HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	19 March 2014
Title:	Erection of an Energy Recovery Centre (comprising an Advanced Conversion Technology (ACT) 8-12 MWe Pyrolysis plant and an Anaerobic Digestion 2-3 MWe facility with an integrated education centre) and a 1 MWe Photovoltaic Solar Array together with access, landscaping and associated works at Chickenhall Lane, Eastleigh, SO50 6RQ (Application No. S/13/73507) (Site ref. EA110)
Reference:	5718
Report From:	Head of County Planning

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1. Executive Summary

1.1. Planning permission is sought for the construction of an Energy Recovery Centre (comprising of an Advanced Conversion Technology (ACT) 8-12 MWe pyrolysis plant and an Anaerobic Digestion 2-3 MWe facility with an integrated education centre) and a 1 MWe Photovoltaic Solar Array together with access, landscaping and associated works at Chickenhall Lane, Eastleigh.

1.2. The main issues arising from this application are the principle of the development, the effects on the local highway network, the highway access, the effect of the proposed development on the character of the area, the visual impact, the appropriateness of the sites location, the potential amenity impact from odour, noise and vibration, the impacts on airport safety, the potential impacts to the integrity of the nearby Special Area of Conservation, the habitat enhancement proposed, the generation of renewable energy, and the movement of waste up the waste hierarchy.

1.3. Planning permission is recommended for approval as it is considered that the proposal would be in accordance with the development plan as it meets the requirements of Policies 25 and 28 due to the diversion of waste from landfill and the movement of waste up the waste hierarchy. The development will contribute to the waste capacity targets of Hampshire (Policy 27). The location of the development is appropriate as

it is a site that has been allocated for employment within Saved Policy 112.E of the Eastleigh Borough Local Plan Review (2006) and draft Policy E10 of the Eastleigh Borough Local Plan Review therefore the site is in accordance with Policy 29 (2b) and whilst situated within the Countryside Gap the setting is such that the location is considered appropriate (Policy 5). The development will contribute to reducing climate change vulnerability and provide resilience to the impacts of climate change (Policy 2). The development would not have a likely significant effect on the adult phase of the Southern Damselfly's life and there will be no overall effects to habitats and species with proposed landscaping facilitating biodiversity enhancements (Policy 3). There is archaeological potential however this is not an overriding concern subject to conditions (Policy 7). An appropriate Site Waste Management Plan that gives consideration to soils will ensure the protection of soils is achieved (Policy 8) and the nature of the development is such that is provides an opportunity to produce a product which may help enhance soils. Air Quality Management Area concerns have been appropriately addressed through the commitments to be made within proposed Delivery & Servicing Plan and there are no emissions concerns in relation to human health (Policy 10). The concerns with regard to noise and odour are appropriately mitigated and should be secured through condition (Policy 10). Whilst there will be views of the development the high-quality design and landscape enhancement that is proposed the proposal will not have an unacceptable visual impact (Policy 10 and 13). Airport safety issues have been appropriately addressed. There are not considered to be any significant adverse effects created subject to the developer entering into a S106.

2. Site

2.1. The 7.2 hectare site (as illustrated on the attached plans) is located on the eastern urban fringe of Eastleigh. The proposed site is situated to the south of Tower Industrial Estate, to the east of the Eastleigh to Portsmouth railway line and to the west/south west of Eastleigh Waste Water Treatment Works (WWTW). To the south east of the site is agricultural land and The Itchen Navigation. Beyond the site, to the east of the WWTW are fields and then the village of Bishopstoke. The site is adjacent to two residential properties (Chickenhall Cottages), these lie immediately to the east of the site. A Public Right of Way (RoW), The Itchen Way (footpath 49), runs along the eastern/south eastern boundary. Approximately 300 metres to the south/south west of the site lies the eastern edge of Southampton Airport with the main runway lying approximately 700 metres to the southwest of the site. The closest residential settlement is located adjacent to the railway sidings, approximately 260 metres to the south west of the site boundary. Whilst the site does not fall within an Air Quality Management Area (AQMA), approximately 800 metres west of the site (Eastleigh Town Centre) there is an AQMA. The site is located within Flood Risk Zone 1. The site is not located with the Countryside Gap that is identified within the emerging

Eastleigh Borough Local Plan. The site is not located on Best and Most Versatile Agricultural Land.

2.2. The site is currently a greenfield site and comprises of arable/pasture fields with a small woodland area and a pond in the central/south-eastern corner. The small area of woodland comprises a mix of mature and semi-mature tree species, including Oak, Yew, Scots Pine and Cherry with an under storey of Elder, Holly, Blackthorn and Hazel. The land is relatively flat, albeit the ground levels do fall in an easterly direction by approximately 4 metres. The site is served by Chickenhall Lane, the northern section is adopted public highway with a 30 miles per hour (mph) speed restriction measuring 7.3 metres in width. The southern section is Private Road and measures between 6.1 and 6.2 metres in width with a speed limit of 20mph. Chickenhall Lane takes access from Bishopstoke Road (B3037) at a four arm mini roundabout junction.

2.3. The site is not subject to any landscape, heritage or conservation area designations. Between the WWTW and the site is a significant line of mature evergreen trees. Along the boundary of the site and the railway line there are treed areas and areas of shrub vegetation. The northern and southern fields are separated by a line of mature trees comprising of Hawthorn and Field Maple with a few conifers.

2.4. The River Itchen flows around the north, east and south of the site and at its closest point it lies approximately 100 metres south-east of the site. The River Itchen Site of Special Scientific Interest (SSSI) is located approximately 25 metres south-west of the site and the River Itchen Special Area of Conservation (SAC) is approximately 100 metres to the south-east at their closest points. The nearest Site of Nature Conservation (SINC), Stanford Meadow, is located approximately 25 metres to the south-east.

3. Environmental Impact Assessment Regulations and the Conservation of Habitats and Species Regulations

3.1. The development is Schedule 2 development under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and a full Environmental Impact Assessment has been undertaken and accordingly, as Environmental Statement (ES) accompanied the planning application. The ES considers the potential impacts and measures to be taken in mitigation of the development, including archaeology and cultural heritage, transportation and access, air quality, noise and vibration, ground conditions and contamination, water resources and flood risk, ecology and landscape and visual amenity.

3.2. As Competent Authority under the Habitats and Species Regulations 2010, Hampshire County Council is required to complete a Habitat Regulations Assessment (HRA) on the potential impacts to European

designated sites resulting from the proposal. A statement to inform the HRA accompanied the planning application.

4. Proposal

4.1. Planning permission is sought for the construction of an Energy Recovery Centre (comprising an Advanced Conversion Technology (ACT) Pyrolysis plant and an Anaerobic Digestion facility with an integrated education centre) and a Photovoltaic Solar Array together with access, landscaping and associated works at Chickenhall Lane, Eastleigh that would require the importation of up to 195,000 tonnes per annum (tpa).

4.2. The Pyrolysis Advanced Conversion Technology (ACT) Plant would recover 128,000 tonnes per annum of Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste and generate 8 to 12 megawatt electrical (MWe). All waste would be delivered into the main waste handling building. The waste would pass through an autoclave process that would sterilise all the waste. All recyclates (plastics, metal and glass) would then be passed through a mechanical separation processing line to systematically remove and segregate the individual waste streams. It is estimated that the facility would recover up to 30% of the feedstock for recycling. The remaining waste would be broken down into a non-recyclable organic material (homogenous fibre) which is then subject to pyrolysis. Pyrolysis is the application of heat to the feedstock in the absence of oxygen. The process causes a chemical transformation which releases synthesis gas and produces a charcoal solid.

4.3. The second waste technology proposed is an Anaerobic Digestion (AD) Facility which would recover 67,000 tonnes per annum of green (pure biomass) waste and generate 2 to 3 MWe. AD is the digestion of feedstock releasing primarily heat and methane and generating a solid digestate that is suitable for use as an agricultural fertiliser. A dedicated AD bay within Zone 1 of the main building would receive the waste; it would be macerated, blended and pumped directly into the digestion tanks. A slurry tank would receive the liquid wastes for AD.

4.4. The primary waste stream from the pyrolysis installation will be vitrified ash (melted charcoal ash) which will be reused off site as an aggregate material. The ash has been tested in accordance with the Waste Acceptance Criteria, and is both non-hazardous and inert. It is expected that approximately 90% of the material used in the AD plant will remain after processing. This would be utilised in two ways, half would be fed back into the front end of the autoclave process or blended directly with the biomass fibre prior to pyrolysis while the other half would be exported off site for use as a fertilising agent. The gas produced by the pyrolysis plant would be cooled, scrubbed and dried before being combined with the bio-methane produced from the AD prior to combustion in the combined heat and power plant (CHP plant). The facility has been designed to ensure that all useable generated heat can be exported to

local heat distribution networks (nearby commercial or residential users) should they be available; the potential users are currently being investigated. Waste heat from the pyrolysers would be used to produce steam for the autoclaves, heating for the AD tanks and provide heating and hot water for the building.

4.5. In addition to the two waste elements there would be a solar farm that would be capable of producing up to 1 MWe per annum. The arrays would be located in the southern field and be contained within a 2.4 metre high green palisade fence and would comprise single fixings module system, mounted on posts that penetrate into the ground at a depth of approximately 500mm to 700mm depending on the soil type. The fixings would support two photovoltaic (PV) panels at a portrait orientation which would be approximately 3.2 metres in height and linked together in a continuous run. The rows of fixings would be spaced approximately 2 metres apart. The arrays would cover an area of approximately 16,650m^2.

4.6. The development that would be carried out on the site (as detailed on plan CPPL-11/10-01 RevE) would include the construction of a main waste handling building that would have a central ridge height of 9 metres and internal gross floor space of 5,710 square metres. The building would be approximately 110 metres long, 40 metres wide at one end and 60 metres wide along the return elevation. The configuration of the building is L-shaped. The building would be separated into four zones (zone 1 – waste reception area, zone 2 – waste processing and treatment area (autoclave process), zone 3 – pyrolysis area and zone 4 – power generation zone) (see appendix for detailed information). There are to be two flue stacks directly adjacent to the main building; both measuring 25 metres in height. The stacks serve the discharge of excess steam and low levels of CO_2 from the gas engines.

4.7. Outside of the main waste building there are to also be two Anaerobic Digestion tanks that will have a radius of 9 metres and two digestate tanks with a radius of 10 metres. These are to be situated to the north west of the waste building. All of the tanks will be sunken by 1.5 metres with a height of 6.5 metres above ground level. Other related infrastructure for the development includes a gas holder tank, gas flare stack, gas export connection, site reception office, electric substation, weighbridge and permanent wheel-wash facility. In order to connect with the existing 33KV systems, the applicant would need to connect to the overhead cable that runs along the access road and then off to the operators Scottish and Southern Energy's) existing Velmore substation.

4.8. The majority of the building would be clad in aluminium cladding panels with a multi-tone finish in pale green and three mid grey tones. On the roof of the main building photovoltaic panels are to be installed. The arrays will be mounted with a slope of 20^o. The stacks would be clad with a light grey finished open hooped structure. The AD tanks are to be finished with the vertical elevation being pastel blue and the membrane roof mid to dark grey. The development would utilise a rainwater harvesting tank which

would then be used for the steam sterilisation process within the autoclaves. Zones 1 and 2 of the waste operation are operated within an air tight, sealed environment that would be maintained under negative air pressure via utilisation of air intake dampers. No waste would be deposited until the roller shutter doors are closed and the door openings are designed to be fast acting and be operated with air curtains to maintain building pressure and odour control during the short period when the doors are opened. Air extracted from the building will be directed to the air intake of the pyrolysis unit and used for combustion air to ensure thermal oxidisation of any odours content.

4.9. The proposed landscaping for the site (detailed on plan EED13621-100-GR-LVIA-14.11 Rev.A) includes the retention of much of the existing vegetation, including the woodland area and the trees between the two fields. New planting of native trees and shrubs would be carried out to gaps within the woodland to the north of the solar farm, along the south-ester boundary between the waste buildings and the solar farm with a significant belt of planting between the solar farm and the RoW. There would be planting adjacent to the site access between the Chickenhall Cottages and the access road. It is stated that no more than 5% of the mix would comprise fruiting species (to prevent encouraging bird hazard species) and there would be no large or dense tree species to encourage roosting and nesting birds. Between the buffer planting zone and the solar farm there is to be an attenuation pond. The attenuation pond to be sown with a wetland wildflower and grassland mix such as British Seed House WFG9. The attenuation pond is to be provided with a permanent and low level of water.

4.10. As stated previously there would be 195,000 tonnes of waste imported to the site per annum, in addition to this approximately 38,4000 tonnes of recyclables recovered and taken off-site, approximately 3,900 tonnes will be taken off-site as unwanted waste for disposal and up to 3,840 tonnes of vitrified slag will be taken off-site for reuse. It is stated within the Transport Assessment that when the facility is operating at maximum capacity it would generate a maximum of 128 HGV trips (64 movements) and 22 staff car movements (11 cars) per day. It is stated that there will be no more than a 1% increase in peak time or daily vehicle movements on the Bishopstoke Road. The increase in traffic at the Bishopstoke Road/Chickenhall Lane roundabout will be no more than 5%. It is assumed that all vehicles which deliver waste to the site will leave empty and those vehicles that collect will arrive empty. The precise origins of the waste and vehicle types cannot be predicted at this stage as the facility would operate as a private merchant facility, contracts have not been entered into at this stage. There is a very high likelihood that a significant proportion of the facility's waste will comprise of local waste that would have otherwise have been sent to landfill in Hampshire. The transport assessment has examined five different vehicle types; bulk trailer (32t capacity, payload 20t), commercial waste (8t payload), commercial refuse (7t payload), skips (20t capacity, 15t payload) and tanker (38,000l

articulated semi-trailer) that could serve the site. 16 car parking spaces would be provided, two of which would be disabled spaces. The car park is to be located to the south-east of the main building. It is proposed that a Staff Travel Plan (STP), Delivery and Servicing Plan (DSP) and Construction Management Plan (CMP).

4.11. It is anticipated that the proposed development would sustain 25 to 35 jobs when operational with approximately 150 employees during the temporary construction period. The proposed development will need to operate 24 hours per day, 365 days a year however it has been confirmed that there will be no manoeuvring of HGVs within the site or entering or exiting of HGV's from the site except between 0700 to 2200 hours on Mondays to Fridays, 0700 to 1500 hours on Saturdays and not at all on Sundays or on Bank and Public holidays. In addition to this it is stated that as far as practicable, deliveries would be made outside of peak hours (0800 to 0900 and 1700 to 1800).

4.12. Through the construction phase the proposed hours of working are 0700 to 1900 Monday to Friday, 0700 to 1600 Saturdays and no construction activities on Sundays and Bank Holidays. An Environmental Management Plan is to be developed to ensure best practice techniques are employed to manage dust generation and noise levels.

5. Development plan

5.1. The appropriate Development Plan Documents are the Hampshire Minerals and Waste Plan (2013) and the Eastleigh Borough Local Plan Review.

5.2. The relevant policies of the Hampshire Minerals and Waste Plan (2013) are Hampshire Minerals and Waste Plan (2013): Policy 1 (Sustainable Minerals and Waste Development), Policy 2 (Climate change – Mitigation and Adaptation), Policy 3 (Protection of Habitats and Species), Policy 5 (Protection of the Countryside), Policy 7 (Conserving the Historic and Heritage Assets), Policy 8 (Protection of Soils), Policy 9 (Restoration of Minerals and Waste Development), Policy 10 (Protecting Public Health, Safety and Amenity), Policy 11 (Flood risk and Prevention), Policy 12 (Managing Traffic), Policy 13 (High-quality Design of Minerals and Waste Development), Policy 25 (Sustainable Waste Management), Policy 27 (Capacity for Waste Management Development), Policy 28 (Energy Recovery Development) and Policy 29 (Locations and Sites for Waste Management).

5.3. The relevant policy of the Eastleigh Borough Local Plan Review (2006) is saved policy 112.E (Pirelli Lane, Chickenhall Lane, Eastleigh) which allocates the proposed development site for Employment Development within Use Classes B1 (b), B1 (c), B2 and B8 subject to meeting specific criteria.

5.4. The emerging Eastleigh Borough Local Plan (Pre-submission consultation document) draft policy E10 (Eastleigh Riverside) continues to identify the site for employment uses subject to criteria and is a material consideration.

5.5. The National Planning Policy Framework, Planning Policy Statement 10 (Planning for Sustainable Waste Management), Waste Management Plan (WMP) for England (December 2013) and Planning Practice Guidance for Renewable and Low Carbon Energy (2013) are material considerations.

6. Consultations

6.1. **Councillor Lyon** raises concerns about traffic congestion.

6.2. **Councillor Moore** has been consulted on the planning application and attended the site visit.

6.3. **Eastleigh Borough Council** raise objection to the proposed development for three reasons: (i) insufficient information has been provided to address concerns regarding noise and vibration from traffic movements through residential areas; and the impact on air quality in residential areas and Air Quality Management Areas. The proposed scheme is therefore considered to be contrary to Eastleigh Borough Revised Draft Local Plan Policies S1, DM1, DM7, DM23; (ii) Insufficient information has been provided to address concerns regarding the potential residual odour impacts on residential properties. The proposed scheme is therefore considered to be contrary to Eastleigh Borough Revised Draft Local Plan policies S1, DM1, DM7, DM9, DM11; (iii) Insufficient information has been provided to address concerns regarding the impact on the integrity of the River Itchen Special Area of Conservation. The proposed scheme is therefore considered to be contrary to Eastleigh Borough Draft Local Plan policies S11, DM3, DM7, DM9. Note to applicant: Eastleigh Borough Council is generally supportive of the development of renewable energy generation in the Borough, as set out in the Eastleigh Borough Council Tackling Climate Changing Strategy 2011–2020; the Eastleigh Borough Council Energy and Renewables Strategy 2012; and the Eastleigh Borough Revised Draft Local Plan 2011 – 2029. The design, and layout of the proposed scheme is considered to be visually in keeping with the character of the area, in accordance with policies DM1 and E9 of the Revised Draft Local Plan 2011 – 2029.

6.4. **Eastleigh Environmental Health** has concerns about the potential noise impacts, the potential impact on the Air Quality Management Area (AQMA) and odour. Restrictions on vehicles arriving and leaving from the site should look at all movements and be in conjunction with proposals to reduce impacts through the adjacent AQMA. It is recommended that to mitigate against the worst air pollution impacts that movements of goods vehicles should be outside of rush hours. It is understood that these matters are to be considered in the Delivery and Servicing Plan, DSP, on

which they would be expected to be consulted. There are concerns regarding the fixed plant and machinery and noise from Mobile Plan/machinery/delivery vehicles. Information provided on the fixed plant and machinery confirms that it will be inaudible at the nearest receptors. When considering boundary noise limits, based on 'real life' plant noise and operating conditions a condition could meet the aspiration of inaudibility and be of the form of 10dB less than the background noise level based on a BS4142 assessment. There are concerns regarding noise impacts from vehicle movements passing the nearby dwellings and manoeuvring on the site. The restricted hours for deliveries is welcomed. The proposed 100% sealed processing environment, which extends from waste arrival via a double lobby via sealed and extracted processes to the capture of air from the AD tanks and vehicles servicing them. An Odour Management Plan has been submitted, within this reference is made to odour levels and in particular level 3 being 'distinct' and levels below this being considered 'acceptable'. Clarification has been provided to confirm what a level 3 odour would mean for the amenity of residents or users of the locality. It is suggested that level 2 may not be exceeded at the boundary of residential dwellings to be protective of amenity which is not covered by the Permit. This is due to the current odour climate in the vicinity and the potentially offensive odours on site.

6.5. **Southern Water Services** raise no objection to the principle of the development. There shall be no development or new tree planting located within 6 metres either side of the centreline of the public foul rising main, no development or new tree planting located within 3 metres either side of the centreline of the public sewer, no development or new tree planting should be located within 3 metres either side of the centreline of the water distribution main, no new soakaways should be located within 5 metres of a public sewer, and all other existing infrastructure should be protected during the course of construction works. Conditions are recommended to ensure that the developer provides details of the measures which will be undertaken to divert/protect the public sewers and water apparatus, and details of the proposed means of foul and surface water sewerage disposal shall be submitted to the Local Planning Authority for written approval. Also an informative is requested to require that a formal application for connection to the public sewerage system is required in order to service the development.

6.6. **Environment Agency** raise no objection to the principle of the development. Two comments have been supplied by the Environment Agency (EA). The development will require an EPR installation permit. This is being applied for at the same time as the planning permission. We note that the proximity of the Itchen Special Area of Conservation (SAC) will require an appropriate assessment of the effect of the operational emissions from the development as part of the determination of the permit. Only clean uncontaminated surface run-off, for example, from a roof, road, pathway or clean hard standing area without the need for an environmental permit. For this we would require a detailed drainage plan

in order to ensure that no contaminated surface run off would be discharged through the surface water drain into the adjacent River Itchen Trade effluents, such as wash water or cooling water, should be kept separate from surface water and any trade effluents discharged to controlled waters do require an environmental permit. It is noted that the EA have had some discussions with the developers about the technology involved and have an understanding of what is proposed. They note that there is some concern about the impact of the development on nearby sensitive receptors. The EA will address the emissions from the Point sources in the development during the permitting process.

6.7. **Natural England** raise no objection subject to conditions. The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitat Regulations'). The application site is in close proximity to the River Itchen Special Area of Conservation (SAC) which is a European site. The site is notified at a national level as River Itchen Site of Special Scientific Interest (SSSI).

6.8. In considering the European site interest, Natural England advises that Hampshire County Council, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have. The conservation objectives for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

6.9. Natural England advises Hampshire County Council that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the aforementioned SSSI and SAC sites are designated, either alone or in combination with other plans or projects, subject to conditions and advice to the effect of the following being attached to any permission granted.

6.10. Conditions – The agreed financial contribution to fund a Southern Damselfly habitat improvement project is secured by a suitably worded legal agreement.

6.11. Natural England is satisfied that, subject to the imposition of the above condition and the development being undertaken in strict accordance with the submitted proposals and the condition set out above, the development proposals will avoid impacts upon the interest features of the River Itched SSSI.

6.12. If Hampshire County Council is minded to grant consent for the application without the conditions recommended above, we refer you to Section 281 (6) of the Wildlife and Countryside Act 1981 (as amended). Specifically the duty placed upon the Authority, requiring that your

Authority – provide notice to Natural England of the permission, and of its terms, the notice to include a statement of how (if at all) your authority has taken account of Natural England's advice; and – shall not grant a permission which would allow the operations to start before the end of a period of 21 days beginning with the date of that notice.

6.13. **Highway Authority** raise no objection to the proposed development. The Highway Authority are satisfied that the data upon which the assessment was undertaken is robust and representative. Plan SK07 demonstrates the adequate visibility splays can be provided at the propose site access and the size of the access road and localised widening of the private section of Chickenhall Lane are satisfactory. The site layout enables vehicles accessing the site to enter and exit in a forward gear. The layout provides for sufficient on-site parking and manoeuvring space and the site layout is satisfactory in transport terms. The impact of the additional traffic on the wider transport network has been considered, and modelling of the Chickenhall Lane roundabout has been completed. This has shown that the junction operates close to its theoretical capacity. The additional traffic that would be generated by the proposal will have a proportionate impact on the operation of the junction, and it is proposed that the applicant makes a financial contribution towards future improvements to mitigate the impact. In line with the County Council's Transport Contribution Policy a financial contribution of £36,800 is required. It is considered that the contribution is necessary to mitigate the impact of the development, directly related to the impact of the development in that it seeks to address the impact of the additional site traffic, and that it complies with relevant policies. It is considered that the contribution would meet the tests outlines in the CIL Regs, particularly Regulation 122. The Highway Unit of the County Council have confirmed that they will be delivering a major maintenance scheme on Chickenhall Lane which will see the road re-constructed. The structure of the new carriageway will be sufficient to accommodate the number and type of additional vehicles. These works are planned to be delivered within the financial year 2014/2015. The applicant has agreed to implement a carriageway maintenance regime for the non-highway private section of Chickenhall Lane, this should be controlled by condition.

6.14. **Rights of Way** have been consulted, no comments received.

6.15. **Defence Infrastructure Organisation** raise no safeguarding objections to the proposal.

6.16. **National Air Traffic Services** raise no objection in principle to the development and state that the application has been examined from a technical safeguarding aspect and it does not conflict with the safeguarding criteria.

6.17. **Planning and Environment Group (Safeguarding)** raise no objection to the development following consultation with the CAA subject to a list of conditions relation to PV Panels and risk of Glare, Bird Hazard

Management Plan, Aviation Obs lights, Emissions and Construction. These are to be finalised and provided in detail in due course.

6.18. **Hampshire Wildlife Trust** note their involvement during the consultation process relating to discussions surrounding the potential negative impacts on the proposals on some of the qualifying features of the River Itchen SAC/SSSI, namely southern damselfly *Coenagrion mercuriale*. Impacts pertaining to these potential impacts has been considered within the Statement to Inform the Habitats Regulations Document, which is included with the application documents. Through the assessment process it was concluded that during the operational phase the proposed Energy Recovering Centre could have a likely significant effect on southern damselfly, but only in the adult phase of its life. The Wildlife Trust is satisfied with the information provided within this document and also the conclusions reached by the assessment of the potential impacts of the proposals on southern damselfly. However, it is noted in Section 4 para 4.2.2 (para 4) of the Statement to Inform the HRA document, that *"no studies of the direct effect of NOx on southern damselfly exist"* and therefore the critical level of 30ug/m^3 used I the assessments have been based on the protection of vegetation, and not invertebrates, therefore we consider that there must be an element of doubt with the assessment. Therefore the provision for the continued monitoring of the southern damselfly population, in order that any population changes could be identified at an early stage and mitigation measures implemented accordingly would be welcomed. Contributions are therefore requested to go towards a study looking at the effects of NOx on southern damselfly. It is appreciated that since the current assessment indicates that there will not be a likely significant effect, the applicant has no obligation to provide any contributions nor mitigation any that any received would be on a voluntary basis. However, it is considered that such a study is essential in ensuring that the favourable conservation status of the species is maintained at the site. With regard to the potential impacts of the proposals on the water quality of the River Itchen SAC as a result of the proposals, we have no comment to make but would refer you to comments made by the Environment Agency.

6.19. **Bishopstoke Parish Council** do not wish to comment on the application as it falls outside of the Bishopstoke area.

6.20. **Eastleigh Group of the Ramblers** raise no objection to the principle of the application it is asked that consideration is given to the impact of the landscaping adjacent to the path and how best to procure, if consent is granted, a situation where the operators of the site have to keep the path free of overhanging vegetation as it grows. It is to a large extent a matter of choosing the right species and making sure that access for this purpose is maintained when implementing the scheme. It is requested that an informative is added to any consent reminding the applicant that the highway authority has the powers contained in Section 154 of the

Highways Act 1980 to require the footpath to be kept clear. The plans show attenuation, but they do not show how the water goes in and out.

7. Representations

7.1. Five letters of objection have been received in relation to this planning application.

7.2. The issues raised comprise of the following:

(a) Principle of the development

- Insufficient feedstock available;
- Unproven technology;
- Lack of heat resource;
- No clear identification of the source of waste;
- Process proposed on the site works against the waste hierarchy;
- Site is not co-located with relevant waste management facilities.

(b) Amenity

- Noise impact generated by HGV's travelling within residential areas on the surrounding road network;
- 24 hours a day vehicle movements is not acceptable;
- Vibration from HGVs on residential properties;
- Odour from the site and HGV's delivering waste to the site.

(c) Traffic and highway safety

- Traffic impact on Bishopstoke Road, Leigh Road and Southampton Road has been ignored;
- No capacity on local roads for proposed vehicle movements;
- Traffic Impact on the Air Quality Management Area within the centre of Eastleigh;
- Increased congestion of the roads running through Eastleigh.

(d) Landscape

- Additional planting between site and Chickenhall Cottages;

- Glare from the solar panels impact on airport and rail safety.

(e) Nature Conservation

- Environmental impact on the River Itchen SSSI (Southern Damselfly, Great Crested Newt etc).

8. Commentary

Waste Hierarchy and Energy Recovery Development

8.1. The principle of the Energy Recovery Centre (ERC) is supported by Policies 25 and 28 as the development seeks to reduce the amount of residual waste currently sent to landfill and thereby enable Hampshire to move towards achieving its 95% diversion from landfill target. The design of the facility utilising the autoclave enables recyclables to be removed from the system prior to pyrolysis which therefore moves appropriate waste further up the waste hierarchy.

8.2. Policy 25 also requires facilities to be located near to the sources of waste, or markets for its use. Whilst the final location of the sources of waste are not currently known, it is the intention to source the majority of the waste from within the local area and from greater Hampshire.

8.3. The proposal to site the Anaerobic Digestion facility adjacent to the ERC is considered to be the co-location of activities with the facilities being interconnected with gas from the AD facility being combined with syngas and half of the AD digestate being reused through pyrolysis. Further to this the siting of the facilities adjacent to the existing Eastleigh WWTW provides the potential for future connections to be made between the facilities. This potential is supported.

8.4. Policy 28 requires that wherever practicable combined heat and power should be provided with the development, as a minimum, enabling the recovery of energy through electricity production. The proposed development does include Combined Heat and Power to be provided with electricity being provided and connected into the existing electricity substation. The development has been designed to have the capability to deliver heat to the surrounding businesses in the future with a District Heat Connection point being proposed.

Need

8.5. Paragraph 6.164 of the Hampshire Minerals and Waste Plan (2013) recognises the need for the provision of capacity for increasing recovery of non-municipal waste to facilitate the movements of waste up the hierarchy and also minimising the remaining amount of waste for landfill. This principal is supported by Planning Policy Statement 10. Whilst there has been a declining trend in waste growth there is still a demonstrated demand for new facilities to enable the recovery of value from waste and

meet the identified shortfall. Table 6.7 of the Hampshire Minerals and Waste Plan (2013) identifies that for recovery there is a total requirement (2011-2030) of 388,000tpa.

8.6. Policy 27 identifies the additional capacity figures and it is stated that the figures are to be regarded as a minimum requirement. The proposed development would make a significant contribution to the recovery capacity figures, the proposal is therefore considered to be acceptable in terms of need. The development falls within part d of Policy 27 which requires Policy 29 to be used to consider the suitability of the proposed site location.

Location

8.7. Saved Policy 112.E of the Eastleigh Borough Local Plan Review (2006) allocates the proposed development site for Employment Development within Use Classes B1(b), B1(c), B2 and B8 subject to meeting specific criteria. The emerging Eastleigh Borough Local Plan Review contains draft policy E10 which continues to identify the site for employment uses subject to criteria.

8.8. Policy 29 deals with the location and sites for waste management facilities. It identifies suitable locations as being those within the urban areas in south Hampshire and areas along the strategic road corridors. Where sites in these locations meet the locational criteria in part 2 they will be considered as suitable and supported. So, whilst the site is on greenfield land, it is allocated for general industry/storage (saved policy 112.E and emerging policy E10). 2b of Policy 29 identifies that a site that has permission or is allocated for general industry/storage as being acceptable. The proposal therefore conforms with Policy 29 (2b).

8.9. Suitable locations for waste management facilities have been identified in An Assessment of Sites and Areas for Waste Management Facilities in Hampshire background paper to the Hampshire Minerals and Waste Plan (2013). The paper identifies that this site is suitable for certain types of waste development primarily activities requiring industrial premises or building with stack (small scale), subject to key issues being addressed. These key issues are to be considered below.

Climate Change

8.10. Policy 2 states that waste developments should reduce climate change vulnerability and provide resilience to the impacts of climate change. The nature of the proposed development supports the policy aims through recovering energy from waste and thereby seeks to reduce greenhouse gas emissions by diverting waste from landfill. In addition to this it is located in such an area that it has the potential to provide a district heat connection.

8.11. In addition to this the solar farm that is proposed will generate a renewable energy resource. The principle of these developments are supported by the National Planning Policy Framework and forms one of the Core Principles. It is recognised that there should be great emphasis placed on landscape and heritage considerations prior to determining applications.

Habitats and Species

8.12. The site is located within close proximity to European designated sites, primarily the River Itchen SAC. The application was therefore supported by a chapter within the Environmental Statement dedicated to Ecology and a Statement to Inform a Habitat Regulations Assessment: River Itchen SAC was submitted.

8.13. Development cannot be permitted in locations close to these internationally designated sites if it may negatively affect the integrity of the sites, in accordance with the Habitat Regulations. Scoping exercises carried out in consultation with Natural England and other environmental consultees scoped out all potential impacts other than the adult stage of the Southern damselfly (*Coenagrion mercuriale)*, which is a qualifying feature of the River Itchen SAC. The statement to inform a Habitat Regulations Assessment concluded that during the operational phase of the development the proposed Energy Recovery Centre would not have a likely significant effect on the adult phase of the Southern Damselfly's life (*Coenagrion mercuriale*), and therefore further Appropriate Assessment would not be required.

8.14. Assessment by Hampshire County Council as Competent Authority, and in consultation with Natural England agree with this conclusion, when taking into consideration the proposal as a whole including the commitment to provide contributions to projects to support the Itchen Valley southern damselfly populations, a measure that avoids the unquantifiable effect of NOx on the adult stage of the southern damselfly individuals.

8.15. Policy 3 states that development should not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species. The Environmental Statement includes a full assessment of all the potential impacts to protected species, non-statutory designated and propriety habitats, and other species and habitat of nature conservation interest. Effects identified have had broad principles of mitigation proposed. It is stated that this would be implemented through the Environmental Management Plan (EMP) and the Landscape Ecological Management Plan (LEMP). Subject to a condition requiring an EMP/LEMP to be submitted and approved in writing prior to the commencement of the development.

8.16. It is considered that the proposed landscaping will facilitate biodiversity enhancements in the form of wetland features, planting to improve

existing woodland and hedgerows, and wildflower grassland sowing. The EMP and additional Landscape Ecological management plan will ensure long term enhancements, resulting in an overall net gain in biodiversity.

8.17. Overall, it can be concluded that there will be no overall effect to habitats and species as a result of the development and therefore the aims of Policy 3 have been met.

Countryside

8.18. Due to the site being located within the Countryside Gap, just outside the settlement boundary, Policy 5 requires consideration. The policy seeks to prevent development in the open countryside subject to specific criteria. Part (b) of Policy 5 identifies that some developments may require a countryside location. Supporting policy text acknowledges that some waste uses, such as large-scale facilities requiring an open site are difficult to accommodate in urban areas.

8.19. Therefore, whilst the proposal is not strictly in accordance with the policy, due to the site lying just within the countryside and adjacent to the boundary of an established industrial site, it is appropriate to have the facility sited here, as it is an allocated site in the Eastleigh Local Plan, subject to there being no overriding material considerations.

Historic environment

8.20. Within the Environmental Statement an archaeological assessment was provided. This identified that the site has archaeological potential, in particular for prehistoric and Roman occupation. Due to the sites location on the first terrace of the Itchen, a Pleistocene deposit, it has the potential to contain Palaeolithic archaeological remains. Archaeology does not present an overriding concern however to ensure the requirements of Policy 7 are met, there is the need to ensure that there is the appropriate assessment and recording of any archaeological finds and features and this should be secured through the attachment of planning conditions.

Protection of soils

8.21. As previously identified the site is on greenfield land, however the site has not been afforded an agricultural land classification code. Therefore it is considered that the land is not ‘best and most versatile (BMV) agricultural land’. Notwithstanding this, if planning permission is granted for the development there is the need to ensure the protection of soils during construction and then appropriate soils should be recovered to enhance soil resources; Policy 8. Consequently it is recommended that if planning permission is granted, that a condition is attached requiring a Site Waste Management Plan to be submitted for approval that should provide details on the soil stripping and storage methods with information on the final use of the soils proposed.

8.22. The nature of the development is such that the Anaerobic Digestion element of the proposal provides an opportunity to produce a product which may help enhance soils. The proposal meets the aims of Policy 8.

Restoration

8.23. The solar farm element of the proposal has a limited lifespan of approximately 25 years. The Planning Practice Guidance for Renewable and Low Carbon Energy (2013) advises that is appropriate to attach conditions to require the removal of arrays when they are no longer in use thereby allowing the land to be restored to its previous use.

8.24. Therefore in accordance with Policy 9 it is recommended that the solar arrays are removed when no longer in use to enable the site to be restored.

Emissions

8.25. A chapter within the Environmental Statement covered the potential effects of emissions of dust associated with construction activities, as well as the operational air quality effects associated with emissions from the proposed pyrolysis plant and gas engines of the ERC, and the off-site emissions arising from the vehicles accessing the site.

8.26. The site is not located with the Eastleigh Town Centre Air Quality Management Area (AQMA) however, the vehicles accessing the site may travel through the area; using Southampton Road for example. The assessment demonstrated that the scheme would not cause any exceedances of the NO_2 air quality objective in areas where they are not currently exceeded, however it did show that the development has the potential to lead to minor adverse effects at a small number of receptors assuming that road traffic emissions do not improve between 2012 and 2016. Environmental Health raise concerns about the potential route of HGVs and delivery times associated with the development and the lack of certainty of the proposed routes due to the potential impact on areas within the AQMA. The proposal to produce a Delivery and Servicing Plan (DSP) once the contracts for the proposed development have been sought is welcomed and it is requested that this is conditioned and that Environmental Health should be consulted on the Plan due to their responsibilities for Air Quality Management. The Plan should give consideration to the AQMA and design out peak goods vehicle movements.

8.27. The predicted emissions from the ERC stacks has been considered based on Industrial Emissions Directive (IED) emission limits. It is confirmed that a flue gas abatement system which is designed to reduce emissions to air from the pyrolyser and ensure the IED emission limits are met. The design of the plant to include 25 metre stack and inclusion of a Selective Catalytic Reduction (SCR) system is such that emissions are minimised.

8.28. Due to the nature of the development, if approved, it would require an Environmental Permit that would be issued by the Environment Agency (EA). Emissions are from plant such as this are subject to limits set in the IED and are the regulatory responsibility of the EA under the Environmental Permitting Regulations. PPS10 states that the Waste Planning Authority are required to assume that the relevant pollution control regime will be properly applied and enforced by the EA.

8.29. Subject to the submission of a satisfactory DSP which details the proposed HGV routes and means by which impact on the AQMA is to be appropriately minimised there are no emissions concerns in relation to human health and therefore the proposal is in accordance with Policy 10 (a/b).

Noise, dust, vibration or odour

8.30. Local residents are concerned about the potential for the development to have an amenity impact due to noise from HGV's, vibration from HGV's and odour.

8.31. However, the noise that could be generated by the site itself through fixed plant, mobile plant and delivery vehicles remains a concern for Environmental Health notwithstanding the conclusions that are made within the noise assessment chapter that concludes that there will be a negligible impact. A noise assessment for the fixed plant was completed in line with the BS 4142 guidelines and it concludes that the cumulative rating noise level from the proposed development is predicted to be more than 10dB below the lowest measured background noise level at the closest sensitive receptors (Chickenhall Cottages). Consequently it is stated that according to BS 4142 such a difference is a positive indication that complaints would be unlikely. Environmental Health therefore recommends that a condition is attached to ensure that this is achieved.

8.32. With regard to external delivery vehicle movements and the external use of mobile plant Environmental Health remain concerned about the potential noise impact. The reduced hours of deliveries do, to some extent reduce these concerns with regard to no delivery vehicles travelling past Chickenhall Cottages except between 0700 to 2200 hours on Mondays to Fridays, 0700 to 1500 hours on Saturdays and not at all on Sundays or on Bank and Public holidays.

8.33. Concerns remain regarding the use of mobile plant use and vehicles manoeuvring around the site. During the daytime hours the surrounding noise levels will be greater and of an industrial nature and therefore the Waste Planning Authority are of the opinion that there will not be a noise impact potential during daytime operating hours. As background noise levels reduce there is the potential for the site to become more audible. Through the restriction of vehicles entering, exiting and manoeuvring on the site between the times stated above the noise can be appropriately mitigated.

8.34. With regard to the potential for odour, it is acknowledged that the type of waste to be accepted at the site has the potential for it to be odorous. The design of the facility is such that there will be no outside storage of waste and the building will create a 100% sealed environment with negative air pressure and an odour abatement system. This approach is supported by Environmental Health. A condition is recommended that seeks to ensure the amenity of the residents is protected by requiring the odour level to be no greater than level 2 at the boundary of Chickenhall Cottages.

8.35. It is acknowledged that there is potential for dust to arise during the construction phase of the development but mitigation measures have been put forward by the applicant and a recommended condition requires measures to control dust to be secured through a Construction Management Plan.

8.36. Whilst residents raise concerns about the potential for vibration from vehicles travelling along the main roads such as Southampton Road, no concerns have been raised by consultees on this matter.

8.37. Overall, it is considered that with the appropriate conditions secured the development is not likely to cause an unacceptable noise, dust, vibration or odour impact and the proposal is in accordance with Policy 10 (c).

Landscape visual impact and high quality design

8.38. Policies 10 (d) and 13 state that waste developments should not have an unacceptable visual impact. The proposed site is, as previously stated a greenfield site at the edge of an established industrial estate adjacent to the railway and WWTW with mature vegetation on many sides of the site. The clearest views of the site are to be from Chickenhall Lane and the public RoW.

8.39. Views from the pRoW will primarily be of the solar farm and the security fencing around the development. More distant views will be afforded to the ERC. The main views from Chickenhall Lane will be of the ERC, the solar farm will not be significantly visible.

8.40. A resident of Chickenhall Cottages requested that additional planting be proposed at the access to the site to screen the development from the side elevation windows. The developer amended the landscape plan to show additional planting between the access and the cottages and this is considered to appropriately address the local residents concerns as it provides further screening of the development. This will in turn enhance the appearance of the site access.

8.41. The design of the ERC is such that is considered to be of a high-quality design and is visually attractive, as required by Policy 13. The proposed buildings will be of a scale, form and design that it will not be out of keeping in the context of the surrounding development and the stacks would not be of a scale that they would have a significant landscape

impact in the context of the area. However, it is noted that they would be visible from some viewpoints as they would extend beyond the height of the existing mature trees.

8.42. The location of panels and the design of the southern boundary of the site with the attenuation pond and belt of landscape planting are appropriate to ensure that the arrays will not have a significant adverse visual impact for users of the RoW. The boundary treatment will create an attractive edge of the footpath so long as it is appropriately maintained. Further planting has been proposed at the site entrance to address the concerns of the nearest residents with regard to screening the site entrance the ERC, this is acceptable.

8.43. It is necessary to secure confirmation of the final external materials proposed for the building to ensure they are appropriate for the setting of the site, this should be secured through condition. In addition to this a more detailed landscape management scheme should be required through condition to confirm the exact planting species densities, spacings, protection, ground preparation methods, as well as management and maintenance responsibilities.

8.44. Overall, whilst there will be views of the development due to the high-quality design and landscape enhancement that is proposed the proposal will not have an unacceptable visual impact and is therefore acceptable when being considered against Policies 10(d) and 13.

Airport safety

8.45. In line with the Planning Practice Guidance for Renewable and Low Carbon Energy (2013) recommendations a glint and glare assessment of both the solar farm and solar system mounted on the roof of the building has been completed. The glint and glare assessments concluded that there is no risk of glare at any time of the year, either on a straight landing approach, or during the turn into the landing approach from a holding pattern. Therefore it is concluded that the development would have no risk to traffic safety at Southampton Airport.

8.46. A Bird Hazard Management Plan was completed and this gave consideration to the design of the buildings, proposed landscaping and surface water/SUDS features. The assessment concludes that the development would not compromise the safe operation of Southampton Airport.

8.47. Airport safeguarding has confirmed that subject to conditions there is no objection. The conditions recommended relate to PV panels and risk of glare, bird hazard management plan, aviation obs. lights, emissions and construction.

Contaminated Land

8.48. The Ground Conditions and Contamination Assessment that was provided within the Environmental Statement concluded that from assessing the past uses on and adjacent to the site the potential for significant ground contamination to be present on the site is low. However it is requested by Eastleigh Borough Council that contaminated land conditions are included to ensure there is no migration of contaminants and appropriate remediation measures are secure if areas of the site are found to be contaminated.

Flood risk and sustainable urban drainage systems

8.49. The new development site is located within an area with the lowest probability of flooding, however due to the size of the development a Flood Risk Assessment was submitted within the Environmental Statement. An SUDS attenuation pond is proposed as the preferred method to control surface water runoff from the development to reflect the existing greenfield runoff rates. The pond would also provide water quality treatment and temporary storage above the permitted water level.

8.50. It has been appropriately demonstrated that the aims of Policy 11 have been met through the development not increasing flood risk elsewhere with the building design incorporating flood protection measures and the wider design of the site incorporating SUDS. There is the need however to secure through condition confirmation of the final whole-life management and maintenance arrangements.

Traffic

8.51. The concerns of the local residents along Southampton Road are noted with regard to the local roads capacity and amenity. The Highway Authority have considered the development with regard to highways safety and capacity. The Authority has concluded that adequate visibility splays can be provided at the proposed site access with amendments being made to the site entrance and private road to incorporate localised widening being appropriate to facilitate the passing of two HGV's. It has been requested that these works be conditioned to secure delivery.

8.52. The site layout is such that it enables vehicles accessing the site to both enter and exit in a forward gear. The layout also provides for sufficient on-site parking and manoeuvring space and is therefore acceptable in transport terms.

8.53. The impact that the additional traffic will have on the wider transport network has been considered with modelling of the Chickenhall Lane/Bishopstoke Road roundabout being completed. The conclusions drawn identify that the junction would be operating close to its theoretical capacity and therefore the development would have a proportionate impact on the operation of the development. A financial contribution of

£36,800 is required to mitigate the impact of the development and as it seeks to address the impact of the additional site traffic it is directly related to the proposed development. It therefore meets the tests outline in the CIL Regulations, particularly Regulation 122.

8.54. No concerns regarding the capacity or congestion on Southampton Road have been raised by the Highway Authority. It is considered that the amenity concerns of the local residents regarding 24 hour deliveries has been appropriately addressed through the reduction of HGV delivery times.

8.55. A Delivery and Servicing Plan which will look at matters such as delivery timings, HGV routes, air quality management areas is proposed and it is recommended by the Highway Authority that this is secured by condition. In addition to this a Staff Travel Plan is proposed to encourage sustainable modes of travel to the proposed development and to promote sustainability, this should also be secured by condition.

8.56. The development therefore meets the requirements of Policy 12 as there are not considered to any significant adverse effects created by the proposed development subject to the developer entering into a S106 agreement.

Conclusion

8.57. There is a presumption in favour of sustainable development where proposed developments accord with policies within the Hampshire Minerals and Waste Plan (2013) unless material considerations indicate otherwise.

8.58. It is considered that the proposal would be in accordance with the development plan as it meets the requirements of Policies 25 and 28 due to the diversion of waste from landfill and the movement of waste up the waste hierarchy. The development will contribute to the waste capacity targets of Hampshire (Policy 27). The location of the development is appropriate as it is a site that has been allocated for employment within Saved Policy 112.E of the Eastleigh Borough Local Plan Review (2006) and draft Policy E10 of the Eastleigh Borough Local Plan Review therefore the site is in accordance with Policy 29 (2b) and whilst situated within the Countryside Gap the setting is such that the location is considered appropriate (Policy 5). The development will contribute to reducing climate change vulnerability and provide resilience to the impacts of climate change (Policy 2). The development would not have a likely significant effect on the adult phase of the Southern Damselfly's life and there will be no overall effects to habitats and species with proposed landscaping facilitating biodiversity enhancements (Policy 3). There is archaeological potential however this is not an overriding concern subject to conditions (Policy 7). An appropriate Site Waste Management Plan that gives consideration to soils will ensure the protection of soils is achieved (Policy 8) and the nature of the development is such that is

provides an opportunity to produce a product which may help enhance soils. Air Quality Management Area concerns have been appropriately addressed through the commitments to be made within proposed Delivery & Servicing Plan and there are no emissions concerns in relation to human health (Policy 10). The concerns with regard to noise and odour are appropriately mitigated and should be secured through condition (Policy 10). Whilst there will be views of the development the high-quality design and landscape enhancement that is proposed the proposal will not have an unacceptable visual impact (Policy 10 and 13). Airport safety issues have been appropriately addressed. There are not considered to be any significant adverse effects created subject to the developer entering into a S106.

9. Recommendation

9.1. That subject to a legal agreement to secure a highway contribution and contributions to projects to support the Itchen Valley southern damselfly populations, permission for Erection of an Energy Recovery Centre (comprising an Advanced Conversion Technology (ACT) 8-12 MWe Pyrolysis plant and an Anaerobic Digestion 2-3 MWe facility with an integrated education centre) and a 1 MWe Photovoltaic Solar Array together with access, landscaping and associated works at Chickenhall Lane, Eastleigh, SO50 6RQ (Application No. S/13/73507) (Site ref. EA110) be approved 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:	No
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	

OR

This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.

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
Erection of an Energy Recovery Centre (comprising an Advanced Conversion Technology (ACT) 8-12 MWe Pyrolysis plant and an Anaerobic Digestion 2-3 MWe facility with an integrated education centre) and a 1 MWe Photovoltaic Solar Array together with access, landscaping and associated works at Chickenhall Lane, Eastleigh, SO50 6RQ (Application No. S/13/73507) (Site ref. EA110)	County planning Elizabeth II 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 – Construction Phase

3. All construction activities shall be restricted to between the hours of 0700 and 1900 Monday to Friday and 0700 and 1600 Saturdays and no construction activities on Sundays and Bank Holidays.

   Reason: In the interests of amenity protection having regard to Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Hours of Working – Operational

4. No goods vehicles with a gross vehicle weight exceeding 7.5 tonnes shall enter or exit the site or operate on the site except between the hours of 0700 to 2200 hours on Mondays to Fridays, 0700 to 1500 hours on Saturdays and not at all on Sundays or on Bank and Public holidays.

   Reason: To protect the amenity of residents in accordance with Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Annual Throughput

5. The amount of imported waste shall not exceed 195,000 tonnes per annum.

   Reason: In the interests of amenity protection, highway safety and to ensure the development is carried out in accordance with the approved details having regard to Policies 10 and 12 of the Hampshire Minerals and Waste Plan (2013).

Storage and Processing

6. No processing or storage of waste shall take place outside the proposed building and tanks as shown on the Proposed Site Layout Plan CPPL-11/10-01 RevE dated 20.02.2014.

   Reason: In the interests of amenity protection having regard to Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Historic Environment

7. That no development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Waste Planning Authority.

   Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations in accordance with Policy 7 of the Hampshire Minerals and Waste Plan (2013).

8. Following completion of archaeological fieldwork a report will be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

   Reason: To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available in accordance with Policy 7 of the Hampshire Minerals and Waste Plan (2013)..

Water Environment

9. Prior to the commencement of development details of the measures to be undertaken to divert/protect the public sewers and water apparatus shall be submitted to the Waste Planning Authority (in consultation with Southern Water) for written approval. The details shall then be implemented as approved.

   Reason: To ensure appropriate protection is afforded to the below ground water apparatus and public sewers in accordance with Policy 11 of the Hampshire Minerals and Waste Plan (2013).

10. Prior to development commencing details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Waste Planning Authority (in consultation with Southern Water). The details shall be implemented as approved.

Reason: To ensure appropriate disposal details have been secured in accordance with Policies 10 and 11 of the Hampshire Minerals and Waste Plan (2013).

11. No development shall start until details of a sustainable drainage system have been submitted to and approved in writing by the Waste Planning Authority. The details shall include a timetable for its implementation, details as to how the objectives within the Environmental Management Plan are to secured and a management/maintenance plan for the lifetime of the development [including the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the effective operating of the sustainable drainage system throughout its lifetime]. The system shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure satisfactory drainage for the development in accordance with Policy 11 of the Hampshire Minerals and Waste Development (2013).

Construction Management Plan

12. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include:

(a) overall strategy for managing environmental impacts which arise during construction;
(b) measures to control the emission of dust and dirt during construction;
(c) control of noise emanating from the site during the construction period;
(d) control of vibration during the construction period;
(e) construction Plan Directional signage (on and off site);
(f) proposed construction vehicle routes to the site;
(g) provision for emergency vehicles;
(h) provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
(i) provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
(j) details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;
(k) storage of plant and materials used in constructing the development;
(l) storage of oils, fuels or chemicals used in constructing the development;
(m) measures for the protection of trees, shrubs and hedges;
(n) waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from construction works

including confirmation of any material exports, routeing and deposition sites; and

(o) scheme for dealing with waste soils arising from the construction of the development.

The approved Construction Management Scheme shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Reason: To minimise the adverse impacts of construction on the amenity of local residents, River Itchen and highway traffic in accordance with Policies 3, 10 and 12 of the Hampshire Minerals and Waste Plan (2013).

Highway

13. Before the Energy Recovery Centre component of the development hereby permitted is first brought into use a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The DSP shall:

(a) describe the means by which goods vehicles delivering material to the site and collecting material from the site shall be controlled;
(b) set out measures to control the type of goods vehicle and will require goods vehicles delivering or collecting material to be fitted with low noise tyres and low noise equipment such as reversing alarms and tail lifts;
(c) set out measures to ensure that all vehicles are sheeted or fully enclosed;
(d) include details of the delivery times for the site and measures to enforce the permitted hours of delivery with measures proposed to try and avoid where possible movements to the site by goods vehicles during peal travel periods; and
(e) include a route management strategy that will identify appropriate routes for delivery vehicles to use when travelling to and from the site with regard being given to the Air Quality Management Area; the route management strategy will also identify any routes that shall not be used by goods vehicles travelling to and from the site and the measures to be put in place to preclude their use.

The development hereby permitted shall only be carried out and completed in accordance with the DSP. The DSP as approved shall be monitored and reviewed in accordance with an approved programme and a copy of those reviews and action plans arising shall be submitted to the Local Planning Authority.

Reason: To minimise the adverse impacts of traffic, amenity impacts and impacts on the Air Quality Management Area in line with Policy 10 and 12 of the Hampshire Minerals and Waste Plan (2013).

14. Before the development hereby permitted is first brought into use a Staff Travel Plan (STP) shall be submitted to and approved in writing by the Local Planning Authority. The STP shall describe the means by which staff shall be encouraged to travel to the site by means other than the private car. The STP as approved shall be monitored and reviewed in accordance with an approved programme and a copy of those reviews and action plans arising shall be submitted to the Local Planning Authority. The measures described in the action plans shall be implemented in the time period identified.

    Reason: To encourage sustainable travel in accordance with Policy 12 of the Hampshire Minerals and Waste Plan (2013).

15. Before the development hereby permitted commences at the site details of the proposed widening of the private (southern) part of Chickenhall Lane and associated site access works, as shown in principle on drawings CPPL-11/10-01 RevE and CPPL-11/10-03 Rev E, shall first be submitted to and approved in writing by the Local Planning Authority. The development of the Energy Recovery Centre component of the development shall not take place until the approved road widening works have been completed.

    Reason: To ensure satisfactory access is secured to ensure the aims of Policy 12 of the Hampshire Minerals and Waste Plan (2013) are secured.

16. Before the development hereby permitted is first brought into use details of the Carriageway Maintenance Regime for the private (Southern) section of Chickenhall Lane shall be submitted to and approved in writing by the Local Planning Authority. The approved Carriageway Maintenance Regime shall thereafter be implemented in association with the use of the site

    Reason: To ensure satisfactory access is secured to ensure the aims of Policy 12 of the Hampshire Minerals and Waste Plan (2013) are secured.

Land Contamination

17. No work shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority:

    (a) desk study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in BS10175:2010 Investigation of potentially contaminated sites – Code of Practice;

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk study in accordance with BS10175: 2010;
(c) a detailed scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of competent person to oversee the implementation of the works.

Reason: To ensure that risks from land contamination are minimised and to ensure the development can be carried out safely without unacceptable risks to human health and the environment having regard to Policy 10 of the Hampshire Minerals and Waste Plan (2013).

18. The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Waste Planning Authority verification by the competent person approved under the provisions of conditions 18(iii) that any remediation scheme required and approved under the provisions of condition 18(iii) has been implemented fully in accordance with the approved details. Such verification shall comprise:

(a) built drawings of the implemented scheme;
(b) photographs of the remediation works in progress;
(c) certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 18(iii).

Reason: To ensure that risks from land contamination are minimised and to ensure the development can be carried out safely without unacceptable risks to human health and the environment having regard to Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Fencing

19. Prior to commencement of development, details of the proposed locations, heights, materials, design and colour of perimeter fencing shall be submitted to and approved in writing by the Waste Planning Authority. The approved fencing shall be installed prior to the occupation of the building and shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of amenity protection and landscape character having regard to Policies 10 and 13 of the Hampshire Minerals and Waste Plan (2013).

External Materials

20. Samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to

and approved by the Local Planning Authority in writing before the development commences.

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

Landscape Ecological Management Plan and Environmental Management Plan

21. Prior to commencement of development on site, a Landscape and Ecological Management Scheme, incorporating green infrastructure improvements, shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall incorporate the mitigation and enhancement measures identified in Plan EED 13621-100-GR-LVIA-14.11 RevA, Section13/14 and Appendix 13.1/13.2 of the submitted Environmental Statement. The scheme shall also include:

(a) a description and evaluation of the features to be managed;
(b) aims and objectives of landscape and ecological management;
(c) appropriate management options for achieving aims and objectives;
(d) prescriptions for management actions;
(e) preparation of a work schedule (including annual work plan and the means by which the plan will be rolled forward annually);
(f) personnel responsible for implementation of the plan; and
(g) monitoring and remedial/contingencies measures triggered by monitoring.

The scheme as agreed in writing by the Waste Planning Authority shall be implemented in full and maintained for the lifetime of the site.

Reason: In the interests of amenity protection, landscape character and biodiversity having regard to Policies 3 and 10 of the Hampshire Minerals and Waste Plan (2013).

Noise

22. Noise from the development shall not exceed 10dB below the lowest measures background noise level at the closest noise-sensitive receptors (Chickenhall Cottages). The operators shall take such measures as may be necessary to ensure that the noise level is not exceeded.

Reason: In the interests of local amenity in accordance with the aims of Policy 10 of the Hampshire Minerals and Waste Plan (2013).

23. No vehicles and mobile plant used exclusively on site shall be operated unless they have been fitted with and use white noise reversing alarms. Tipping lorries shall either be fitted with and use white noise reversing alarms, or other non tonal alarms, or be routed and management to minimise reversing manoeuvres.

Reason: In the interests of amenity protection in accordance with Policy 10 of the Hampshire Minerals and Waste Plan (2013).

24. No vehicle, plant, equipment or machinery used exclusively on site shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant, equipment or machinery shall be maintained in accordance with the manufacturer's specification.

Reason: In the interests of amenity protection in accordance with Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Lighting

25. No external lighting shall be erected or installed until a scheme has been submitted in writing and approved by the Waste Planning Authority. The scheme shall include:

(a) a layout plan that covers all new proposed external lighting;
(b) details the proposed beam orientation and schedule of equipment in the design, including luminaire type, mounting height, aiming angles and luminaire profiles;
(c) a lighting contour map;
(d) details of the proposed operating hours for the lighting and means of controlling;

The approved scheme shall be installed, maintained and operated in accordance with the approved details for the lifetime of the development.

Reason: In the interests of amenity protection, landscape character and airport safety to meet the aims of Policies 3 and 10 of the Hampshire Minerals and Waste Plan (2013).

Removal of solar farm

26. Within six months of the solar arrays not being in use for a period of three months they shall be removed and the site shall be restored to is previous use.

Reason: To ensure the aims of Policy 9 of the Hampshire Minerals and Waste Plan (2013).

Odour

27. Odour from the development shall be mitigated in accordance with the Odour Management Plan dated February 2014 and potential odour generated by the development shall not exceed level 2 (stated within the Odour Management Plan) at the closest noise-sensitive receptors (Chickenhall Cottages). The operators shall take such measures as may be necessary to ensure that the odour level is not exceeded.

Reason: In the interests of local amenity in accordance with the aims of Policy 10 of the Hampshire Minerals and Waste Plan (2013).

Advice Note

1. A formal application for connection to the public sewerage system is required in order to service the development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

2. In determining this planning application, the Waste Planning Authority has worked with the applicant in a positive and proactive manner based providing pre-application advice to the Developer, seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.

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

HAMPSHIRE MINERALS AND WASTE PLAN (2013)

Policy 1 (Sustainable minerals and waste development)

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

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

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

Policy 2: Climate change - mitigation and adaptation

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

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

Policy 3: Protection of habitats and species

Minerals and waste development should not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species. The following sites, habitats and species will be protected in accordance with the level of their relative importance:

a. internationally designated sites including Special Protection Areas, Special Areas of Conservation, Ramsar sites, any sites identified to counteract adverse effects on internationally designated sites, and European Protected Species;
b. nationally designated sites including Sites of Special Scientific Interest and National Nature Reserves, nationally protected species and Ancient Woodland;

c. local interest sites including Sites of Importance for Nature Conservation, and Local Nature Reserves;
d. habitats and species of principal importance in England;
e. habitats and species identified in the UK Biodiversity Action Plan or Hampshire Authorities' Biodiversity Action Plans.

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

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

Policy 5: Protected of the countryside
Minerals and waste development in the open countryside, outside the National Parks and Areas of Outstanding Natural Beauty, will not be permitted unless:

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

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

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

Policy 7: Conserving the historic environment and heritage assets
Minerals and waste development should protect and, wherever possible, enhance Hampshire's historic environment and heritage assets, both designated and non-designated, including the settings of these sites.
The following assets will be protected in accordance with their relative importance:

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

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

Policy 8: Protection of soils
Minerals and waste development should protect and, wherever possible, enhance soils and should not result in the net loss of best and most versatile agricultural land.

Minerals and waste development should ensure the protection of soils during construction and, when appropriate, recover and enhance soil resources.

Policy 9: Restoration of minerals and waste developments
Temporary minerals and waste development should be restored to beneficial after-uses consistent with the development plan.

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

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

Policy 10: Protecting public health, safety and amenity
Minerals and waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts.

Minerals and waste development should not:

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

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

Policy 11: Flood risk and prevention
Minerals and waste development in areas at risk of flooding should:

a. not result in an increased flood risk elsewhere and, where possible, will reduce flood-risk overall;

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

Policy 12: Managing traffic
Minerals and waste development should have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation such as sea, rail, inland waterways, conveyors, pipelines and the use of reverse logistics. Furthermore, highway improvements will be required to mitigate any significant adverse effects on:

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

Policy 13: High-quality design of minerals and waste development
Minerals and waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and townscape.

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

Policy 25: Sustainable waste management
The long-term aim is to enable net self-sufficiency in waste movements and divert 100% of waste from landfill. All waste development should:

a. encourage waste to be managed at the highest achievable level within the waste hierarchy; and
b. reduce the amount of residual waste currently sent to landfill; and
c. be located near to the sources of waste, or markets for its use; and / or
d. maximise opportunities to share infrastructure at appropriate existing mineral or waste sites.

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

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

- 60% recycling; and

- 95% diversion from landfill.

Policy 27: Capacity for waste management development
In order to reach the objectives of the Plan and to deal with arisings by 2030 of:

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

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

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

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

a. the use of existing waste management sites; or
b. extensions to suitable sites:
- that are ancillary to the operation of the existing site and improve current operating standards, where applicable, or provide for the co-location of compatible waste activities; and
- which do not result in inappropriate permanent development of a temporary facility and proposals for ancillary plant, buildings and additional developments that do not extend the timescale for completion of the development; or

c. extension of time to current temporary planning permissions where it would not result in inappropriate development; or
d. new sites to provide additional capacity (see Policy 29 - Locations and sites for waste management).

Policy 28: Energy recovery development
Energy recovery development should:

a. be used to divert waste from landfill and where other waste treatment options further up the waste hierarchy have been discounted; and
b. wherever practicable, provide combined heat and power. As a minimum requirement the scheme should recover energy through electricity production and the plant should be designed to have the capability to deliver heat in the future; and
c. provide sustainable management arrangements for waste treatment residues arising from the facility.

Policy 29: Locations and sites for waste management
1. Development to provide recycling, recovery and/ or treatment of waste will be supported on suitable sites in the following locations:
i. Urban areas in north-east and south Hampshire;
ii. Areas along the strategic road corridors; and
iii. Areas of major new or planned development.

2. Any site in these locations will be considered suitable and supported where it:
   a. is part of a suitable industrial estate; or
   b. has permission or is allocated for general industry/ storage; or
   c. is previously-developed land or redundant agricultural and forestry buildings, their curtilages and hardstandings or is part of an active quarry or landfill operation; or
   d. is within or adjoins sewage treatment works and the development enables the co-treatment of sewage sludge with other wastes; and
   e. is of a scale compatible with the setting.

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