

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	18 March 2010
Title:	Change of use from public house to recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks at Bullington Cross Inn, Bullington Cross, Bullington(Application No. 09/02530/CMAN) (County Council Ref: TV246)
Reference:	1446
Report From:	Head of Planning and Development

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1. Executive Summary

- 1.1. The planning application is for the demolition of the former Bullington Cross Inn and the change of use from public house to waste recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks. A new store building would be constructed close to the site entrance. This building would be a sheet steel clad industrial building measuring 32.4 metres by 15 metres by 7.5 metres and include office/amenity facilities. There would also be two weighbridges set back from the site entrance and a portacabin weighbridge office.
- 1.2. The proposal is to recycle about 25,000 tonnes per year of metal waste and scrap, both ferrous and non-ferrous and tyres. All materials would be sorted, baled, processed and stored either within the building or outside in the recycling compound. The proposals also include parking and skip and container storage. Members of the Committee undertook a site visit on 1 March 2010.
- 1.3. The main issues associated with this application are the land use, highways, visual impact, noise and potential for pollution.
- 1.4. It is considered that the proposal would be in accordance with the development plan (summary attached as Integral Appendix C) as in principle it meets the requirements of DC13 being the redevelopment of previously developed land, it would not materially harm the character of the area either visually or in terms of nature conservation (DC3 and DC7), or lead to pollution

or adversely affect the amenity of local residents through noise and disturbance (DC8) and would be acceptable in terms of highway safety and convenience (DC6).

2. Site and proposal

- 2.1. The site, as shown on the attached plan, totals an area of 0.8 hectares and comprises a former public house (Bullington Cross Inn) and surrounding land all of which is within the A303/A34 interchange junction. The nearest houses are about 400 metres from the site to the south (Orchard Cottage and Bullington House), 2500 metres to the north (Firgo Cottages), 1500 metres to the east (Upper Norton Farm) and 460 metres to the west (Tidbury Farm and Cottages). The River Dever, which is within the River Test Site of Special Scientific Interest (SSSI), is about 670 metres to the south of the site, although the former cress beds which flow into the River Dever are closer, being just over 500 metres away.
- 2.2. The proposal is for a change of use from public house to waste recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks.
- 2.3. The existing public house would be demolished and a new store building constructed close to the site entrance. This building would be a sheet steel clad industrial building measuring 32.4 metres by 15 metres by 7.5 metres and include office/amenity facilities. There would also be two weighbridges set back from the site entrance and a portacabin weighbridge office.
- 2.4. The proposal is to recycle about 25,000 tonnes per year of metal waste and scrap, both ferrous and non-ferrous and to recycle tyres, a maximum of 1000 unprocessed tyres would be stored on site at any one time. All materials would be sorted, baled, processed and stored within the building or outside in the recycling area. The tyre processing would be within the building, and also storage of non-ferrous metal. The outside areas would be used for reception of waste material, sorting and processing; there would be shear and compression plant and baling plant outside the building, and storage in bays alongside the bund with the A34. There would also be areas for parking and storage of skips and containers. No material would be stored higher than four metres. There would be no processing of white goods containing gases (eg fridges) and no end of life vehicles would be processed. The hours of operation would be 0700 to 1800 Monday to Friday and 0800 to 1300 on Saturday, there would be no working on Sunday or bank holidays.
- 2.5. Lighting is proposed for the site and the location of lights shown on the Working Activities Plan, including 4.8 metre high lights affixed to the screen fence adjacent to the A34 shining back into the site. There would also be three metre high floodlighting within the site both free standing and affixed to the site which would be angled down into the site.

- 2.6. Waste water drainage would be to a new small sewage treatment plant, discharging to a soakaway. The operational area would be concrete surfaced and surface water drainage from the remainder of the site would be to a full retention separator prior to discharge to soakaways.
- 2.7. Access would be via the existing access onto the A303/A34 interchange and it is anticipated the proposal would generate about 172 vehicle movements per day. It is expected that this would consist of the following:
- (i) 20 movements per day large Heavy Goods Vehicle (HGV);
 - (ii) 40 movements per day small HGV;
 - (iii) 32 movements per day skip lorries; and
 - (iv) 80 movements per day light commercial and cars.

The existing access has visibility splays of 2.4 metres by 90 metres. These splays will be maintained.

- 2.8. The levels on the east of the site would be lowered and the material partially used to construct a bund on the western boundary alongside the A34. About 300 cubic metres of material would be used in construction, the remaining 2500 cubic metres would be removed from the site. The bund would be about seven metres wide and one metre high with a shallow gradient on the outside and would be planted with native trees and shrubs. In addition a four metre high close boarded fence would be erected on the retaining wall to a combined height of five metres to provide additional screening. The bund would be planted with trees and shrubs to soften the appearance and to provide additional screening and there would also be additional native tree and shrub planting around the site to also provide additional screening. A two metre high green painted palisade security fence on the southern and north eastern boundaries would be constructed.

- 2.9. An Environmental Noise Report has been submitted with the application. This concluded that with regards to the Code of Practice World Health Organisation (WHO) 'Guidelines for Community Noise' the calculated level of LAEQT 49.2 dB will be below the minimum day-time recommended noise level of LAEQ 16hr 50dB for outdoor living areas. The results suggest that the operations of the proposed plant will have no detrimental effects at the houses. It is also noted that the assessment used the worse case scenario of the lowest background with the highest calculated level at the houses with all proposed plant operating at the same time.

- 2.10. A Sustainable Design and Construction Statement has been submitted, which states that when the existing building is demolished salvageable materials will be kept for reclamation, and the remainder crushed to form base of yard area. A renewable energy heating system would be used, consisting of an air source heat pump, low energy light fittings installed and low energy sodium external lighting with motion and light level sensors, and

roof lights to reduce lighting need. There would be collection tanks for grey water. In relation to potential pollution the ground will be of non-permeable concrete base to avoid water seepage. All hydrocarbons, in the event of spillage, will be picked up in the trapped gulleys and the failsafe is a full retention class 1 separator located before discharge to soakaways. In terms of foul water there would be a Klargestor Biodisc Sewage Treatment plant. Grey water and rainwater harvesting will be used for damping down the yard in dry conditions.

- 2.11.A Protected Species Assessment Report has been submitted. The survey of the buildings revealed no signs of bats, in particular no bat droppings were found. The property is in a bad state of repair and a part of one of the cob walls has collapsed, permitting potential access for bats and birds. None of the trees in the immediate surroundings showed any features which might provide roost places for bats. None of the buildings showed any signs of Barn Owls. Several old House Martin's nests were noted under the eaves of the main building. The former Pub garden area had been heavily grazed by Rabbits and provided no ground level vegetation which might support a population of reptiles.
- 2.12. There were no water features and the site possessed no features which might provide habitat for any of the aquatic protected species. No signs of badgers were found within this site. No signs were found of any other legally protected species during this assessment.
- 2.13. The potential negative impacts are primarily upon roosting bats and breeding birds. Whilst there are no signs or evidence of bats using the buildings there is potential for bats to use the existing buildings as roosts during the summer months. As there are a number of old House Martin nests under the eaves of the pub roof, there is a high chance that House Martins will return to their existing nests or construct new nests onto this building. In light of this it is recommended that the remaining roof tiles are removed by hand and that the demolition work should be completed during this season's winter months.

3. Planning History

- 3.1. 09/01746/FULLN - Change of use from public house to B2 (general industry) – granted 29 October 2009.
- 3.2. 09/00828/FULLN – Change of use and conversion of former public house to office/research use – granted 28 July 2009.
- 3.3. 107/03250/FULLN – Extension of public house and erection of detached hotel block with car park – refused 15 February 2008.
- 3.4. TVN.1063/3 – continued use of temporary car park off A303, Bullington Cross Inn (renewal of TVN.1063/2) – granted 4 September 1980.

4. Development Plan

4.1. Hampshire Portsmouth Southampton and New Forest National Park Minerals and Waste Core Strategy (July 2007) policies DC3 (Impact on landscape), DC6 (Highways), DC7 (Biodiversity), DC8 (Pollution, health, quality of life and amenity) and DC13 (Waste management and recycling) are relevant.

5. Consultations

5.1. **Councillor Gibson** is the local County Councillor and raises objection on grounds that the proposal is too intrusive. **Councillor Mrs Porter**, adjoining Councillor has been informed.

5.2. **Test Valley Borough Council** raises objection on the following grounds:

- (i) the applicant has neither demonstrated an over-riding need for the proposed development in the countryside location nor that the development is of a type appropriate in the countryside as an exception to the general policy of restraint. The principle and impact of the development is therefore considered unacceptable in this rural location and contrary to policy SET03 of the Test Valley Borough Local Plan;
- (ii) the built form is contained within a small part of the site which has a generally open and rural character. The proposal would increase the amount of built form on a site which has a generally open and rural character and introduce outside storage, tipping, sorting and processing areas which would combine to result in an intrusive development, significantly changing the character of the area and contrary to policy SET03 of the Test Valley Borough Local Plan;
- (iii) the introduction of a bund with a five metre high wall or fence along the western boundary which would appear as an unnatural landscape feature, not in keeping with the general character of the area. The proposal would have a detrimental impact on the visual appearance of the site from public vantage points including the A303 and A34 roads contrary to policy SET03, DES01 and DES03 of the Test Valley Borough Local Plan;
- (iv) the inconsistency between plans and the supporting statements which have been submitted prevents the proposal from being fully assessed;
- (v) no information has been provided with the application that ecological surveys have been undertaken and there is the potential for protected species to be present, therefore it is considered that further ecological information is required.

5.3. **Test Valley Borough Council Environmental Health Officer** raises no objection subject to conditions restricting the hours of working for machinery operating outside the building and to preclude composting.

- 5.4. **Winchester City Council**, objections received from Councillors Wright, Godfrey and Lipscomb supporting the objections of Wonston Parish Council.
- 5.5 **Environment Agency** raises no objection.
- 5.6. **Highways Agency** raises no objection.
- 5.7. **Highway Authority** comments that as the site is directly accessed from a link road between the A303(T) and the A34(T) which is part of the national Trunk Road network therefore highway advice should be provided by the Highways Agency. However the site is also accessible by the A30 Bullington Lane, which is of a good width and alignment and is suitable to accommodate that part of the development traffic which does not use the A34(T) or A303(T).
- 5.8. **Wonston Parish Council** does not accept that this is a good site for the facility proposed and objects on the grounds of impact for A34/A303 junction in terms of highway safety and congestion, potential pollution to River Dever and water supplies. Metal recycling by its nature is messy and site will be open to views and impossible to hide by screening. Site is not remote from housing as nearest houses between 400 and 1,000 metres away, need for ecological survey. Also comments on inaccurate information in the application documents.
- 5.9. **Bullington Parish Council** raises a very strong objection on the grounds of:
- (i) safety concerns over access to the site in the light of the proximity of a slip road and speed and volume of traffic;
 - (ii) danger of damaged road surface on the surface of the roads and slipways at the A303/A34 junction;
 - (iii) problem on local roads with HGVs and large lorries using unsuitable routes, such as U54 from A303 to junction with Bullington Lane (C55) and between Bullington and Barton Stacey;
 - (iv) there is no mains drainage on site, with sewage and surface water draining to cess pit and soakaways. There are boreholes in vicinity and drainage from the site runs down to the River Dever. Therefore serious concerns over water levels and water pollution; and
 - (v) concerns raised about noise, and the need for security lighting.

6. Representations

- 6.1. Nine letters of objection received on grounds of: highway safety; lack of mains drainage; felling of trees; water pollution; nearby houses; impact on bats; noise and wrong location - should be situated in an industrial location.
- 6.2. Dever Society supports development of brownfield sites and would like to see this derelict site developed appropriately, but has concerns that there is no

mains drainage on the site so concern at water pollution and possible impact for the River Dever.

- 6.3. Two letters of support received commenting on good access, redevelopment of a derelict site and a new business in the area.

7. Report of site visit

- 7.1 Twelve Members of the Committee, Councillors: Allgood, Beagley, Mrs Bailey, Broadhurst, Bryant, Carter, Cooper, Hockley, James, Joy, Mrs McEvoy, Pearce, with Councillor McIntosh in the Chair, undertook a site visit on Monday 1 March to view the site which is the former public house, the Bullington Cross Inn, its car park and surrounding area.
- 7.2. It was confirmed that a proposal had been received to turn the site into a recycling yard. The current public house would be demolished and the surrounding area would be levelled out. A new building would be constructed to house scrap metal and a double weighbridge and portacabin would be placed containing offices. Bays would also be put around for storage. The site would also be used for tyre shredding, which would be carried out in the building, but the main activity would involve the sorting, and separating of metal for recycling.
- 7.3. It was confirmed that the main entrance to the site would remain. A one metre high bund, with a four metre fence would be erected on the side backing onto the A34 to obscure the views of the scrap yard from the nearby junction. Shrubs and trees would also be planted in front of the fence to soften the appearance and help it blend in with the surrounding area. A security fence would also be placed where the current low level wooden fencing surrounded the site stood. It was confirmed that the nearest houses were approximately 400 metres away on the other side of the A303 and around 450 metres away from the site to the west.
- 7.4. It was expected the site would generate about 172 traffic movements and that the working hours would be 0700 – 1800 Monday to Friday and 0800 – 1300 on a Saturday. The site would be closed on Sundays and Bank Holidays. The site currently has no drainage for sewage, but the applicant plans on installing a small treatment works with separators and interceptors..
- 7.5. Member requested that details on lighting in the site and of the proposed security fences be included in the final report.

8. Commentary

- 8.1. The main issues associated with this application are the land use, highways, visual impact, noise and potential for pollution.
- 8.2 The site is within countryside, as shown in the Test Valley Borough Local Plan, however there is a former public house on the site, together with

hardstandings for parking. Planning permission has been granted by Test Valley Borough Council for a change of use from the former public house to general industry (B2) although this is conditioned to allow only vehicle parking outside the building. Consequently a substantial part of the site is a derelict brownfield site, therefore the use of this area for metal waste recycling is in principle in accordance with Policy DC13. However, it is recognised that the proposals include the use of all the site and this goes beyond the former built development, although it is all within the A34/A303 intersection.

Nevertheless, on balance it is considered that the proposal is in accordance with Policy DC13 as it involves the redevelopment of previously developed land.

- 8.3. The site clearly has very good connection to the main road network as it has direct access onto the A34/A303 slip roads. Concerns have been raised on the grounds of highway safety in relation to the slip roads for the A34/A303, in particular potential queuing on the slip roads. No objection has been raised by the Highways Agency which is responsible for the junction, the visibility splays at the access meet standards and the turning movements into and out of the site would not cause problems for traffic on the slip roads. The views of the Highways Agency are consistent with its comments to Test Valley Borough Council on previous applications at this site, when they have raised no objection. In terms of the wider road network, the Highways Authority also raises no objection. The applicant comments that the location at the A34/A303 junction means that lorries going to or from the site have no reason or benefit in using country lanes, but the applicant is prepared to enter a legal agreement for lorry routing.
- 8.4. Although the site is well contained visually by the A303 embankment and trees on the slip roads, the former public house is prominent visually to the west, being open to views from the A34 and land to the west as there is no fencing, other than post and rail highway fencing, or trees and shrubs along the frontage with the A34. There are also more glimpsed views into the site from the A303, which is elevated crossing the A34. Whilst the site is in the countryside, it is wholly within the highway junction. The proposed screening by means of a one metre high bund with tree and shrub planting and five metre high fencing would screen views into the site. Whilst the top of the building is likely to be visible, it is a standard industrial style building similar in design to agricultural buildings. Whilst acknowledging Test Valley Borough Council's policy objection on grounds of development in the countryside, its view that the bund and fencing would be out of keeping with the character of the locality is not accepted, bearing in mind the location within the junction. The screening would be effective in preventing views, other than glimpsed views from vehicles travelling past on the elevated A303. Therefore it is considered that the proposals would not be visually intrusive and the proposed screening would be effective, and consequently would not detract from the character of the area.
- 8.5. Concern has been raised about noise impact, as metal recycling can be a noisy activity, however the site is significantly affected by the noise from

traffic on the A34 and A303 and the nearest houses are over 400 metres away. The application is accompanied by a Noise Report which concluded that the noise impact would be acceptable at the nearest houses and no objection has been raised by the Environmental Health Officer at Test Valley Borough Council. Therefore it is not considered there would be an adverse noise impact for local residents.

- 8.6 With regard to nature conservation issues it is noted that the protected Species Assessment Report concluded that the main potential impact would be for bats (although there was no evidence of the presence of bats) and house martins, and consequently that there should be no demolition or felling of mature trees in their active season unless further ecological surveys have confirmed they are not present. A condition is proposed regarding the timing of the demolition.
- 8.7 The site does not have mains drainage; consequently the water would be discharged via soakaways. There is concern that this could lead to pollution and possible impact for the River Dever and water supplies. The proposals are to concrete the yard, so making it impermeable, with drainage to interceptors and separators. Therefore the drainage would be captured prior to discharge via soakaway. The proposed waste recycling would need a permit from the Environment Agency, which would include measures to ensure no pollution. The proposals include specific measures to deal with waste water and surface water, and the Environment Agency has raised no objection.
- 8.8. In conclusion, it is considered that the proposal would be in accordance with the Development Plan (summary attached as Integral Appendix C) as it meets the requirements of DC13, being the redevelopment of previously developed land, it would not materially harm the character of the area either visually or in terms of nature conservation (DC3 and DC7), or lead to pollution or adversely affect the amenity of local residents through noise and disturbance (DC8) and would be acceptable in terms of highway safety and convenience (DC6).

9. Recommendation

- 9.1. That planning permission for change of use from public house to recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks at Bullington Cross Inn, Bullington Cross, Bullington (Application No. 09/02530/CMAN) be granted subject to the conditions in Integral Appendix B.

Links to the Corporate Strategy

Hampshire safer and more secure for all:	no
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

Change of use from public house to recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks at Bullington Cross Inn, Bullington Cross, Bullington SO21 3QG (Application No. 09/02530/CMAN) (Site Ref: TV246)

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.

Working Programme

2. The layout and working at the site shall be as shown on Drawing No HIR/E3750/120. Tyre storage shall only be as shown on Drawing No HIR/E3750/120 and there shall be no more than 1000 unprocessed tyres stored at the site.

Reason: To enable the Mineral Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

Hours of Working

3. 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: 0700-1800 Monday to Friday and 0800-1300 Saturday. There shall be no working on Sunday or recognised public holidays.

Reason: In the interests of local amenity.

Landscape

4. Unless otherwise agreed in writing by the Waste Planning Authority there shall be no importation of waste until the landscaping scheme as detailed on Plan No. TV/300/3/ID/009 has been implemented. Any trees or shrubs 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.

5. Prior to development commencing details of the landscape bund and its drainage shall be submitted to the Waste Planning Authority for approval in writing. There shall be no importation of waste until the bund alongside the A34 has been constructed and the planting on the bund has been carried out in accordance with the condition 3 above.

Reason: To ensure visual screening of the site.

6. No outside stockpiles of waste and recyclable material, or skips and containers shall exceed a height of four metres.

Reason: In the interests of visual amenity.

Materials

7. Samples and/or details of the materials, colour and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to and approved by the Waste Planning Authority in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development.

Protection of Water Environment

8. 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.

9. All areas where waste is stored, handled or transferred shall be underlain by impervious hard-standing with dedicated drainage.

Reason: To prevent pollution of the water environment.

10. No waste shall be imported to the site until the drainage works shown on drawing HIR/E3750/10,1 including the separators and sewage treatment plant, have been fully installed.

Reason: To prevent pollution of the water environment.

Noise, Dust and Odour

11. No waste shall be imported to the site until an Environmental Management Scheme for the control of noise, dust and odour at the site shall be submitted to the Waste Planning Authority for approval in writing. The Scheme shall be implemented as approved for the duration of the site's operation.

Reason: In the interests of local amenity.

12. There shall be no burning or composting of waste at the site.

Reason: In the interests of local amenity.

Highways

13. Visibility splays of 2.4 metres by 90 metres at the junction of the access road with the public highway shall be maintained and shall be kept free of obstacles.

Reason: In the interests of highway safety.

14. No development shall commence on site until details of measures to be taken to prevent mud/spoil being deposited on the public highway from vehicles leaving the site during the construction works have been submitted to and approved in writing by the Waste Planning Authority in consultation with the Highways Agency and the Local Highway Authority. Such measures shall be fully installed and implemented before development commences and shall be retained for the duration of the construction period in order that no vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud/spoil being deposited onto the highway.

Reason: In the interests of highway safety.

Lighting

15. No waste shall be imported to the site until a lighting scheme has been submitted to the Waste Planning Authority for approval in writing. The scheme shall include details of all outside lighting and measures to prevent light pollution and shall be implemented as approved.

Reason: In the interests of visual highway safety.

Nature Conservation

16. Unless otherwise agreed in writing by the Waste Planning Authority demolition works shall not be carried out, and there shall be no felling of mature trees between 1 May and 30 September. Remaining roof tiles shall be removed by hand.

Reason: In order to prevent harm to Protected Species and nesting birds.

17. The mitigation measures detailed in the Protected Species Assessment Report (February 2010) shall be fully implemented.

Reason: In order to prevent harm to Protected Species and in the interests of nature conservation..

*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 (July 2007)**

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.

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.

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 development outweigh the likely 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:

- a. Is identified as a site, or within an area suitable for waste management uses, in the Hampshire Waste Management Plan or Minerals Plans, 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.