

HAMPSHIRE COUNTY COUNCIL**Decision Report**

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| Decision Maker: | Regulatory Committee |
| Date: | 12 September 2012 |
| Title: | Construction of an Anaerobic Digestion Installation for Rotational Arable Crops and Local Food Waste together with Landscaping and Highway Improvements at Bushywarren Lane, Herriard, Hampshire (Application No: BDB/76332) (Site Ref: BA173) |
| Reference: | 4269 |
| Report From: | Head of County Planning |

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1. Executive Summary

- 1.1. Planning permission is sought for an Anaerobic Digestion (AD) Facility at Bushywarren Lane, Herriard. The development includes the construction of an anaerobic digestion facility to handle rotational arable crops and local food waste, lagoon for the storage of liquor (liquid fertiliser), highway works to enable the construction of two passing places and additional landscaping.
- 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 rural area, the visual impact, departure from land-use policy, amenity impact from odour, noise and light pollution, pollution to groundwater, biodiversity impact and habitat enhancement, and the generation of renewable energy.
- 1.3. In conclusion, the proposed development is located within the countryside on grade 3b agricultural land which has not been previously developed and is therefore contrary to Policy DC13. However the proposed plant and buildings would not be visually intrusive in the landscape as the site is enclosed with further planting proposed which would mitigate views into the site, although there would be a slight alteration to the character of Bushywarren Lane (Policy DC3), the operation of the plant would not have an adverse impact on the amenity of local residents or users of the locality (Policy DC8) nor adverse impact on drainage (Policy DC10). There would be a net biodiversity improvement with appropriate mitigation measures,

including those for dormice (Policy DC7) and the highway impact would be acceptable provided the passing places are constructed and vehicle movements are limited (Policy DC6). Anaerobic digestion is a sustainable, environmentally sound waste management option (Policy S7) which has benefits in producing renewable energy (saved Policy A6), this should be given significant weight. The proposal would support farm diversification along with the beneficial agricultural use for the digestate (saved Policy EC7). It is considered that there would not be a significant adverse impact on the countryside or locality and the proposals have significant benefits which are material considerations and therefore on balance it is considered that this proposal is an acceptable departure from Policy DC13.

2. Site

- 2.1. The proposed 8.6 hectare greenfield site, as shown on the attached location plan, is situated on the Herriard Estate. It is located approximately six kilometres south of Basingstoke, 850 metres to the north west of Herriard and one kilometre to the north of Ellisfield.
- 2.2. The site is an agricultural field (grade 3(b)) within which wheat is currently being grown. The site is bound to the south by an established beech hedge, Great Bushywarren Copse Site of Importance for Nature Conservation (SINC); a semi-natural woodland, and Bushywarren Lane. To the east of the site is a commercial green waste composting site. To the north is Forfield Plantation and to the north east is Fryingdown Copse SINC, a replanted area of woodland. To the east is a line of mature trees and hedgerow, beyond the hedgerow there is a solar farm which has recently been installed. Woodland planting has taken place along the south eastern and eastern boundaries of the site as detailed on plan 5011-4.
- 2.3. The nearest residential dwelling is located approximately 800 metres to the south east of the site in Herriard. The nearest in Ellisfield is about one kilometre from the south western boundary of the site. There is a public Right of Way (by-way) located approximately 530 metres to the south west of the site, travelling south from Bushywarren Lane. Winslade Lane, also a public Right of Way (by-way), runs in a north/south direction approximately 800 metres to the west of the site.
- 2.4. Access is proposed from Bushywarren Lane. It adjoins the A339 approximately 800 metres to the east of the application site. Turning north onto the A339 provides access to Basingstoke and the M3 and turning south onto the A339 enables access to Alton and the A31. The junction of Bushywarren Lane and the A339 has been widened in association with the development at the neighbouring composting site.

3. Alternative locations

- 3.1. The applicant states that three alternative sites within the Herriard Estate were considered and ruled out; Herriard Park, Scratchface Lane and land off Bagmore Lane. The sites were dismissed for the following reasons; Herriard Park – visually open, within a “Listed Park”, close proximity to listed buildings; Scratchface Lane – access to the site would pass residential properties, visually exposed; land off Bagmore Lane – access to the site would pass residential properties, no existing screening in place. Consequently they have proceeded with the current proposal.

4. Proposal

- 4.1. The proposed development will involve the construction of:
- (i) waste handling building (50 x 20 x 13m high);
 - (ii) two primary and two secondary digesters (24 metre diameter, wall height 4.6 metres and apex high 12.1 metres);
 - (iii) feed hopper (3 x 6 x 3.3 metres high);
 - (iv) pasteurisation container (3 x 12.2 x 3 metres high);
 - (v) silage clamp (60 x 80 x 0.75 metres high side walls with trapezium shaped cross section). Silage to be stored at a height of approximately 4.5 metres. The crop silage will be covered on placement to produce an anaerobic environment and prevent odour;
 - (vi) liquid storage tanks (4.5 metres diameter and 7 metres high);
 - (vii) CHP generator (13.9 x 3.48 x 2.86 metres high) with 7.2 metre high exhaust;
 - (viii) gas flare (1 x 1 x 7 metres high) to be used as an emergency device which automatically lights when gas reservoirs are full and gas take is not enough to prevent pressures rising;
 - (ix) lagoon with a reservoir capacity of 25,000m³ for the storage of separated liquor (liquid fertiliser) from the digestate; and
 - (x) underground rainwater harvesting tank.
- 4.2. Plans 5011-11 and 5012-15 detail the proposed building elevations and plan 5011-10revB details the proposed site layout. The buildings/structures on site will be finished in a colour coated profiled sheet RAL 6003 (Olive Green). To create the proposed ground levels no soil will be removed from the site, the excavated soil will be used to form the landscaped banks and banks of the lagoon.

- 4.3. The proposed AD facility will handle up to 29,200 tonnes per annum; 16,700 tonnes of food waste from commercial sources and 12,500 tonnes of crop feedstock (crop silage) to be sourced from the Herriard Estate. The majority of the crop feedstock will be produced on Home Farm's arable land and the remaining balance of the necessary feedstock will be grown within the wider Herriard Estate. The applicant forecasts that around 25% of the feedstock can be derived from a two year three crop (rye/maize/wheat) rotation where both the rye and maize can be used as a feedstock (crop silage). The silage clamp has the capacity to store sufficient feedstock to last one year therefore transportation of crops will be limited to harvest time.
- 4.4. The 12,500 tonnes of crop silage would be transported to the AD Facility using tractors and trailers via a network of internal farm tracks. Strategic crossing points have been identified.
- 4.5. The 16,700 tonnes of food waste would be collected from an area within about 20 miles of the site. It is anticipated that on average 16 HGV movements would be generated per day (eight in and eight out). Vehicles would turn left from the site onto Bushywarren Lane and then either north on the A339 in the direction of Basingstoke or south along the A339 towards Alton with an approximate 80% to 20% north/south split. The 16 HGV movements will comprise of a combination of bulk carriers for solid food waste only, or 27 tonne road tanker for liquid waste only. In addition to the HGV movements it is anticipated that there will be a maximum of 10 car movements (five in and five out) for staff.
- 4.6. Two passing bays would be created between the proposed site entrance and the junction of Bushywarren Lane with the A339 (locations detailed on plans 020.0062.102RevP1 and 020.0062.100 revP3). The proposed passing bays are to have a maximum width of six metres for approximately 18 metres with a full length of 40 metres.
- 4.7. A new access onto Bushywarren Lane would be created approximately 280 metres from the Veolia composting site entrance and 800 metres from the A339. The maximum width of the access will measure approximately 30 metres at its widest point and will require the removal of approximately 10 to 15 metres of hedgerow. The access has been designed to prevent vehicles turning right from the site. The new access road will have a width of 7.5 metres to enable vehicles to pass if necessary. Visibility splays of 2.4 metres x 51 metres to the east and 2.4 metres x 56 metres to the west will be provided these dimensions have been developed based on vehicle speeds measured along Bushywarren Lane.
- 4.8. It is estimated that 25,00m³ of liquid fertiliser would be generated for spreading on the 771.6 acre estate. There will be no vehicle movements on the highway associated with the movement of liquid fertiliser off site. The liquid fertiliser will be used as an alternative to the current artificial fertiliser and will only be spread on the Herriard Estate. Permanent below ground and temporary above ground agricultural irrigation pipes are to be

utilised to enable the spread of the fertiliser. The location of the permanent irrigation pipes are detailed on plan 5011-31. It is unlikely that it will be necessary to dilute the liquid fertiliser prior to spreading.

- 4.9. The automated biological process would be operated 24 hours a day. However, the proposed working day for food waste deliveries and the movement of crop silage would be 0700 to 1800 Monday to Friday with no Saturday, Sunday or Bank Holiday working.
- 4.10. Once on site the solid food waste would be taken into the waste handling building, the liquid waste will be emptied into the liquid storage tanks and the crop silage will be held within the covered silage clamp. The solid food waste will be processed within the building with plastics, glass, metals and cardboard being removed to be bailed and periodically removed. Once processed the waste will be transferred to the digestion process with the end product being gas and digestate (liquid fertiliser). The methane produced through the digestion process will be used to fuel a combined heat and power generator. It is anticipated that approximately 1.2MwH of renewable energy will be exported to the local network; this will generate electricity for approximately 2000 homes. In addition to this heat will be generated to utilise on site with heating the digestion tanks and the waste handling building.
- 4.11. There would be a requirement for operational lighting during working hours in the winter. All external lighting will be carefully orientated and PIR controlled security lighting.
- 4.12. Recent planting has taken place along the eastern and south eastern boundary of the proposed site. Landscape enhancement (plan 5011-20revA) has been proposed, this includes, along the boundary of the access track, the planting of a semi-mature beech hedgerow to match the beech hedge removed to create the access, and the planting of four oak trees within the replacement hedgerow. In addition to this there will be mixed tree planting and understorey planting beyond. A landscape bank, approximately 3.6 metres in height is to be created along the sites western boundary. The bank will be planted with a mixture of understorey planting. A belt of tree planting is proposed along the western boundary of the bund. Areas not planted up will benefit from grass seeding.
- 4.13. It has been identified that the adjacent woodland, Great Bushywarren and Little Bushywarren Copse has the potential to support dormice, a European protected species. The hedgerow connecting the two copses is considered to provide sub-optimal habitat for dormice.
- 4.14. A lichen baseline study was completed which identified that there were lichen species present which are of interest as indicators of the nature of the woodland surrounding the site, however no species were present which are considered nationally scarce. 23 species of flowering plant flora were recorded within the woodland.

- 4.15. The proposed development was considered against the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. Whilst the proposed development falls within Schedule 2 of the Regulations the Waste Planning Authority are of the opinion that the proposed development is not within a 'sensitive area' and due to the size, scale, nature and proposed location of the development it is unlikely to have significant environmental effects.

5. **Development plan**

- 5.1. Hampshire Minerals and Waste Core Strategy: The relevant policies are S5 (Capacity Requirements for Recycling, Composting and Recovery and Treatment), S7 (Specialist Facilities), DC3 (Impact on Landscape and Townscape), DC4 (Historic Heritage), DC6 (Highways), DC7 (Biodiversity), DC8 (Pollution, Health, Quality of Life and Amenity), DC10 (Water Resources), and DC13 (Waste Management and Recycling (including Aggregate Recycling Facilities)).
- 5.2. Basingstoke and Deane Borough Local Plan Review: The relevant saved policies are EC7 (Farm Diversification) and A6 (Renewable Energy).
- 5.3. The South East Plan comprises waste policies that inform the preparation of waste development documents. Although it is intended that the South East Plan is revoked, this has not formally taken place therefore the policies within the Plan are still relevant.
- 5.4. The National Planning Policy Framework (NPPF) is a material consideration. In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. A set of core land-use planning principles should underpin decision-taking. The core principles of key importance for this decision are:
- (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;
 - (ii) seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - (iii) recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
 - (iv) support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);

- (v) contribute to conserving and enhancing the nature environment and reducing pollution, and
 - (vi) encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- 5.5. In addition to this the NPPF advocates the promotion of the development and diversification of agricultural and other land-based rural businesses to support a prosperous rural economy.
- 5.6. PPS10 states that priority should be given to the use of previously-development land. The overall objective is to move the management of waste up the waste hierarchy. One of the outcomes of the Government Review of Waste Policy in England 2011 is the *Anaerobic Digestion Strategy and Action Plan* (2011) which sets out a commitment and approach to increasing energy from waste through the use of anaerobic digestion. Anaerobic digestion is seen as offering a local environmentally sound option for waste management which helps divert waste from landfill, reduce greenhouse gas emissions and produce renewable energy. The additional benefits of anaerobic digestion are identified such as recovering energy and producing valuable biofertilisers and the use of biogas to generate heat and electricity, converted into biofuels or cleaned and injected into the gas grid.

6. Consultations

- 6.1. **Councillor McNair-Scott** has been informed of the development and attended the Regulatory Committee site visit as the Local Member.
- 6.2. **Councillor Kemp-Gee** is concerned about the increase in lorry traffic on the A339 as it goes through his division south of the proposed development site to an already traffic congested black spot at Alton to access the A31 (DC6). Councillor Kemp-Gee states he is sure that officers and the Regulatory Committee are mindful that in these two divisions (Candovers and Alton Rural) permission has now been granted for a 40,000 tons a year AD at Farleigh Wallop (adjacent to Basingstoke), a 24,000 tons a year AD at Selborne Brickworks and a large food compacting unit at the Veolia MRF site outside Alton on the A31 which, inter alia, will be taking the food waste from Surrey's Waverley District's door-to-door food waste collection, prior to moving it to Veolia's AD food waste facility in Oxfordshire. He questions where the strategy to spread these AD Facilities evenly throughout Hampshire? If you cram them all together then there will be a need to import food waste long distances to satisfy them thus vastly increasing the carbon impact (contrary to PPS10). There is little confidence in MWP Officers desire or ability to interpret DC13 consistently, for instance they originally recommended the construction of the Selborne AD on greenfield (previously restored land) which was then rejected by a Planning Inspector, they then recommended

(in May 2012) a new application not on previously restored land and brazenly claimed that all the Inspectors reasons for rejection fell away. What it does prove, however, is that the sanctity of DC13 is now lauded by Hampshire MWP Development Control Officer. Councillor Kemp-Gee states it is not in his brief to comment on DC8 as that should be the province of the local County Councillor.

- 6.3. **Basingstoke and Deane Planning** raise no objection to the planning application for the following reasons:
- (i) the proposed development would comply with Saved Policies E6 and A6 of the Basingstoke and Deane Borough Local Plan 1996-2011 in that it would respect the landscape character and visual amenity of the area and would accord with the principles of renewable energy developments as set out in National Planning Policy Framework 2012;
 - (ii) the proposed development would preserve the landscape character and scenic quality of the area and as such is considered to accord with Saved Policy E6 of the Basingstoke and Deane Borough Local Plan 1996-2011;
 - (iii) subject to the views of Hampshire County Council Ecology, the proposal is considered to conserve the biodiversity value and nature conservation interests of the site and as such the proposal would comply with the National Planning Policy Framework 2012 and Saved Policy E7 of the Basingstoke and Deane Borough Local Plan 1996-2011;
 - (iv) the proposed development would not result in an undue noise, disturbance or odour and would therefore preserve the amenities of neighbouring properties. As such the proposal complied with Saved Policy E1 of the Basingstoke and Deane Borough Local Plan 1996-2011;
 - (v) subject to the views of Hampshire County Council Highways, the proposal is not considered to have a discernible impact on the surrounding highway network and therefore complies with Saved Policy E1 of the Basingstoke and Deane Borough Local Plan 1996-2011.
- 6.4. **Basingstoke and Deane Environmental Health Officer** raise no objection to the proposed development subject to a condition being attached which states that noise/sound mitigation measures as detailed within the Planning Design and Access Statement dated April 2012 submitted with the planning application shall be fully implemented and thereafter maintained.
- 6.5. **Highway Authority** raise no objection to the application from a highways and transport perspective subject to conditions. The proposed passing

places are considered appropriate given the existing level of vehicle movements on Bushywarren Lane and the predicted increase in vehicle movements anticipated as a result of the development proposal. The impact of the development has been considered on the A339 and it has been demonstrated that the proportional increase in the number of vehicle movements and the overall increase in vehicle movements will be low. The accident data has been analysed between January 2007 and March 2012. There have been no accidents on Bushywarren Lane and a total of six incidents involving HGVs on the A339 between Alton and Basingstoke. The highway authority do not consider that any of the incidents involving large vehicles can be attributed to an inherent problem with the geometry of a particular section of the A339 and it is not therefore considered that the proposed development will exacerbate accident trends on the A339. The applicant will need to enter into a Section 278 Agreement with the County Council to construct the works as shown in principle on drawings 020.0062.102P1 and 020.0062.100 P3. These works will need to be completed prior to the commencement of development on the site. The pipe work crossings proposed under the highway are considered to be 'apparatus' as defined in the New Roads and Street Works Act. The applicant will therefore need to apply for a Section 50 Licence for the installation of the pipework from the local highway office.

- 6.6. **Environment Agency** raise no objection to the proposed development. It is noted that the proposed development may require an Environmental Permit.
- 6.7. **Natural England** (NE) does not consider that the planning application poses any likely or significant risk to those features of the natural environment for which NE would otherwise provide a more detailed consultation response and so does not wish to make specific comment on the details of this consultation. It is stated that the Local Planning Authority should assess and consider the possible impacts resulting from this proposal on protected species - in particular dormice, local wildlife sites – Little Bushywarren Copse and Great Bushywarren Copse SINC, and biodiversity enhancements – incorporation of bat roosts and bird nesting boxes.
- 6.8. **Rights of Way** have been made aware of the application, no comments have been received.
- 6.9. **Lasham airport safeguarding** have been made aware of the application, no comments have been received.
- 6.10. **Ellisfield Parish Council** have produced a comprehensive 36 page response to the planning application which objects to the proposed development. In summary the key points raised are that the proposal is contrary to the relevant land use Policy DC13 due to the site being a Greenfield site within the Downland area of Hampshire, when considering Policy S5 due to the recent approval of Farleigh Wallop and Selborne AD facilities there is no need for the proposed development. The proposed

development will not effectively be screened due to the time taken for proposed vegetation to mature along with the man-made features to be created thereby having a negative visual impact. In addition to this the loss of the hedgerow will detract from the character of the area due to the result of a loss of field patterns and boundary features. The A339 is considered to be a dangerous road and the additional HGV movements will inevitably lead to additional fatalities, Bushywarren Lane will be compromised by the additional HGVs leading to increased queuing therefore it is considered that the proposal does not accord with Policy DC6. The nearby SINC's make the area sensitive to chemical by-products produced by the AD facility; the proposal will not conserve or enhance the local biodiversity. The Parish Council are of the opinion that the development will lead to a net loss of biodiversity due to the direct and indirect effects of the development and is therefore not in accordance with Policy DC7. The assessment provided on pollution is considered incomplete and somewhat superficial. There are concerns relating to the potential impact of the development on the local water supply thereby putting resident's health at risk, Policy DC8. Due to the size of the proposed AD facility the Parish Council are of the opinion that the AD facility is of an industrial size which does not fit with the requirements of Policy EC7 of the Basingstoke and Deane Borough Council Local Plan Review (2006) – Farm Diversification. It is considered that small-scale AD facilities co-located with farm buildings processing only local waste might well be appropriate but it is thought that this is at the other end of the scale.

- 6.11. An additional response was received following the response from Basingstoke and Deane Borough Council and the submission of additional information. The response continued to state the importance of considering DC13 and the proposed developments departure from this policy. It is stated that the proposed site access does not go directly onto the Hampshire Minerals and Waste Lorry Route. Comments are made regarding the emerging Hampshire Minerals and Waste Plan (draft) and the little weight which should be given to the emerging policies. There are concerns that there could be a number of similar anaerobic digestion facilities in the area which could potentially result in the food waste collection areas becoming wider making the proposed development unsustainable. It is also felt that the anaerobic digester has the ability if approved to operate on a fully commercial basis whereby the crop will not be produced on the surrounding estate land again making the proposed development unsustainable. In addition to this the Parish Council do not consider that the proposed number of vehicle movements is definitive or realistic. There is concern that the utilisation of farm tracks is not covered by a formal routing agreement and therefore if planning permission is granted a condition should be imposed to secure the routes for the delivery of crops. It is felt that the ecological surveys should be undertaken over a longer period of time to ensure there are no protected species located on or close to the application site. Anaerobic digestion is

supported on brownfield sites, the development of a Greenfield site is considered to be environmentally unsustainable.

- 6.12. **Western Corbett and Weston Patrick Parish Meeting** object to the proposed development on the grounds of the probability of an increased number of large lorries travelling through the villages and the increase of traffic of all types on the A339. The A339, even with reduced speed limits, will remain a dangerous road and the increased movement of tractors and trailers will not make it any safer.
- 6.13. **Herriard Parish Council** reported that the majority opinion of the Parish Council is in favour of the proposed development. The Parish Council does not feel the location to be inappropriate given the nature and potential benefits of the plant.
- 6.14. **Preston Candover and Nutley Parish Council** object to the proposed development due to concerns at the lack of control of vehicles, particularly HGV's accessing and leaving the site. If planning authority is minded to grant planning permission we ask that a condition be attached obliging the operators to direct vehicles using the facility to adhere to the specified approach i.e. via the A339 and not rat-run through the neighbouring village lanes.
- 6.15. **Cliddesden Parish Council** object to the proposed development due to concerns at the lack of control of vehicles, particularly HGVs accessing and leaving the site. If planning authority is minded to grant planning permission we ask that a condition be attached obliging the operators to direct vehicles using the facility to adhere to the specified approach i.e. via the A339 and not rat-run through the neighbouring village lanes.
- 6.16. **Bradley Parish Meeting** object to the proposed development due to the increase in traffic which would put undue pressure on the very dangerous A339 main road. It is not considered advantageous to the environment to carry the waste materials from long distances to this piece of countryside, using large quantities of fuel in transportation and causing increased emissions in the atmosphere. Contrary to Policy DC13 as it is a Greenfield site. Potential pollution to the aquifer which supplies the drinking water to the area. The close proximity to the SINC and the potential impact on the woodlands flora and fauna.

7. Representations

- 7.1. **Campaign to Protect Rural England** object to the proposed development as it is to be an industrial development in the countryside and is therefore contrary to Policy DC13. The proposed screening will not hide the plant, and the character of the landscape would be permanently changed, contrary to DC3. The suitability of the local road network and highways safety. In summary it is stated that the development should be on a brownfield site, and the need for the digester to have access to crops and to dispose of the digestate does not override the permanent change it

would cause. Nor is there any guarantee of farmers being willing to grow the necessary crops or to take the digestate.

- 7.2. **Hampshire and Isle of Wight Wildlife Trust** identifies the potential for dormice in the vicinity of the application site and that there will be a break in the connectivity of a possible dispersal corridor (beech hedge) between Little and Great Bushywarren Copse SINC.
- 7.3. **National Farmers' Union** strongly supports the proposed development as it would contribute to the important national goals for renewable energy generation and greenhouse gas reduction whilst also reducing the disposal of biodegradable wastes to landfill, reduced reliance on increasingly costly and high-carbon manufactured fertilisers, replacing them with a digestate containing known amounts of nutrients, provision of supplementary income to the Herriard Estate, supporting its holistic, long-term approach to managing its land and resources and provision of rural employment and diversification of the local economy.
- 7.4. **Winchester Action on Climate Change** support the proposal for an anaerobic digester. It is stated that although the proposal is not within the Winchester District they support renewable energy in Hampshire to reduce the county's greenhouse gas emissions and for energy security. The key to a sustainable anaerobic digester is ensuring the emissions spent in transporting the fuel to the plant and the digestate away, do not exceed the energy saved. The initial proposal is the fuel mix to be 50% locally grown maize and 50% commercial food waste. The use of food waste should be encouraged particularly if it is sourced locally from Basingstoke and Alton.
- 7.5. **Ellisfield Village Association (EVA)** was formed in response to a large number of planning applications being submitted concerning land near to Ellisfield Village. EVA has submitted a comprehensive 23 page response to the proposed development which has been written by Hives Planning Ltd on the Associations behalf. EVA objects to the planning application. The grounds of objection are the proposal is contrary to the policies of the Development Plan and the National Planning Policy Framework in terms of:
 - (i) harmful strategic/commercial development in the countryside on a Greenfield site;
 - (ii) landscape;
 - (iii) inadequate access; and
 - (iv) impact on biodiversity and the SINC, and there are no other material considerations which support the proposals to overcome this policy objection.

The proposed development is contrary to Policy DC13 and should be refused by virtue of Section 38 (60 of the Planning and Compulsory Purchase Act 2004). The AD facility will have an adverse impact on the landscape and will not 'enhance and maintain' its character consequently it is not in accordance with DC3. The regular passage of HGVs and probable damage to verges and vegetation, with cumulative impact in addition to the Veolia vehicles, will seriously damage the character of this narrow and attractive country land which is the main gateway to the Ellisfield Village (DC6). The waste management facility will have an adverse impact on the adjacent SINC and Policy DC8 states that permission will only be given if the "merits of the development outweigh the likely impact". The 'merits of the development' are at best unclear, but more likely there are none except the commercial benefits to the company.

- 7.6. A further response was submitted which stated that the proposed development should not be considered in the context of the neighbouring composting site or solar farm as both developments were permitted with temporary planning permission. It is thought that the whole site and surrounding areas should have been assessed for their connectivity between habitats and their role in providing wildlife corridors which must be taken into consideration. Reference is made to Planning Policy Statement 9 (PPS9) and the Basingstoke and Deane Borough Council's Landscape and Biodiversity Supplementary Planning Document (SPD) June 2008. It is stated that the ecological surveys undertaken were not done so at the optimal times. It is considered that the vehicle movements for the transportation of maize is not realistic as the security of contracts are unknown. Therefore it is considered that the traffic movements should incorporate crop deliveries by road also. The ability to monitor vehicle movements is questioned. It is considered that the construction of passing bay 1 will result in damage to a couple of existing trees.
- 7.7. **Basingstoke and Deane Borough Councillor Mark Ruffell** has objected to the proposed development. The objection was on highways safety grounds, the creation of the passing places leading to the development changing the character of the rural area and therefore contrary to DC6. The proposed development is contrary to DC13 as it is on a Greenfield site. The proposal will give rise to odour, noise, and light pollution which will have an adverse impact on users of the locality and the proposal is therefore contrary to DC8. The scale of the development will change the character of the area and will therefore have a visual impact, consequently it is contrary to DC3. Due to the adverse impact on the SINC it is contrary to DC7. The cumulative impact with the existing composting facility and solar farm should be taken into consideration.

- 7.8. 117 letters of objection have been received with the following issues being raised:
- (i) highways safety as a result of an increase in vehicle movements and type of vehicles travelling to the site and the standard of the junction of Bushywarren Lane with the A339 (DC6);
 - (ii) need for the development;
 - (iii) the site should be located near to the source of food waste;
 - (iv) contrary to DC13 as the site is agricultural greenfield land at present, development should take place on brownfield land;
 - (v) potential for ground water pollution (DC10);
 - (vi) generation of odour, noise, light pollution and an increase in vermin which will impact on nearby residents within Ellisfield (DC8);
 - (vii) close proximity to a conservation area;
 - (viii) significant visual impact due to the scale and appearance of the facility. The construction of the passing bays would change the character of Bushywarren Lane (DC3); and
 - (ix) biodiversity impact due to the proximity to SINC. The impact the cutting through the hedge would have on protected species (DC7).
- 7.9. Six letters of support were received stating:
- (i) that there will be a benefit to the wider community as electricity will be generated by the proposal;
 - (ii) the number of vehicle movements proposed will not have a significant impact on the highway network;
 - (iii) the development will not generate unacceptable noise levels;
 - (iv) generation of jobs in the rural area;
 - (v) the development will be well screened from public viewpoints;
 - (vi) the proposed development is not in close proximity to residential dwellings;
 - (vii) lead to a reduction in landfill; and
 - (viii) source of organic fertiliser for crops and improved soil structure.
- 7.10. One letter was received which stated that if planning permission was granted it would be requested that a condition was attached to ensure vehicles did not travel right from the site into the Ellisfield Village.

8. Site Visit

- 8.1. A site visit by Members of the Regulatory Committee was held on the morning of the 2 July 2012 at the proposed Bushywarren Lane Anaerobic Digestion facility site. The proposal was explained and the members viewed the site, the locality and Bushywarren Lane.

9. Commentary

- 9.1. 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 agricultural in use in the countryside and has not been previously developed and therefore would be a departure from the Development Plan. Therefore the main issue is whether there are material considerations which indicate approval should be granted.
- 9.2. The National Planning Policy Framework is a material consideration and national guidance advises that the wider environmental and economic benefits of sustainable waste management are material considerations that should be given significant weight. Policy S7 recognises the need for specialist facilities for biowaste (predominantly food) within Hampshire. In addition there is a core planning principle within the NPPF which strongly supports renewable energy. Policy A6 of BSDLP also encourages the development of renewable energy. Wording within the NPPF states that the overall need for renewable energy should not have to be demonstrated by the applicant, and that planning applications should be approved if the developments impacts are (or can be made) acceptable. The proposal would accord with Government objectives with regard to the re-use rather than disposal of waste as around 16,700 tonnes of food waste would be diverted from landfill. In addition to this the plant would produce 1.2MwH of renewable energy which will be exported to the local network thereby generating electricity for approximately 2000 homes.
- 9.3. There is strong rationale behind the siting of the anaerobic digestion facility within the rural area as the liquid digestate created is to be used as a biofertiliser for the surrounding estate agricultural land which will remove the need for artificial fertilisers to be transported to the estate. This thereby minimises road traffic associated with the proposal, improves sustainability and provides wider environmental benefits. Diversification within the rural area is supported by saved Policy E7 when there is an identified benefit to the rural economy. This support is reinforced by the NPPF which recommends taking a positive approach to sustainable new development in rural areas through the promotion of development and diversification of agricultural businesses. The NPPF also recognises that where the development of agricultural land is necessary there is a need to ensure that the poorer quality land is used in preference to that of higher quality. The agricultural land at Bushywarren Lane is grade 3b, and is therefore not one of the higher grades of agricultural land.

- 9.4. Due to the site being located within the countryside there is a need to consider the landscape impact (DC3). The landscape in this location is not covered by any special designations. The site is isolated and is not visible from residential properties. Due to the site benefiting from existing well established woodland blocks to the north, south and east, mature hedgerow planting along the length of Bushywarren Lane and more recent substantial planting within the field, the site is considered to be well enclosed with limited public viewpoints. The proposed bund and mix of understory planting with forest trees will reinforce the existing screening consequently satisfactorily preventing distant views from the public byway.
- 9.5. The design of the access to the site is such that it will prevent views into the site thereby ensuring that the site is not highly visible from Bushywarren Lane. The proposed passing bays along Bushywarren Lane are formalising existing passing bays, this formalisation will to an extent alter the character of the lane but due to previous widening of Bushywarren Lane with the junction of the A339 it is not considered that their construction will have a significant impact on the lane.
- 9.6. The design of the proposed buildings are similar in design, scale and form to those of agricultural buildings within farm complexes and are not therefore out of character in this rural location. The proposed colour of the buildings are also similar to the finish of agricultural buildings in the area. Furthermore the proposed buildings are to be well set back from Bushywarren Lane and will not therefore be intrusive in the landscape. Lighting of the site will occur during the working hours only, to ensure the location and the specification of the lighting is acceptable it is recommended that if planning permission is granted a lighting scheme is submitted for written approval. Due regard has been given to the likely visual impact and it is considered that the development would not have an adverse effect on the landscape or the character of the area and is therefore in accordance with Policy DC3 and saved Policy EC7.
- 9.7. It has been identified that there is limited archaeological potential on the site. It is therefore recommended that an archaeological condition is attached if planning permission is granted to ensure appropriate archaeological mitigation measures are secured. This would ensure the development would accord with Policy DC4.
- 9.8. In relation to highways impact (DC6) the Highway Authority raise no objection. The 16 HGV movements associated with food waste deliveries (eight round trips), averages out at approximately one HGV into and one HGV out of the site per hour. When considering a 'worst case scenario' there would only be a small increase in vehicles (including large vehicles) using the A339 between Alton and Basingstoke. The A339 has sufficient capacity to accommodate the additional volume of traffic. When considering the historic accident data the Highway Authority do not consider that any of the incidents involving large vehicles can be attributed to an inherent problem with the geometry of a particular section of the A339 and it is not therefore considered that the proposed

development will exacerbate accident trends on the A339. The use of existing farm tracks and crossings by tractors for the importation of crops are considered appropriate and will reflect existing activities on the Herriard Estate. In addition there would be no HGV or tractor movements on the highway associated with the removal of the digestate.

- 9.9. The proposed formalisation of the passing places will enable two 16.5, articulated vehicles to pass and to be intervisible to reduce the likelihood that vehicles would need to reverse along Bushywarren Lane to pass. Vehicle flows measured along Bushywarren Lane indicate that there is an average of approximately six movements per hour throughout the day. Therefore the proposed passing places are considered sufficient to accommodate the additional HGV movements. The design of the sites access is such that HGVs would have to turn left out of the site, the principle and form of the access is considered acceptable. To ensure the proposed development is acceptable in highways terms and in accordance with Policy DC6 and saved Policy EC7 it is necessary and reasonable to attached planning conditions requesting full details of wheel cleaning measures to prevent mud and spoil from leaving the site and the submission of a Construction Method Statement to ensure there are no adverse impacts on the highway during the construction of the development. The proposal has been assessed on an average of eight round trips per day being generated and based on this figure no objection is being raised and a condition is recommended to limit the number of commercial vehicle movements per day.
- 9.10. SINC's are in close proximity to the boundary of the site. A detailed lichen survey was carried out which identified that there were no nationally scarce species within the adjacent woodlands. It is therefore considered unlikely that the proposed development would indirectly have an adverse impact on lichens within the SINC's. The construction of the access will result in the loss of 10 to 15 metres of hedgerow along Bushywarren Lane, the extended phase 1 ecological survey identified that the hedgerow alongside Bushywarren Lane which connects Little and Great Bushywarren Copse has the potential to support dormice. This length of hedgerow is considered suboptimal however to ensure the material impact of the removal of this section of hedgerow is appropriately considered mitigation measures have been proposed which assume that dormice are present. These measures take the form of additional beech hedge planting and four new oak trees along the site access as well as provision of a 'rope bridge' as detailed on plans 5011-10revB and 5011-20revA. Consequently, if any evidence of dormice is found the rope bridge should be installed at the site entrance to ensure that in the short term no habitat connectivity would be lost. The development is not unlikely to be licensed by Natural England, if necessary, and the proposed mitigation can be secured by condition. In the longer term the oak trees will establish to provide a natural canopy to ensure permanent connectivity. In addition to the planting at the site entrance the recent tree planting and additional landscaping will increase the amount of woodland planting on the site and

thereby result habitat enhancement and a net biodiversity improvement. The development is not therefore likely to harm the nearby SINC's and the mitigation measures are considered appropriate to ensure that connectivity is not lost for dormice, if they are found to be present. The proposal is therefore in accordance with Policy DC7.

- 9.11. When considering Policy DC8 consideration should be given to the pollution and amenity impacts on the residents and users of the locality. The nearest house is about 800 metres to the south east and one kilometre to the south west. In the main the anaerobic digestion process is fully enclosed. Appropriate mitigation measures have been proposed to ensure that the delivery of food waste, the storage of crop silage and the storage of liquid digestate would not generate an odour and thereby satisfy the policy. In addition to this the Environment Agency will require an odour management plan to be submitted when the environmental permit is considered. Again, due to the anaerobic digestion process being fully enclosed with appropriate noise attenuation around the CHP generator it is considered that the plant would not give rise to noise problems. The location of the site is such that there are no nearby residents which will be adversely affected by the operation of the proposed facility and the public byways are of such a distance from the site that there will not be an unacceptable impact on users of the locality. The proposal therefore complies with Policy DC8.
- 9.12. Concern has been expressed by residents that there is a risk of contamination of the ground water. The whole process, apart from the area where the waste is delivered (and this would be within a building), would be sealed. In addition to this the site does not lie within a Source Protection Zone. Consequently there is no reason to suppose that there would be contamination of the groundwater arising from the anaerobic digestion process. The Environment Agency have raised no objection to the scheme. It is therefore unlikely that the proposed development would have an unacceptable impact on ground water and it is therefore considered to be in accordance with Policy DC10.
- 9.13. In conclusion, the proposed development is located within the countryside on grade 3b agricultural land which has not been previously developed and is therefore contrary to Policy DC13. However the proposed plant and buildings would not be visually intrusive in the landscape as the site is enclosed with further planting proposed which would mitigate views into the site, although there would be a slight alteration to the character of Bushywarren Lane (Policy DC3), the operation of the plant would not have an adverse impact on the amenity of local residents or users of the locality (Policy DC8) nor adverse impact on drainage (Policy DC10). There would be a net biodiversity improvement with appropriate mitigation measures, including those for dormice (Policy DC7) and the highway impact would be acceptable provided the passing places are constructed and vehicle movements are limited (Policy DC6). Anaerobic digestion is a sustainable, environmentally sound waste management option (Policy S7) which has

benefits in producing renewable energy (saved Policy A6), this should be given significant weight. The proposal would support farm diversification along with the beneficial agricultural use for the digestate (saved Policy EC7). It is considered that there would not be a significant adverse impact on the countryside and the proposals have significant benefits which are material considerations and therefore on balance it is considered that this proposal is an acceptable departure from Policy DC13.

10. Recommendation

- 10.1. That planning permission in respect of the construction of an anaerobic digestion installation for rotational arable crops and local food waste together with landscaping and highway improvements at Bushywarren Lane, Herriard (Application number: BDB/76332) (Site Reference: BA173) be approved for the above reasons, subject to the conditions listed in Integral Appendix B.

CORPORATE OR LEGAL INFORMATION:**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.)

DocumentLocation

Construction of an Anaerobic Digestion Installation for Rotational Arable Crops and Local Food Waste together with Landscaping and Highway Improvements at Bushywarren Lane, Herriard, Hampshire (Application No: BDB/76332) (Site code: BA173)

County Planning, First Floor, 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.

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. No waste shall be handled on site and no vehicles shall enter or leave the site at weekends, recognised public holidays or other than between the hours of 0700 and 1800 Monday to Friday.

Reason: In the interest of local amenities in accordance with Policy DC8 of the Hampshire Minerals and Waste Core Strategy.

Highways

4. No development hereby shall commence until such time as full details of the access junction and the passing places as shown in principle on drawings 020.0062.102 revP1 and 020.0062.100 revP3 have been approved in writing by the Waste Planning Authority.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

5. The construction of the passing places and the access junction shall be constructed in accordance with the details approved in condition 4 prior to the construction of the Anaerobic Digestion Facility commencing.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

6. Full details of the wheel cleaning measures proposed to prevent mud and spoil from vehicles leaving the site shall be submitted in writing to the Waste Planning Authority for written approval prior to development commencing. These measures shall be implemented before the

development commenced and thereafter maintained. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried onto the public highway.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

7. No development shall commence, until a Construction Method Statement has been submitted to, and approved in writing by the Waste Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
- (i) the parking and turning of vehicles of site operatives and visitors (all to be established within one week of the commencement of development);
 - (ii) loading and unloading of plant and materials;
 - (iii) storage of plant and materials used in constructing the development;
 - (iv) measures to control the emission of dust and dirt during construction;
 - (v) the management and coordination of deliveries of plant and materials and the disposing of waste resulting from demolition and or construction activities so as to avoid undue interference with the operation of the public highway.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

8. There shall be no more than 16 commercial vehicle movements per day to and from the site exceeding 7.5 tonnes gross vehicle weight in association with food waste deliveries. Records of vehicle movements to and from the site shall be kept and made available for inspection at the request of the Waste Planning Authority.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

9. All crop feedstock shall be transported to the site using the farm tracks detailed on plan 5011-30.

Reason: In the interest of highway safety to ensure compliance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

Annual throughput

10. There shall be no more than 16,700 tonnes per year of food waste and a maximum of 12,500 tonnes of crop feedstock shall be delivered to the site. A written record of tonnage entering the site associated with the permission hereby granted shall be kept onsite and shall be made available to the Waste Planning Authority for inspection upon request.

Reason: In the interest of the amenity.

Landscaping

11. Prior to the commencement of development a detailed landscape management scheme shall be submitted to the Waste Planning Authority for approval in writing. The scheme shall include:
 - (i) ground preparation details;
 - (ii) details of the proposed timing of the planting;
 - (iii) details of the provision for future maintenance; and
 - (iv) details of hard landscaping proposed around the buildings and plant.

The scheme shall be implemented as approved.

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.

12. 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 to ensure compliance with policy DC3 of the Hampshire Minerals and Waste Core Strategy.

13. The commercial food waste handling building, engine house, bio digester and input hopper shelter roofs and walls shall be colour coated in RAL 6003 (Olive Green) and maintained for the duration of the development.

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.

Archaeology

14. No development shall commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Waste Planning Authority.

Reason: In the interests of archaeology and in accordance with DC4 of the Hampshire Minerals and Waste Core Strategy.

Storage

15. There shall be no outside storage of food waste.

Reason: To protect the amenities of the area in accordance with policy DC8 of the Hampshire Minerals and Waste Core Strategy.

Drainage

16. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface and foul water has been submitted to, and approved in writing by, the Waste Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure the protection of the groundwater vulnerability zone in to ensure the development complies with Policy DC10 of the Hampshire Minerals and Waste Core Strategy.

Noise

17. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specifications at all times.

Reason: To minimise noise disturbance from operations at the site in accordance with policy DC8 of the Hampshire Minerals and Waste Core Strategy.

Lighting

18. Prior to the commencement of development a lighting scheme shall be submitted to the Waste Planning Authority for written approval. The lighting scheme shall include:
- (i) details on the proposed specification of the lights;
 - (ii) details on the proposed light spill from the proposed lighting; and
 - (iii) details on the timing and management of lighting.

Reason: In the interests of visual amenity and to ensure lighting is appropriate to the rural area in accordance with policies DC3 and DC8 of the Hampshire Minerals and Waste Core Strategy.

Nature Conservation

19. During the construction of the development deep excavations should be covered or fenced-off at the end of each working day.

Reason: To prevent harm to animals in the interest of nature conservation accordance with policy DC7 of the Hampshire Minerals and Waste Core Strategy.

20. Development shall be carried out in accordance with the Dormice Methodology and Mitigation Statement dated 29 June 2012. If dormice are found to be present the Mitigation and Enhancement Opportunities stated within the Statement shall be implemented on completion of the site access.

Reason: To prevent potential impacts to dormice in accordance with Policy DC7 of the Hampshire Minerals and Waste Core Strategy.

21. An Ecological Method Statement shall be submitted for written approval prior to the commencement of development. The statement should demonstrate the clearance methods of the grass verges and shall be implemented as approved.

Reason: To avoid impacts to nesting birds and reptiles in accordance with policy DC7 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 1981* (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 5 metres) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.

*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 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 DC4 – Historic Heritage

Minerals and waste development will be granted if due regard is given to the likely effects on the need to protect and safeguard sites of archaeological, historical, and architectural importance, and the settings of these sites.

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 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 highways 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 impacts.

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 Site 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.

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 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.

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 S7 – Specialist Facilities

Hazardous waste management capacity will be increased by reviewing and revising the capacity and potential of existing treatment and landfill sites.

Provision will be made for the following specialist waste operations:

- a. Biological processing, capable of handling 385,000 tonnes a year of biowaste, and
- b. Soil Hospitals (for remediation of contaminated soils) capable of treating 35,000 tonnes a year, and
- c. Recycling (or Treatment) of Air Pollution Control Residues capable of handling at least 20,000 tonnes a year, and
- d. Energy Recovery from Waste Biomass (inc. Wood) capable of handling a minimum of 50,000 tonnes a year of contaminated waste wood, and
- e. If needed, disassembly plants capable of handling 35,000 tonnes a year of waste electrical equipment, and
- f. Facilities on farms for the storage/processing and recycling of farm waste, and
- g. If needed, expansion of existing sites or new sites for the treatment of sewage and trade effluent.

BASINGSTOKE AND DEANE BOROUGH LOCAL PLAN REVIEW (2006)

Policy EC7 – Farm Diversification

Development which forms part of a farm diversification scheme will be permitted provided:

- i. It benefits the economy of the rural area of which it is a part; and
- ii. The buildings are appropriate in scale, form, impact, character and siting to their rural location. Wherever possible new or replacement buildings should be located within or adjoining an existing group or buildings; and
- iii. It does not generate traffic of a type or amount inappropriate for the rural roads affected by the proposal or require improvements to these roads which could be detrimental to their character.

Policy A6 – Renewable Energy

Proposals will be permitted to generate energy from renewable sources provided that:

- i. the proposal, including any associated transmission lines, buildings and access roads, has no significant adverse impact on the historic natural landscape, landscape character, townscape or nature conservation interests, and the proposal has no adverse impact on the amenity of the area in respect of noise, dust, odour, and traffic generation; and
- ii. provision is made for the removal of the facilities and reinstatement of the site should it cease to be operational.