

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	28 July 2010
Title:	Retention of Waste Recycling Centre for construction and demolition waste to include a light weight structure, landscaped bund, parking and associated plant and machinery at Former Sewage Works, Waterbrook Road, Alton, Hampshire (Application No. 51471/002) (Site Ref: EH156)
Reference:	1890
Report From:	Head of Planning and Development

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1. Executive Summary

- 1.1. This report considers a retrospective application to operate an inert construction and inert demolition waste recycling facility across 2.2 hectares of land formerly forming part of the Alton Sewage Treatment works off Waterbrook Road, Alton. The area is allocated for B2 (General Industrial) and B8 (Warehousing) in the Alton Sewage Treatment Works and Alton Business Development Brief. On the 20 July 2004 (Application F.33089/011/OUT) the District Council granted permission for industrial warehouse buildings class B1c, B2 and B8 (Phase 2) on the application site, which has not been implemented. However other uses have been implemented on this area of the Omega Park development such as a concrete batching plant, office buildings and maintenance workshops.
- 1.2. No statutory objection has been raised to the application although the adjacent Parish Council at Worldham has raised concerns about any intensified use of the B3004 and two residents have objected or raised concerns about the application.
- 1.3. Reasons for decision – it is considered that the development subject of this report complies with policies of the Hampshire Waste Core Strategy Development Plan in that it is a sustainable development proposing a waste recycling facility producing secondary aggregate for re-use within construction projects across the locality (DC1, DC13); it is considered to be acceptable in terms of highway safety and convenience (DC6); is not

considered likely to cause any significant impact by way of Pollution, Health, Quality of life and Amenity (DC8), nor a danger to Public Safety (DC9). It is also considered that there would be no risk of Flooding (DC11), and re-uses screened soils in the construction of the bunds and recycled aggregate for hard surfacing (S1). It is also considered the proposal complies with policy IB1 of the East Hampshire Local Plan which requires that the site be allocated for industrial or business use and the subtext of which requires screen planting around the site to be enhanced and consideration be taken into account of the nearby Caker Stream area as a wildlife corridor.

2. Site and Planning History

- 2.1. The site extends across 2.2 hectares of land previously forming part of the Alton Sewage Treatment Works at Waterbrook Lane, Alton. The area is allocated for B2 (General Industrial) and B8 (warehousing) in the East Hampshire District Council Alton Sewage Treatment Works and Alton Business Development Brief. The applicant has put the site forward as a potential waste site in the Hampshire Waste Framework Plan.
- 2.2. The site currently comprises a newly constructed office building near the site entrance off Waterbrook Road (No. 33089/028); a sunken area where sewage treatment lagoons once were sited; a fenced perimeter (No. 33089/024); and an area of former derelict sewage treatment works land to the west. This land is now operational as an inert waste recycling facility. The site at its western part rises from the north-west to south-east whereas the office building and old sewage treatment lagoon areas are on lower ground at the same level as Waterbrook Road from where the site is accessed. The site is bordered at higher level to the south-east by the A31 dual carriageway. It is bordered to the north-west, west and south by the Caker Stream which flows at a lower level to the site and separated from it by vegetated bank, fence and trees. Beyond the Caker Stream lie other industrial, retail and employment uses and a household waste recycling centre. .
- 2.3. The nearest dwellings are located to the south-west on the Alton–Kingsley Road (Wilsom Road) and about 300 metres to the north there is a single house on Waterbrook Road within the Waterbrook Industrial Estate.
- 2.4. The application site has benefit of various planning permissions for business uses (B1, B2 and B8) and the proposed waste recycling centre will utilise the offices (No. 33089/028) and security fencing (No. 33089/24) permissions.

3. Proposal

- 3.1. The applicant proposes to operate an inert construction and demolition waste recycling facility involving the importation of approximately 100,000 tonnes of construction and demolition waste a year. The application is in part retrospective as recycling activity is on going.

- 3.2. The proposed development would all be open, apart from the office and welfare facilities in the new industrial building by the site entrance, off Waterbrook Road, and new maintenance/vehicle service building. Some engineering operations, such as regrading of levels etc and ancillary developments such as weighbridge, fuel tanks, wheel wash, hard standings and skip waste processing areas would be undertaken.
- 3.3. The proposed scheme will be bounded to the east, south and west by an eight metre landscape buffer with a re-graded replacement bund providing native tree and shrub planting to enhance the ecological corridor along the Caker Stream.
- 3.4. It is proposed that inert construction and demolition waste is segregated on the site and stored in stockpiles. Machinery and plant would comprise loading shovels, excavators, screening machines, a concrete crusher, wheel spinner and washer.
- 3.5. The applicant states that the proposal would enhance the local environment more than the permitted warehouse building and offices as landscape, drainage and habitat improvements are propose. Additionally, the removal of development relating to the redundant sewage treatment works, and a significant reduction of traffic movements compared to previous permission are benefits.
- 3.6. The proposed hours of working are between 0700 and 1800 hours Monday to Saturday. There would be no working on Sundays or Bank Holidays.
- 3.7. The applicant has an operator's licence for 20 Heavy Commercial Vehicles (HCVs) and five trailers at the Waterbrook Estate. Five of the HCVs will be stored in the adjacent motor transport plant and repair workshop. Therefore the current scheme provides adequate space on site for the storage of the remaining 15 HCVs and five trailers. The proposal would not generate any additional vehicular movements associated with staff travel nor will it generate any additional demand for car parking over and above what is already consented. The consented office scheme identifies 31 car parking spaces along with three cycle stands.
- 3.8. The application includes the following assessments and reports which have each concluded that subject to proposed mitigation there would be no significant adverse impacts generated by the development:
 - (i) Landscape Assessment (CSA Environmental Planning);
 - (ii) Flood Risk and Drainage Assessment (Upton McGougan);
 - (iii) Transport Statement (Bellamy Roberts);
 - (iv) Noise Report (Michael Sugiura);
 - (v) Air Quality and Dust Assessment (Philip Dinn);
 - (vi) Ecological Assessment (AEWC Ltd);
 - (vii) Arboricultural Impact Assessment (Sapling Arboriculture Ltd);

- (viii) Geotechnical Investigation Report (Albury S.I Ltd);
- (ix) Landscape Method Statement (Bradford-Smith Landscape Architect);
- (x) Alton Industrial Floorspace Review (Hollis Hockley).

3.9. With regard landscape impact the applicant states that the current application is likely to have less of an impact than the alternative development of B1, B2 or B8 uses. The stockpiles of materials on site (maximum seven metres in height) are lower than the likely ridge height of a proposed warehouse/office building and the site in its current use remains largely open.

3.10. With regards to ecology the development would result in an improvement to the Caker Stream with:

- (i) bird and/or bat boxes placed within the woodland areas/along the stream edge;
- (ii) native planting;
- (iii) the vegetation being allowed to grow longer to provide an area of nettles/scrub;
- (iv) log piles incorporated in the south western boundary of the site to increase the amount of available dead wood for invertebrates and other animals.

3.11. With regards noise, a survey has assessed existing noise levels in the area surrounding the site by measurement of background levels in the vicinity of potential noise sensitive properties. A noise survey of plant and equipment has enabled the sound power of equipment to be determined. The noise survey has determined that externally the closest noise sensitive properties to the site are exposed to noise levels of 55LAeq or less from the soil screening and crusher operations. The current screening and crusher operations can operate within the site area independently or jointly without current noise levels daytime from being significantly exceeded. Noise levels at dwellings during the normal working week would be expected to be 55dBLAEQ one hour or less during all periods of site operations and the noise climate at potential noise sensitive properties at these locations during the proposed daytime working hours of the site 0800-1700 hours would be at a tolerable level. To conclude, subject to control measures being in place the existing amenity of dwellings in the surrounding area would not experience significant impacts.

4. Development plan

4.1. Hampshire Waste Core Strategy - DC1 (Sustainable development), DC6 (Highways), DC8 (Pollution, Health, Quality of life and Amenity), DC9 (Public Safety), DC11 (Flooding), DC13 (Recycling), S1 (Sustainable Design).

- 4.2. East Hampshire District Council Local Plan (saved policies) GS2 (development within a settlement policy boundary), IB1 (identifies the application site as an allocation for industrial and business use).
- 4.3. Supplementary Guidance:
Alton Sewage Treatment Works and Alton Business Park Extension Development Brief (1998).

5. Consultations

- 5.1. **Alton Parish Council** raises no objection to the application.
- 5.2. **Worldham Parish Council** objects to this planning application because of the increase in Heavy Goods Vehicle (HGV) movements along the B3004 going through East Worldham. It quotes from the Transport Statement Para. 2.13 "*As such, any HGV's travelling to the west along Mill Lane, would be required to utilise Wilsom Road (ie the B3004) which passes under the A312 to the south, and ultimately connects with the A325*" – ie going through the villages of East Worldham and Kingsley).
- 5.3. The Parish Council states the B3004 already has excessive traffic problems, with excess speed and numbers, numerous traffic accidents some of which have been fatal. The East Hampshire District Council Core Strategy Document Paper 5 highlights the need to reduce lorry routings (41% said it was essential). The increase in HGV movement is contrary to East Hampshire District Council policy on waste management.
- 5.4. The Parish Council adds that the capacity of the B3004 for HGVs is already excessive with 806 HGV movements recorded going eastbound in the week commencing 4 February 2008.
- 5.5. **Environmental Health Officer** raises no objections in principle to planning permission being granted. With relation to protection against contaminated land the Environmental Health Officer states that if permission is granted then standard contamination conditions should be attached.
- 5.6. With regards noise impacts the Environmental Health Officer states that the Noise Report suggests that noise from activities on site are unlikely to impact on residential amenity. This is mainly due to the location of the site which is away from houses, the closest being about 250 metres away on Wilsom Road, Alton. The Environmental Health Officer states the site experiences high ambient noise levels owing to its location within industrial/commercial uses and the A31. Although it would be desirable to recommend a noise criterion for this type of development such as 55dB LAeq1hr at noise sensitive premises, it would be difficult to enforce because of the existing noise environment. To protect the amenities of the area generally, it is recommended that a condition is attached limiting the hours of operation on site to those detailed in the planning application;

07:00 hours until 18:00 hours Monday to Saturday, with no work on Sundays and Public Holidays.

- 5.7. With regards air emissions impacts the Environmental Health Officer recommends that if permission is granted the dust control conditions are attached.
- 5.8. **The Environment Agency** raises no objection in principle to the proposal subject to attaching a requirement for a surface water drainage scheme to be submitted.
- 5.9. **Highway Authority** states 'the previous consent made allowance for 494 trips per day with 55 and 46 in the am and pm peaks respectively. It is noted that the current application has estimated the traffic generation for the proposals to be 102 movements per day with six and three movements in the am and pm peaks respectively. It is anticipated that there will be an average of 10 HGVs per hour throughout the day. The site is located within Waterbrook Park accessed from Mill Lane. The area is characterised by surrounding commercial and industrial uses and Mill Lane itself is frequently used by HGVs.
- 5.10. The applicant has submitted modelling of the local highway network and it is demonstrated that the traffic generation of the site is unlikely to be a significant increase above existing levels and would not create excessive delay to users of the highway network.
- 5.11. In addition the level of traffic generation is considerable less than that which has been permitted in the past.
- 5.12. There have been three slight and one serious accidents recorded in the vicinity of Mill Lane in the past three years. A serious accident occurred at the junction of Mill Lane/Montecchio Way when a HGV (+7.5 tonnes) pulled out to turn right from Mill Lane failing to give way to an oncoming car.
- 5.13. A slight accident occurred when a lorry (3.5-7.5 tonnes) failed to look properly when turning right out of Mill Lane onto Paper Mill Lane.
- 5.14. All accidents were considered to be caused by driver error rather than defective highway arrangements.
- 5.15. There was previously a requirement for a link through the site over the Caker Stream linking to Omega Park. However, due to the land being outside the developers control and changes in policy, it has not been possible to progress this link and is not deemed to be a necessary requirement for the level of development proposed as part of this application.'
- 5.16. The Highway Authority in conclusion raises no objection subject to entering into suitable 106 agreement securing the financial transport contribution

and the following condition: no more than 612 HGV movements shall take place in any one week (Monday-Sunday) without prior written consent by the Planning Authority. A record of all HGVs entering and exiting the site shall be kept on site and shall be made available for inspection by the Planning Authority upon request.'

5.17. **Councillor Joy** raises concerns about the proposal including adverse visual impact.

5.18. **Councillor Kemp-Gee** has been informed of the proposal.

6. Representations

6.1. Two representations have been received to the application from the occupier of Lynchgate Cottage on Waterbrook Road and a resident of Wilsom Road on the following grounds:

- (i) highways - width of Waterbrook Road - queries whether Waterbrook Road meets the minimum requirements for further development. Granting of the original permission for the Waterbrook Estate was held up by problems with the road width and understands a reduced width road (ie a single pavement) was only permitted on the condition that Phase 2 (where this site is located) would build an additional link road across the Caker Stream to Omega Park. This has never happened so any further development in the Waterbrook Estate should not be permitted on this basis; should have pavements each side; road already disintegrating under the heavy traffic - all the drain covers now rattle loudly whenever a vehicle passes over them;
- (ii) hours of operation - if permission is granted operating hours could be reduced since the lorries used are very noisy and affect the residential amenity at Lynch Hill Cottage;
- (iii) noise pollution – an increase of HGV traffic along Wilsom Road would cause additional noise as well as potential structural issues from regular vibrations caused by the size and weight of the lorries.

7. Report of Site visit

7.1. Eleven Members of the Committee, Councillors Allgood, Mrs Bailey, Beagley, Carter, Joy, Mrs McEvoy, Neal, Pearce, Mrs Porter, Price, with Councillor McIntosh in the Chair, undertook a site visit on 12 July to view the site which is the former sewage works and its surrounding area.

7.2. It was confirmed that a retrospective application has been received for the retention of a Waste Recycling Centre for the recycling of inert construction and demolition waste to include a light weight structure, landscaped bund, parking and associated plant and machinery at Former Sewage Works, Waterbrook Lane, Alton.

- 7.3. The Waste Planning Authority confirmed that the industrial fencing bordering the site was granted by East Hampshire District Council and would remain as part of the proposal. Earth bunds would be constructed around the perimeter of the site approximately four metres high and would be planted with native tree and shrub species. The bunds would be not located under the canopies of trees. It was explained to Members that the site is allocated for industrial use in the East Hampshire Local Plan and that East Hampshire District Council had in the past granted outline planning permission for an industrial building with parking on the site which has not been implemented. The height of the building that would have been constructed under the district permission was demonstrated to members by way of poles and tape. This showed that the proposed structure and stockpiles were lower than the building granted planning permission by the District Council. The maximum height of stockpiles would be approximately five metres.
- 7.4. Members walked around the site and it was observed how the height of the land increased towards the A31 and the A31 was hidden behind trees at a higher level than the site. The location of the access off Waterbrook Road, and the location of the nearest houses were pointed out to Members. The route of the Caker Stream that ran partly around the outside edge of the site was also highlighted to Members along with the significantly lower level of the stream below the site. This meant that the stream valley was much deeper at the south-western edge of the site than the north-western edge of the site. As part of the proposal, the site would need to remain eight metres away from the nearby stream and aligning trees and no activity would take place underneath the tree canopies.
- 7.5. It was confirmed that the applicant already has a goods vehicle licence to park twenty HCVs and five trailers on site. Adjacent industry to the site comprising a concrete batching plant and vehicle maintenance workshops were also pointed out to Members as recently granted by East Hampshire District Council.
- 7.6. Members requested annotated larger sections showing the relationship of the stream and existing stream bank trees to the fence and bunds within the site and asked that more information on the noise assessment be included in the report.

8. Commentary

- 8.1. The recycling facility proposed is in accordance with the development plan as it proposes a recycling facility within a site allocated for industrial use in the East Hampshire District Local Plan.
- 8.2 It is very disappointing that the application is retrospective. It is acknowledged that the applicant originally had authorisation from the district council to set up a temporary facility on the site to recycle debris

relating from the demolition of the old sewage treatment works as part of the permitted industrial development uses. The point where the County Council required a planning application was when the applicant was found to be importing waste and recycling it on the site.

- 8.3. It is noted that representations have been made to the proposal on grounds of hours of working, highways and noise related issues. However it is also noted that the Environmental Health Officer states the site experiences high ambient noise levels owing to the surrounding industrial/commercial uses and the adjacent A31. It would be desirable to recommend a noise criterion for this type of development such as 55dB LAeq1hr at noise sensitive premises, but it would be difficult to enforce because of noise arising from the surrounding industrial/commercial uses. To protect the amenities of the area generally, the Environmental Health Officer has recommended a condition limiting the hours of operation on site to those proposed in the planning application. With regards hours of working it is also a material consideration that this site is on an industrial estate adjacent to a sewage treatment works, and operational industrial development including a newly constructed concrete batching plant. It is considered as recommended by the Environmental Health Officer that the applicant's proposed hours of working are not unreasonable taking into account the site's industrial surroundings.
- 8.4. With regards to the highway concerns raised it is noted that the Highway Authority have investigated the highway history of the site and raises no objection to the proposal subject to a weekly traffic limit secured by way of a planning condition should permission be granted.
- 8.5. Councillor Joy, as local Member, has raised concerns about the visual impact of the proposal particularly when viewed from the Wilsom Road locality. Following the Members site visit some Members and officers visited the point off Wilsom Road about which Councillor Joy is most concerned, notably the view from the Household Waste Recycling Centre site and the land adjacent to this. The top of some of the soil stockpiles could be glimpsed through the existing trees from this location. However it is noted that the bunds surrounding the site presently are just temporary two metre high bunds (average height) and that these are proposed to be increased, regraded and planted. It is considered that whilst tops of the stockpiles could currently be glimpsed from one particular location it is advised on balance that when the minor regrading of surface levels have taken place, the proposed bunds constructed and planted and stockpiles kept to below five metres in height, then there would be no significant visual impact caused by the development that would justify refusal of this application.
- 8.6 It is noted that no statutory objections have been received to the application. A permit for the application would be required from the Environment Agency to operate the site but this cannot be resolved fully until the County Council has granted a planning permission for the

development. The applicant is in discussion with the Environment Agency about a future licence/permit for the site.

- 8.7. Having taken all matters into account, it is considered on balance that the proposal which is in accordance with policy would not cause significant harm that would warrant refusal of the application were it to be granted. The proposal is supported not just by local policy but by national policy in that it would reduce waste and create re-usable products by way of screened soils and secondary aggregates from waste. Accordingly it is considered that permission be granted subject to conditions and a highway financial contribution.

9. Recommendation

- 9.1. That planning permission for retention of Waste Recycling Centre for construction and demolition waste to include a light weight structure, landscaped bund, parking and associated plant and machinery at Former Sewage Works, Waterbrook Road, Alton, Hampshire (Application No. 51471/002) (Site Ref: EH156) be granted subject to a section 106 agreement to secure a transport financial contribution and subject to conditions.

Links to the Corporate Strategy

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

Section 100 D – Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

Retention of Waste Recycling Centre for construction and demolition waste to include a light weight structure, landscaped bund, parking and associated plant and machinery at Former Sewage Works, Waterbrook Road, Alton, Hampshire (Application No. 51471/002) (Site Ref: EH156).

Environment Department, Elizabeth II Court West, First Floor

CONDITIONS

Commencement

1. The development hereby approved shall be implemented in accordance with the approved plans within three year from the date of this permission.

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

Timing

2. Within three months of the date of this permission perimeter screening bunds shall have been fully constructed, graded, top soiled in accordance with the approved plans and cross section details.

Reason: In the interests of local amenities.

Layout

3. The site shall be set out in accordance with the layout plan No4998SSK/04, and cross section plan nos. 286-02 and 286-01 (as amended July 2010) unless otherwise agreed by the Waste Planning Authority in writing.

Reason: To ensure the site is set out in the manner applied for in order to minimise any adverse impacts on local amenities.

Site Levels

4. The site shall be re-graded in accordance with engineering drawings approved by way of this certificate and drawing nos. 4998 SK/03 REV. D unless otherwise agreed in writing by the Waste Planning Authority.

Reason: In the interests of local amenities

Hours of Working and Construction Hours

5. Unless otherwise agreed in writing by the Waste Planning Authority no heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0700-1800 Monday to Saturday. There shall be no working on Sundays or recognised public holidays. Construction of the development hereby permitted shall also take place during these specified hours.

Reason: In the interests of local amenity.

Landscape

6. Landscaping for the perimeter of the site shall be undertaken in the first planting season following construction of the perimeter bunds as detailed on approved planting plan and specification No. 286-03 REV. C. Any trees or shrubs which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The scheme shall be implemented as approved.

Reason: In the interests of visual amenity.

Protection of Water Environment

7. No solid matter shall be deposited so that it passes or is likely to pass into any watercourse.

Reason: To prevent pollution of the water environment.

8. Areas where waste is stored, handled or transferred shall be underlain by impervious hard-standing with dedicated drainage to foul sewer or sealed tank.

Reason: To prevent pollution of the water environment.

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

Reason: To prevent pollution of the water environment.

Noise, Dust and Odour

10. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification at all times, and shall be fitted with and use effective silencers.

Reason: To minimise noise disturbance from operations at the site.

11. Dust and noise management shall be undertaken in accordance with the approved management scheme which shall be implemented as approved for the duration of the site's operation.

Reason: In the interests of local amenity.

12. All lorries entering and leaving the site carrying waste or recycled material shall be fully sheeted.

Reason: In the interests of local amenities.

13. All vehicles, operated within the site shall be fitted with white noise type low tonal reversing alarms.

Reason: In the interests of local amenities.

Lighting

14. Within one month of the date of this permission, details of any proposed lighting shall be submitted to the Waste Planning Authority for approval in writing. It shall be implemented within three months of approval unless otherwise agreed in writing by the Waste Planning Authority.

Reason: In the interests of local amenities.

Buildings and Plant

15. The covered waste structure shall be implanted in accordance with Plan. No. 4998 SK/05 REV. C.

Reason: In the interests of local amenities

Restriction of Permitted Development Rights

16. Notwithstanding the provisions of Parts 4, 8 and 25 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order):
 - (i) fixed plant or machinery, buildings, structures and erections or private ways shall not be erected, extended, installed or replaced at the site without the prior agreement of the Waste Planning Authority in writing;
 - (ii) no telecommunications antenna shall be installed or erected without the prior agreement of the Waste Planning Authority in writing.

Reason: To protect the amenities of the area.

Storage

17. Stockpiles of waste and recycled material shall not exceed a maximum level of five metres in height above the level of the ground on which the stockpiles are located unless otherwise agreed beforehand in writing by the Waste Planning Authority.

Reason: To control any adverse visual impact from the north and to help control windborne dust.

Types of Materials

18. Material imported to the site shall comprise inert construction and demolition waste only ie clean, uncontaminated soils, rubble, and concrete only.

Reason: In the interests of pollution control and the amenities of the area. The purpose of the development is to produce screened soils and recycled aggregate only.

Highways

19. No more than 612 HGV movements shall take place in any one week (Monday-Sunday) without prior written consent by the Planning Authority. A record of all HGVs entering and exiting the site shall be kept on site and shall be made available for inspection by the Planning Authority upon request.

Reason: To ensure that the level of HGV traffic generated by the site does not have a detrimental impact on the local highway network.

20. Suitable measures to ensure that mud and material is not deposited on the highway shall be in place at all times.

Reason: In the interests of highway safety.

Notes to applicants

1. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.
2. The lorry routing agreement that is already in force for the existing site shall be carried forward and remain in force ensuring that lorries accessing and egressing the site, apart from local.
3. Deliveries to and collections from nearby villages do so via the A303.

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

HAMPSHIRE MINERALS AND WASTE CORE STRATEGY DPD 2007

DC1 - Sustainable Minerals and Waste Development

Minerals and waste developments will only be permitted if they meet the standards outlined in Policy S1 and, in appropriate circumstances, are designed and constructed to use water and energy efficiently.

DC6 – Highways

Major mineral extractions, landfills and ‘strategic’ recycling, aggregate processing and recovery and treatment facilities, will be permitted provided they have a suitable access to and/or route to the minerals and waste lorry route as illustrated on the Key Diagram.

In all cases, minerals and waste development will only be permitted if it pays due regard to the likely volume and nature of traffic that would be generated by the proposal and the suitability of the proposed access to the site and of the road network that would be affected. Consideration should be given to highway capacity, road and pedestrian safety, congestion and environmental impact, and whether any highway improvements are required and whether these could be carried out satisfactorily without causing unacceptable environmental impact.

DC8 - Pollution, health, quality of life and amenity

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

DC9 - Public Safety

Minerals and waste developments affected by ‘safeguarding zones’ will only be permitted with due regard to public safety issues, in consultation with the appropriate bodies responsible for managing and/or regulating the relevant site(s).

DC11 - Flooding

Minerals and waste development will only be permitted in accordance with the conclusions of a Flood Risk Assessment. Moreover, landfill and hazardous waste

facilities, in flood risk zones 3a and 3b, or development that is likely to create an unacceptable risk of off-site flooding, will not be permitted.

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

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

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

S1 - Sustainable Design, Construction and Demolition

New built development should facilitate the efficient use of resources through:

- (a) designs and layouts that allow the effective sorting, recycling and composting of waste;
- (b) design principles and construction methods that minimise primary aggregate use and encourage the use of high-quality building materials made from recycled and secondary sources;
- (c) construction and demolition methods that minimise waste production and re-use/recycle materials, as far as practicable on-site.

EAST HAMPSHIRE DISTRICT COUNCIL LOCAL PLAN

IB1 -Industrial and Business Land Allocations

The following sites are allocated for industrial and business use as defined in the list below:

Site	Area (Hectares)	Use Class	Inset Map
Allocations carried forward from previous Local Plan			
Alton Business Park, Alton	1.8	B1 B2 B8	1
Alton Sewage Treatment Works, Alton	6.1	B1c B2 B8	1

GS2- Location of development

In its determination of an application for planning permission for development within a settlement policy boundary, the Council will have regard to the following material considerations:

1. the full and efficient use of land;
2. sympathy with the character and appearance of the area and the suitability in scale, massing, design, appearance, materials, layout and siting, both in itself and in relation to nearby buildings, spaces and views;
3. landscaping;
4. protection of the living conditions of existing and future residents from, for example, noise, dominance and loss of light and privacy;
5. safety and convenience on the public highway; and
6. any other environmental matters.