will be slight positive, the net impact on the slow worm and common lizard will be neutral to slight positive and there will be a net slight adverse impact on the adder population. It is recognised that a licence from Natural England will be required.

### **3. Relevant Planning History**

- 3.1. The application site is subject to Section 106 agreement covenants restricting its use which were applied when the land was transferred to Eastleigh Borough Council as public open space land in association with planning permission Z/35313/000 for the adjacent BMW garage. This application was determined by Eastleigh Borough Council.

### **4. Development plan**

- 4.1. The development plan documents considered relevant to this planning application are the Hampshire Minerals and Waste Core Strategy (Adopted 2007) and the Eastleigh Borough Local Plan Review (Adopted 2006).
- 4.2. The appropriate policies for consideration from the Hampshire Minerals and Waste Core Strategy are S4 (Recycling and Composting), S5 (Capacity Requirements for Recycling, Composting and Recovery and Treatment), DC3 (Impact on Landscape and Townscape), DC6 (Highways), DC7 (Biodiversity), DC8 (Pollution, Health, Quality of Life and Amenity), DC11 (Flooding) and DC13 (Waste Management and Recycling (including Aggregate Recycling Facilities)).
- 4.3. The appropriate policies for consideration from the Eastleigh Borough Local Plan Review are 1.CO (Protection of the Countryside), 2.CO (Strategic Gaps).
- 4.4. The National Planning Policy Framework (NPPF) is a material consideration however it does not contain any specific waste policies as national waste planning policy is to be published as part of the National Waste Management Plan for England. The NPPF includes a presumption in favour of sustainable development, and the following two core principles

are of importance:

- (i) proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
  - (ii) support the transition to a low carbon future in a changing climate.
- 4.5. The Government's Planning Policy Statement 10 'Planning for Sustainable Waste Management' (2011) (PPS10). The Government's objective is "to protect human health and the environment by producing less waste and by using it as a resource wherever possible". The principles within PPS10 state it is necessary to consider the physical and environmental constraints of the site and the development proposed, having particular regard to neighbouring land uses, stating that regard should be had to the impacts of the proposals on environmental quality and the capacity of transport infrastructure.
- 4.6. The South East Plan (May 2009) remains part of the Development Plan however following the intention of Government to revoke the Plan limited weight should be accorded to its policies. The South East Plan is a material consideration. Policy W17 advises that sites should be conveniently accessible from existing and proposed urban areas, with good transport links and be compatible with adjoining uses. Development within countryside locations should not be preclude where the development would not compromise the objectives of the designation.
- 4.7. The draft Eastleigh Borough Local Plan 2011-2029 includes draft policy CF5 (Land east of Stoneycroft Rise and south-west of Chestnut Avenue), however the plan is currently at the pre-submission consultation stage, therefore has only limited weight as a material consideration.

## 5. Consultations

- 5.1. **Councillor Broadhurst** has been made aware of the planning application, and has reserved comment as he is a deputy on the Committee.
- 5.2. **Councillor Davidovitz** has been made aware of the planning application.
- 5.3. **Eastleigh Borough Council** raise no objection to the proposals subject to appropriate conditions in relation to biodiversity, landscaping, provision of a shared footway/cycleway for Project Freespace, lorry routing, tree protection measures, and improved lighting and signage in the area being included as part of any planning approval. It is also assumed that conditions would be imposed with regard to operating hours and contaminated land controls. Members were concerned that the traffic flow to and from the site would cause congestion through Falkland Road and

surrounding areas. Members also requested that the need for a crossing was considered along Stoneycroft Rise.

- 5.4. **Environmental Health** raise no objection to the proposal subject to the inclusion of a condition requiring the submission of a contaminated land investigation being carried out prior to development commencing.
- 5.5. **Highway Authority** state that a comprehensive assessment of the development has been undertaken, and the Highway Authority are satisfied that the proposals will not result in a significant impact on the Highway network. The proposed footway/cycleway along Stoneycroft Rise will enhance access to both the existing commercial uses and Project Freespace and this is welcomed by the Highway Authority. Therefore no objection is raised subject to a condition requiring the submission of a Construction Management Plan and a condition stating that no part of the development shall commence until such time as the detailed highway works along Stoneycroft Rise have been submitted, approved and completed to the written satisfaction of the Waste Planning Authority.
- 5.6. **Highway Agency** raise no objection to the proposed development.
- 5.7. **Environment Agency** raise no objection to the proposed development.
- 5.8. **Airport Safeguarding** raise no airport safeguarding objections to the proposed development.
- 5.9. **Chandlers Ford Parish Council** recognise that they have benefited from pre-application discussions so the need for the modern facility is understood. There were concerns around road safety issues between the users of the proposed facility and users of the Freespace Facility as well as concerns over the increased traffic in the area resulting from users of the site and service vehicles. It is noted that the concerns have been taken on board and that the reports indicate specific recommendations to mitigate against the potential conflicts. It is also recognised that traffic counts have been undertaken and that the site design takes the number of users into account with the service road to the facility.
- 5.10. **Freespace Manager** has been consulted, no comments have been received.

## 6. Representations

- 6.1. One objection from a local resident has been received. The issues raised were increased number and introduction of lorries leading to a highways safety impact with the children using the 'Freespace Site'.
- 6.2. An objection from a planning consultancy, on behalf of seven local businesses has been made. The reasons for the objection are:
  - (i) contrary to land use Policy DC13;

- (ii) negative impact on the economy of the surrounding business park resulting in loss of future investment and loss of staff;
- (iii) against countryside and strategic gap saved policies in the Eastleigh Local Plan;
- (iv) impact on the character of the area and the setting of the business park;
- (v) noise impact which is not compatible with the surrounding uses;
- (vi) the unsuitability of Stoneycroft Rise due to the nature, volume and timing of vehicles travelling to the proposed HWRC site; and
- (vii) impact on the nature conservation status of the site.

## **7. Commentary**

- 7.1. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The proposal is contrary to Policy DC13 as the site is rough grassland in the countryside and has not been previously developed, therefore the development would be a departure from the Development Plan. Consequently, the main issue is whether there are material considerations which indicate approval should be granted.
- 7.2. The site is located outside the urban edge, which runs around the boundary of the commercial businesses consequently it is located within the countryside. Whilst the intention of Eastleigh Borough Council planning policy in the emerging Eastleigh Borough Local Plan 2011–2019 is to support the proposed site for HWRC development as the plan is at pre-submission consultation stage little weight can be afforded to Policy CF5. Policy 1.CO of the approved Local Plan states that planning permission will not be granted for development outside the urban edge subject to exceptions. Criterion (iii) of the policy states 'unless it is essential for the provision of a public utility service and it cannot be located within the urban edge'. Evidence has been provided which appropriately demonstrates that alternative sites within the Borough of Eastleigh have been considered, none of which have been considered suitable for the proposed development and so the proposal complies with this policy. In addition Policy W17 of the South East Plan further supports the suitability of the location of the site as it has good accessibility to an existing urban area following the demonstration that there are no existing or alternative sites suitable within the urban area.
- 7.3. There is a need to provide waste infrastructure to meet the needs of the local community within the Eastleigh and Chandlers Ford urban areas. The replacement facility will provide a modern facility with the capability of meeting the demand of the local community within the urban area thereby enabling improved recycling rates within the Borough. This will positively

contribute to the government aims of increased recycling and policies S4 and S5 of the Hampshire Minerals and Waste Core Strategy. A core principle within the NPPF supports the drive to move towards a low carbon future. The closure of the existing facility will also enable implementation of a sustainable mixed use redevelopment which would contribute to meeting the housing demand in the Eastleigh area.

- 7.4. Whilst the intentions of Eastleigh Borough Council are understood with regard to the Policy 2.CO should be considered as the site is within the identified Strategic Gap. The purpose of the Strategic Gap is to protect the identity of settlements and their coalescence. Proposals that physically or visually diminish the strategic gap will not be supported. It is bounded on all sides by development with woodland beyond the 'Freespace Site' which prevents distant views from the south. Consequently it is considered that the site is not prominent or exposed in the wider landscape and the site does not make a significant contribution to the purpose of the Strategic Gap. When considering the visual impact of the development there are limited public viewpoints into the site due to the existing boundary planting, where there are views of the site they are dominated by a backdrop of the motorway or the commercial buildings. Initially views into the site will be greater due to the removal of two oak trees on Stoneycroft Rise to create the access. However, it is proposed that five replacement extra heavy standard oak trees are to be planted at the entrance to the site along with additional hedgerow and small tree planting to screen the HWRC. The actual location of the HWRC is well set back from Stoneycroft Rise, the scale of the development and the proposed final levels are such that the proposal will not have a visual impact, the public realm will not be negatively impacted. It is considered that whilst the development would diminish the gap physically, it would not visually diminish the gap. The proposal complies with the requirements of Policy DC3.
- 7.5. The peak periods for traffic use for the proposed HWRC would differ from those of the surrounding commercial businesses, and consequently it is unlikely that there would be a conflict. Whilst the width of Stoneycroft Rise does vary along its length. Where the road narrows to 6.1 metres it will not be possible for two refuse vehicles to pass however the Highway Authority are of the opinion that there is sufficient forward visibility for vehicles see approaching vehicles enabling one to wait. In addition as an average of five service vehicles would be expected per day the likelihood of this occurring is low. It has been demonstrated that there are adequate sight lines at the priority junction. Access into the site by refuse vehicles is satisfactory and the on site stacking lanes and parking provision are adequate for the anticipated number of visitors during the busiest period. The improvements to the existing footway on Stoneycroft Rise are supported by the Highway Authority as it will ensure safe provision for pedestrians and cyclists attending the 'Freespace Site' and surrounding commercial businesses thereby reducing the potential for conflict. Concerns were raised at the Eastleigh Local Area Committee regarding a potential increase in traffic on Falkland Road. The Highway Authority have looked at the anticipated

percentage increase and are of the opinion that the increase is reasonable. Conditions are recommended to ensure that the highway improvement works to Stoneycroft Rise are approved in detail and implemented prior to development commencing as well as the visibility splays demonstrated being maintained without obstruction. The proposal accords with Policy DC6.

- 7.6. It has been identified that slow worms, lizards, dormice and adders, which are European protected species, are present. The EclA and mitigation strategy submitted appropriately demonstrate that the mitigation measures proposed for dormice would ensure that the conservation status of the population would be maintained and that a license allowing for the clearance of dormouse habitat is likely to be issued by Natural England. The populations of slow worms, lizards and adders on site are significant and the proposal to maintain the lizard and adder populations around the site and the surrounding area is supported. However, if planning permission is granted it is necessary for a condition to be attached requiring the translocation of reptiles to be carried out prior to development commencing in accordance with the details in the EclA. The proposal seeks to retain as much of the habitat as possible and enhancements are proposed. It is necessary to ensure that the site is managed appropriately in the long term and therefore it is recommended that a condition is attached requesting that a management plan is produced and submitted for written approval. Whilst there will be a slight loss of land with a biodiversity interest the mitigation measures proposed are appropriate to ensure that the development will not adversely impact on the status of the site, or the protected species. Consequently the proposal satisfies the requirements of Policy DC7.
- 7.7. There are concerns raised by the employers within the commercial businesses that there will be adverse impacts as a result of the noise from the operational HWRC. Environmental Health Officers have been consulted who do not raise concerns about the impact of the proposed site on the amenity of users in the locality. Due to the location of the site being adjacent to the M3 motorway, there is a high level of background noise. Consequently the area within which the site is to be located cannot be considered to be quiet or tranquil. The operations on site, due to their nature, will not give rise to a continuous increase in noise levels, although occasional intermittent noise may be generated through the servicing of the site.
- 7.8. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Waste Planning Authority have worked with the agent and applicant in a positive and proactive manner. Pre-application discussions were undertaken with the applicant and agent where the relevant planning policies were identified, guidance was provided on the key planning issues with clear advice being given on the survey work and detailed landscape design. All statutory consultation responses and details of representations

were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

- 7.9. In conclusion the proposed development is located within the countryside on land which has not been previously developed and is therefore contrary to Policy DC13. Locating a public utility service within the countryside meets criterion (iii) 1.CO as it has been appropriately demonstrated that there are no alternative sites. The proposed development will not be visually intrusive in the landscape and whilst it will physically alter the land it will not visually diminish the integrity of the strategic gap or views from the public realm due to its scale and location, existing features surrounding the site and the enhanced screening proposed along the site boundaries further mitigating views into the site (DC3 and 2.CO), the operation of the site would not have an adverse impact on the amenity of local workers or users of the locality (DC8). There would be robust nature conservation mitigation measures implemented to ensure the maintenance of the nature conservation status of species including those for dormice and reptiles (DC7) and the highway alterations will enhance access to both the existing commercial uses and 'Freespace Site' and will not result in a significant impact on the Highway network (DC6). The facility is needed to meet the demands of the adjacent urban area and it is suitably located and designed to meet this need (W17). The modern facility would enable an increase in recycling rates within the Borough (S4 and S5) which will further contribute to Governments drive to increase recycling and move towards a low carbon future.

## **8. Recommendation**

- 8.1. That planning permission for the construction of a Household Waste Recycling Centre (S/12/71604) be granted, subject to the conditions listed in Integral Appendix B.

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

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

DocumentLocation

Construction of a Household Waste Recycling Centre at Stonecroft Rise, Eastleigh, Hampshire

Elizabeth II Court West, The Castle, Winchester, SO23 8UD

## 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.

### Plans and Particulars

2. 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.

Reason: To ensure that the development is carried out in accordance with the approved details.

### Hours of Working

3. The site shall not be open to the public, and no vehicles carrying waste or recyclable materials shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0800 and 1600 in winter (1 October to 29 February), 0800 and 1700 in spring (1 March to 31 March) and 0800 and 1900 in summer (1 April to 30 September). The site shall be closed on 25 December, 26 December and 1 January.

Reason: In the interest of local amenity to ensure compliance with Policy DC8 of the Hampshire Minerals and Waste Core Strategy.

### Highways

4. A Construction Management Plan, including lorry routes, contractors parking and turning provision to be made on site, measures to prevent mud to be deposited on the highway and a programme for construction shall be submitted to and approved by the Waste Planning Authority in writing before development commences. The agreed details shall be fully implemented before the development commences.

Reason: In the interest of Highway Safety to ensure compliance with Policy DC6 of the Hampshire Minerals and Waste Core Strategy.

5. No part of the development shall commence until such time as the detail of the highway works in Stonecroft Rise, as shown in principle on drawing R.J509002/GA-002 have been submitted for approval by the Waste Planning Authority. The works shall be implemented as approved prior to construction of the HWRC commencing.

Reason: In the interest of Highway Safety to ensure compliance with Policy DC6 of the Hampshire Minerals and Waste Core Strategy.

6. The visibility splays of 2.4x 23 (south) and 2.4 x 43 (north) as shown on drawing R.J509002-GA-001/Sketch B shall be provided prior to opening of the site and these visibility splays shall be kept free of all obstacles in perpetuity.

Reason: In the interest of Highway Safety to ensure compliance with Policy DC6 of the Hampshire Minerals and Waste Core Strategy.

### **Nature Conservation**

7. No part of the development shall commence until such time as reptile translocation has been carried out in accordance with the details set out in the Ecological Impact Assessment (October 2012).

Reason: In the interests of protecting the nature conservation status of the reptiles on the site to ensure compliance with Policy DC7 of the Hampshire Minerals and Waste Core Strategy.

8. Prior to the HWRC opening a long term nature conservation management plan shall be submitted to and approved by the Waste Planning Authority. The management of the site should then be carried out in accordance with the approved details.

Reason: To ensure the mitigation measures are maintained to enhance the site and wider area to ensure compliance with Policy DC7 of the Hampshire Minerals and Waste Core Strategy.

### **Landscaping**

9. In the first planting season following the opening of the household waste recycling centre planting shall occur in accordance with plan S4CF05-102. Any parts or trees which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of visual amenity and to secure a satisfactory development to ensure the development complies with Policy DC3 of the Hampshire Minerals and Waste Core Strategy.

10. The security perimeter fencing and gates shall measure three metres in height and be black in colour and of strengthen close mesh design and maintained for the duration of the development.

Reason: In the interests of visual amenity and to secure a satisfactory development to ensure compliance with Policy DC3 of the Hampshire Minerals and Waste Core Strategy.

11. The trees to be retained shall be protected in strict compliance with BS5837:2012 – Trees in relation to design, demolition and construction during building operations.

Reason: To ensure the protection of the existing trees to retain the existing features in the interest of visual amenity and to secure a satisfactory development to comply with Policy DC3 of the Hampshire Minerals and Waste Core Strategy.

### **Contaminated Land**

12. No part of the development shall commence until the applicant has carried out an adequate assessment of the risks, to or arising from, the proposed development, and a report of this assessment, including recommendations for protection of the development, has been received and approved in writing by the Waste Planning Authority [British Standard BS10175:2011 'Investigation of potentially contaminated sites – Code of Practice' is a useful source of advice on site investigation]. Any recommendations for protection of the development, the remediation scheme, must be supervised by a competent person and a completion certificate provided by that person to the Waste Planning Authority to certify that the works have been implemented in accordance with that scheme.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants in accordance with Policy DC8 of the Hampshire Minerals and Waste Core Strategy.

### **Miscellaneous**

13. The recycling hereby permitted shall be restricted to the sorting of waste brought to the site by members of the public.

Reason: In the interests of amenity in accordance with Policy DC8 of the Hampshire Minerals and Waste Core Strategy.

### **Advice Note**

1. Bird nests, when occupied or being built, receive legal protection under the *Wildlife and Countryside Act* (as amended). It is highly advisable to undertake clearance of potential nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work during this period then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately five metres) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.
2. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Waste Planning Authority have worked with the agent and applicant in a positive and proactive manner. Pre-application discussions were undertaken with the applicant and agent where the relevant planning

policies were identified, guidance was provided on the key planning issues with clear advice being given on the survey work and detailed landscape design. All statutory consultation responses and details of representations were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

*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 CORE STRATEGY (ADOPTED 2007)**

**Policy S4 – Recycling and Composting**

There will be a progressive increase in the average recycling and composting rates for all municipal, commercial and industrial waste to 50% in 2010, 55% in 2015 and; 60% in 2020.

**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:  
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);  
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).

**Policy DC3 – Impact on Landscape and Townscape**

Minerals and waste development will only be permitted if due regard is given to the likely visual impact of the proposed development and its impact on, and the need to maintain and enhance, the distinctive character of the landscape or townscape. If necessary, additional design, landscaping, planting and screening, including planting in advance of the commencement of the development, should be proposed.

**Policy 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 en 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 there could be carried out satisfactorily without causing unacceptable environmental impact.

**Policy DC7 – Biodiversity**

Minerals and waste developments will only be permitted if due regard is given to the likely effects of the proposed development on biodiversity and, where possible, proposals should conserve and enhance biodiversity.

Development likely to adversely impact upon ‘regionally or locally designated sites or protected species’ – designated in adopted Local Plans or Local Development Frameworks – (including Sites of Importance for Nature Conservation (SINCs), Species of Principal Importance for Biodiversity, Regionally Important Geological Sites and Local Nature Reserves) shall only be permitted if the merits of the development outweigh the likely impact.

**Policy 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.

**Policy DC13 – Waste Management and Recycling (including Aggregate Recycling Facilities)**

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

- a. Is identified as a site, or within an area suitable for waste management uses, in the Hampshire Waste Management Plan or Minerals Plan, or
- b. Re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings (including their curtilages), or
- c. Is within a planned area of large-scale development, or
- d. Is on employment land, preferably co-located with complementary activities, and
- e. 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
- f. 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
- g. In the case of sites providing public access, the site shall be accessible for use by disabled people.

## **EASTLEIGH BOROUGH LOCAL PLAN REVIEW (MAY 2006)**

### **Policy 1.CO – Protection of the Countryside**

Planning permission will not be granted for development outside the urban edge unless:

- i. it is necessary for agricultural, forestry or horticultural purposes and a countryside location is required; or
- ii. it is for an outdoor recreational use or is genuinely required as ancillary to such a use and does not require the provision of buildings, hardstanding or structures which, are of a form, scale or design which would demonstrably harm the character of the locality; or
- iii. it is essential for the provision of a public utility service or the appropriate extension of an existing education or health facility and it cannot be located within the urban edge; or
- iv. It meets the criteria in the order policies of this Plan.

The extension of private gardens into the countryside will not be permitted.

### **Policy 2.CO – Strategic Gap**

Planning permission will not be granted for development which would physically or visually diminish a strategic gap as identified on the proposals map.

## **SOUTH EAST PLAN (MAY 2009)**

### **Policy W17 – Location of waste management facilities**

Waste development documents will, in identifying locations for waste management facilities, give priority to safeguarding and expanding suitable sites within an existing waste management use and good transport connections. The suitability of existing sites and potential new sites should be assessed on the basis of the following characteristics:

- i. good accessibility from existing urban areas or major new or planned development
- ii. good transport connections including, where possible, rail or water
- iii. compatible land uses, namely:
  - active mineral working sites
  - previous or existing industrial land use
  - contaminated or derelict land
  - land adjoining sewage treatment works
  - redundant farm buildings and their curtilages
- iv. be capable of meeting a range of locally based environmental and amenity criteria.

Waste management facilities should not be precluded from the green Belt. Small-scale waste management facilities for local needs should not be precluded from Areas of outstanding Natural Beauty and National Parks where the development would compromise the objectives of the designation.