

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	11 January 2012
Title:	Demolition of existing agricultural buildings, the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries and the creation of an access track to connect the site to an existing highway entrance at The Carousel Dairy, Manor Farm, Farleigh Wallop, Basingstoke RG25 2HR. (Application No: BDB/75034) (Site Code: BA170)
Reference:	3569
Report From:	Head of County Planning

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1. Executive Summary

- 1.1. The application is for the construction of an Anaerobic Digestion (AD) Facility at The Carousel Dairy, Manor Farm, Farleigh Wallop, Basingstoke. The development includes the demolition of existing agricultural buildings, the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries and the creation of an access track to connect the site to an existing entrance.
- 1.2. The main issues arising from the application are: highways safety and amenity, visual impact, dust, lighting and odour impact, biodiversity, and the generation of renewable energy.
- 1.3. It is considered that the proposal would be in accordance with the development plan as it contributes to the aims of policy S5. The site is appropriately located on previously developed land and therefore accords with policy DC13 (b). Through appropriate screening of the site along with an appropriate finish and colour of the buildings there will not be a significant visual impact as a result of the construction of the facility and therefore it accords with policy DC3. There is limited impact on the historical heritage due to the proposed condition requesting an archaeological 'watching brief' satisfying the requirements of DC4. The concerns with regard to highways safety are mitigated by the HGV vehicle timing restrictions and therefore the proposal accords with policy DC6. There will be an improved provision of permanent roosting features therefore maintaining a favourable conservation status in accordance with policy DC7. The amenity of residents would not be harmed as required by

DC8. The proposal would also contribute to the ambitions of Renewable Energy Planning Policy Statement 22 (principles (i) and (iv)).

2. Site and proposal

- 2.1. The application site is to be located within the site known as The Carousel Dairy, on the Portsmouth Estate (Plan E001-04-02). The site is located to the north of Farleigh Wallop, within an area of farmland to the south of Basingstoke. The proposed site is generally flat. The surrounding landscape slopes broadly south-east to north-west. To the north-east, south-east and south-west the site is surrounded by higher ground.
- 2.2. The site is immediately surrounded by large scale fields which are in arable use. 700 metres to the north, running broadly north-east to south-west lies the M3. In the near vicinity areas of woodland lie between the arable fields. 250 metres to the north of the site and adjacent to the proposed haul road lies Sullenger's Copse, 130 metres to the west of the site lies Shortwood's Copse and beyond this lies Kempshott Copse which is designated as a Site of Importance for Nature Conservation (SINC). Approximately 300 metres to the south of the site lies Inwood Copse. The nearest houses to the proposed site are at Manor Farm at a distance of approximately 280 metres to the south east. Kennel Farm is situated 580 metres to the north west of the site. Located on the northern side of the M3 are the residential areas of Beggarwood and Hatch Warren.
- 2.3. Currently on site are a collection of agricultural style buildings, which have previously been used as a grain store and dairy. Planning permission (BDB/72395) was recently granted, subject to the signing of a legal agreement for the change of use of redundant grain store (Unit 5) to form a commercial unit for use as garage (class B2). The existing buildings are screened along the north-eastern, south-eastern and south-western boundaries. Along the western/north-western boundary there is currently low level scrub. A small gap in the existing planting exists in the south western corner.
- 2.4. Slurry is generated on the wider Portsmouth Estate. The slurry is stored in a lagoon at Grammersham Dairy, the location of which is detailed on plan E001-04-11. At present the slurry is emptied into 1,500 gallon tankers pulled by 160 horsepower (hp) tractors and is taken directly to the fields, sometimes utilising the local road network, from the Dairy. There are approximately 1,200 movements per annum on the basis that the lagoon is emptied nine times per annum.
- 2.5. Currently 500 tonnes of fertiliser is brought into the farm from East Anglia. It is transported in 26 tonne loads which equates to approximately 20 loads per annum, 40 movements. These vehicles currently travel along the Woodbury Road. The fertiliser is stored at Manor Farm and Grammersham Dairy. A tractor and spreader, which hold 2.5 tonnes of fertiliser are used to spread the fields. Generating 200 loads, 400 movements per annum, the local road network is used by the tractor.

- 2.6. The proposed development will involve the demolition of the current agricultural buildings and erection of:
- (i) waste reception building (35 x 25 x 12m high);
 - (ii) biofilter and odour abatement system (25.5 x 5 x 4m high);
 - (iii) emissions stack (0.4 metres diameter 10 metres high);
 - (iv) four liquids reception silos (3.5 metre diameter 10 metres high);
 - (v) one buffer tank (10 metre diameter by 6 metres high);
 - (vi) two primary digester tanks (21 metres diameter 10 metres high);
 - (vii) one after-digester tank (18 metre digester 10 metres high);
 - (viii) three digestate storage tanks (28 metre diameter 10 metres high).
- 2.7. Plan E001-04-14 details the existing and proposed building elevations on the site and plan E001-04-03 details the proposed site layout. The proposed waste reception building will be portal framed, and clad in profiled steel sheeting. Four roller shutter access doors will be located within the building for vehicular entrance and exit. The proposed colour of the digesters and associated plant is RAL7038, a grey colour, similar to that of steel sheeting.
- 2.8. In addition to the buildings stated above there will be piping on site to connect the reception building to tanks, this will enable the conveyance of materials from one to another. A vent stack will be provided for air management purposes from the biofilter (approximately 14 metres in height). A flare will be provided for control of excess gas (this is provided as a safety precaution rather than a routine part of operation). To enable the generation of electricity a containerised generator with a small exhaust stack will allow the burning of gas by a gas engine. A weighbridge will be installed to allow deliveries to be controlled. In addition to the existing education programme that the Portsmouth Estate runs it is proposed that an office and education centre in the form of a classroom will be provided.
- 2.9. The proposed AD Facility will handle up to 40,000 tonnes per annum, 10,000 tonnes of agricultural slurries and 30,000 tonnes of food wastes sourced from a variety of commercial and municipal sources in the area. An assessment of the availability of commercial and municipal food wastes looking at around a 20-30 mile radius from the proposed site concluded that there was an estimated 37,000 tonnes of food waste per annum that could be diverted from general waste.
- 2.10. The proposed vehicle route to the site for the 30,000 tonnes of food waste (solid and liquid form) is proposed from the A30, Kempshott Roundabout along Woodbury Road to the Basingstoke to Farleigh Wallop Road which travels over the M3. Access will be off this road and onto the existing Kennel Farm access road. Woodbury Road runs through the Hatch Warren residential development. A Community Centre and St Mark's CE Aided

Primary School are situated in close proximity, but do not have direct vehicle access, onto Woodbury Road.

- 2.11. The access will utilise approximately the first 100 metres of the existing Kennel Farm access road. It is proposed that a hard surfaced, single track haul road with three passing bays will be constructed off Kennel Farm access road and will provide vehicular access to the north-western corner of the site. Kennel Farm access road is under the ownership of the Portsmouth Estate. To ensure that the largest proposed vehicles can safely access and egress the site it is proposed that the Kennel Farm access road will be widened to 7.3 metres for around 100 metres of the access road. In addition to this 10 metre radii kerbs are to be introduced.
- 2.12. It is anticipated that on average 20-22 vehicle movements will be generated per day. This will average out across an 11 hour working day to approximately two movements per hour, one in and one out of the site. The proposed vehicles transporting the food waste to and from the site will consist of a combination of the following: 12,500 tonnes per annum in 20 tonne loads (e.g. milk tankers), 12,500 tonnes per annum in 10 tonne loads (e.g. Refuse Collection Vehicles [RCV]) and 5000 tonnes per annum in five tonne loads (e.g. small RCVs or enclosed bin four wheelers).
- 2.13. It is proposed that 10,000 tonnes of slurry will be fed into the AD plant. The site will use tankers with a capacity of 3,500–4,000 gallons pulled by a 200/240 horsepower tractor to transport the slurry, it is anticipated that there will be one load of slurry required per day. These vehicles will use the existing entrance, past Manor Farm. Consequently larger tractors will be used to spread the remainder of the slurry on the fields.
- 2.14. The proposed working day will extend from 0700 to 1800 Monday to Friday and 0800 to 1330 Saturday with no working on Sunday. The operations will extend across 50 weeks per annum.
- 2.15. Following the concerns raised by local residents and Borough Councillors regarding the potential conflict between vehicles travelling to and from the site and school children arriving and leaving the primary school, the applicant has proposed to limit vehicle movements between 0815 and 0900, and 1500 and 1545. To address conditions proposed by the Highways Authority a Traffic Management Scheme as set out in the Vehicle Management Strategy (E001-01 dated November 2011) has been submitted which includes details of the proposed HGV driver briefing, it stipulates that signs will be erected on site to make drivers aware of the timing restriction on vehicle movements and that there should be no right turn from the site access. In addition to this it details the provision of wheel washing facilities on site.
- 2.16. Once on site the waste and slurries will be combined within the reception building, once processed the materials will be transferred to the digestion process. The end product will be gas and digestate. The digestate is the broken down material that is left at the end of the digestion process, it is proposed that this material will be used as a fertiliser substitute on the surrounding fields. The gas that is extracted from the feedstock through the digestion process will be captured and burnt, this burning process drives a

generator which then in turn creates electricity. It is anticipated that approximately 1.35MWe of renewable energy will be exported to the local network, this will generate electricity for approximately 1300 homes. In addition to this approximately 0.2MWth of thermal energy will be generated and utilised on site. Any emissions generated within the buildings and by the gas engines will be managed within the building, the air will pass through a biofilter leading to the removal of any potential odours and bio-aerosols.

- 2.17. During the winter months lighting will be required, it is proposed that the lights will be downward facing, 500w wall mounted on the south-eastern aspect of the building facing into the yard. The lights will be used during the hours of dusk and darkness, when the site is operational. The lights will be controlled by a timer and be automatically switched off at 1830.
- 2.18. Landscape enhancement (plan E001-04-08 Rev2) has been proposed, this includes the planting of trees in the gap in the south-western corner of the site, a bund (30 metres width by two metres in height) with associated tree planting along the western boundary and additional planting along the northern site boundary. Additional tree planting will occur in places along the existing hedgerow to the north west of the site. Sullenger's Copse will also benefit from additional tree planning along its eastern edge. All planting is proposed to use locally native species. The existing hedgerow which runs along the Basingstoke to Farleigh Wallop has recently benefited from additional planting.

3. Development plan

- 3.1. Planning Policy Statement 22 (Renewable Energy) - Para 5.1 of the Companion Guide to PPS22: "If the Governments targets are to be met, policy support for renewable energy schemes will need to be backed up by development control decisions."
- 3.2. Planning Policy Statement 7 (Sustainable Development in Rural Areas) - Para 27, Local Planning Authorities are encouraged to "support development proposals that will enable farming and farmers to: (i) become more competitive, sustainable and environmentally friendly; (iv) diversify into new agricultural opportunities; or (v) broaden their operation to 'add value' to their primary produce."
- 3.3. Planning Policy Statement 4 (Planning for Sustainable Economic Growth) - Local Planning Authorities are encouraged to support proposals for farm diversification, and support diversification for business purposes that are consistent in their scale and environmental impact with their rural location.
- 3.4. DEFRA Anaerobic Digestion Strategy and Action Plan 2011: "The Government made a commitment to work towards a 'zero waste' economy in the Coalition Programme for Government of 20 May 2010, and to introduce measures to increase energy from waste through anaerobic digestion." "Anaerobic Digestion can play an important role as a means of dealing with organic waste and avoiding, by more efficient capture and treatment, the greenhouse gas (GHG) emissions that are associated with its

disposal to landfill. Anaerobic Digestion also offers other benefits, such as recovering energy and producing valuable biofertilisers. The biogas can be used to generate heat and electricity, converted into biofuels or cleaned and injected into the gas grid.”

- 3.5. The South East Plan comprises waste policies that inform the preparation of waste development documents. Other parts of the development plan, the Hampshire Minerals and Waste Core Strategy and Basingstoke and Deane Borough Local Plan Review, are the more relevant to the determination of this application.
- 3.6. Hampshire Minerals and Waste Core Strategy (Adopted 2007): The relevant policies are DC3 (Impact on Landscape and Townscape), DC4 (Historic Heritage), DC6 (Highways), DC7 (Biodiversity), DC8 (Pollution, Health, Quality of Life and Amenity), DC13 (Waste Management and Recycling (including Aggregate Recycling Facilities) and S5 (Capacity Requirements for Recycling, Composting and Recovery and Treatment).
- 3.7. Basingstoke and Deane Borough Local Plan Review (2006): The relevant policies are EC7 (Farm Diversification).

4. Consultations

- 4.1. Councillor McNair Scott (Local Member for Candovers) – Is in principle in favour of the planning application subject to traffic issues being satisfied. It is noted that there is a school on the proposed route.
- 4.2. Councillor Burgess (Local Member for Basingstoke South West) – Has been consulted on the application, no comments have been received.
- 4.3. Councillor Kemp-Gee (Local Member for Alton Rural) – Has been consulted on the application as neighbouring councillor, he acknowledged consultation and had no comments as would not affect his area.
- 4.4. Basingstoke and Deane Borough Council – Raises no objection to the proposal. However, it is recommended that the proposed bund to the north west side of the site is removed as it would be an alien feature in the landform and is not necessary to screen the development. The Borough Council has also respectfully requested that the County Council carefully consider the depth and strength of concerns raised by local residents and Borough Councillors in relation to highway matters. If the development is approved the Borough Council recommends that suitable conditions be imposed to secure the following:
 - (i) details to be submitted regarding the construction of the track and proposed surface materials;
 - (ii) details of mitigation proposals to ensure that the proposed track does not adversely affect Sullenger’s Copse or vegetation through which it is proposed to enter field;
 - (iii) full detailed planting proposals;

- (iv) hard landscape proposals for the area around the buildings;
 - (v) samples of building materials to ensure that they are appropriate in finish and colour to local character;
 - (vi) a habitat enhancement scheme;
 - (vii) details of the external lighting scheme;
 - (viii) any highway conditions as recommended by the Local Highway Authority.
- 4.5. Basingstoke and Deane Borough Council Environmental Health – Have no adverse comments to make on the planning application.
- 4.6. Environment Agency – Have no objection to the proposal.
- 4.7. Highways Authority – Have no objection to the proposal subject to the applicant entering into a Section 106 Agreement to secure a transport contribution towards the costs incurred by the County Council in strengthening, maintaining and improving Woodbury Road, and subject to conditions. In summary the conditions are:
- (i) submission of full details of the access junction with the construction of the junction to be approved and constructed to the approved specification prior to development commencing;
 - (ii) provision of visibility splays prior to development commencing;
 - (iii) submission of full details of wheel cleaning measures;
 - (iv) submission of a Construction Method Statement;
 - (v) restriction of times lorries can enter or leave the site with records of vehicles movements to be maintained; and
 - (vi) the submission of a Traffic Management Scheme.
- 4.8. Dummer Parish Council – object to the proposal on highways grounds. The Parish Council believe that the access to the site is unsatisfactory via any route (Farleigh Lane, Cliddesden Village or the A30 [Woodbury Road through Hatch Warren]). Woodbury Road is considered unsuitable due to the location of the school and community centre, the traffic calming along the road, cycle-routes and pedestrian crossing points. There are concerns that the application does not include a routing agreement and therefore HGVs could travel along alternative routes to the site. In addition to the highways concerns, there are concerns that the site is in close proximity to houses and these houses could be affected by odour from the site. There are concerns that the lighting of the site will create light pollution. Due to the proximity of the site to the to a SINC there are concerns that the 24 hour operations will degrade the value of the natural habitat corridor. The slurry that is currently spread takes place on the fields in the area of the slurry pit and has little impact on the highway network. Therefore with the proposal for larger tankers it will have a significant net increase in the journeys on the

highway and will increase the hazards at the junction of the B3046 between the dairy unit and the digester. Due to past experiences with development in the Dummer area, there are concerns that the post code allocated to the site could result in vehicles entering the site along a route via the centre of Dummer. If the County Council is minded to grant the planning permission it is requested that there be conditions attached:

- (i) stating that the site shall only be lit between 0700– 0800; and
- (ii) the Anaerobic Digester facility registers a new address with the Post Office with a code in the District RG23 2xx.

4.9. Farleigh Wallop Parish Meeting – Are satisfied that the proposed development, if it proceeds, will have no adverse effect.

5. Representations

5.1. Councillor Dan Putty, Basingstoke and Deane local Borough Councillor has the following concerns:

- (i) visual impact of HGVs travelling along Woodbury Road;
- (ii) noise impact as a result of HGVs travelling along Woodbury Road;
- (iii) pollution from the increase in HGVs;
- (iv) concerns about the type of waste being taken through the residential area;
- (v) Woodbury Road cannot accommodate the additional HGV movements;
- (vi) increase in HGV movements will lead to congestion on the local road network;
- (vii) appropriate consideration has not been given to alternative HGV routes;
- (viii) there is a primary school and community centre in the locality and there are concerns surrounding the safety of pupils walking to and from the school.

5.2. Councillor Terri Reid, Basingstoke and Deane Borough Councillor has the following concerns:

- (i) generation of HGV traffic through a residential estate, close to a primary school and community centre.

5.3. Maria Miller, Member of Parliament for Basingstoke, has identified that there is concern within her constituency regarding the potential road safety issues relating to the proposed development.

5.4. Three letters of support have been received. In summary the reasons for support are:

- (i) sustainable use of food waste;
- (ii) proposed highway route is appropriate to cope with the proposed increase in traffic movements;
- (iii) energy produced will benefit the local community;
- (iv) benefit of locally produced fertiliser;
- (v) help divert waste from landfill;
- (vi) help bolster the rural economy through farm diversification.

5.5. An online petition has been received with 391 signatures objecting to the planning application.

5.6. Twenty six letters of objection have been received from residents local to the proposed development. In summary the issues for consideration are:

- (i) noise impact as a result of HGVs travelling along Woodbury Road;
- (ii) damage to the local highway network;
- (iii) potential impact on a SINC;
- (iv) inappropriate hours for the vehicle movements;
- (v) unsuitable vehicle route through a residential area with a school and community centre;
- (vi) potential odour emanating from the site;
- (vii) lack of consideration given to alternative vehicle routes;
- (viii) structural issues with the Bridge over the M3;
- (ix) dust ;
- (x) light pollution;
- (xi) the proposed buildings should meet Building Research Establishment Environmental Assessment Method (BREEAM) standards;
- (xii) pollution from the increase in HGVs.

6. Site Visit

- 6.1. A site visit was held on the morning of the 10 October 2011 at the proposed Carousel Anaerobic Digestion facility site. A planning officer gave a short presentation about the proposal and Councillors walked around the site. Councillors were asked to drive the proposed vehicle route along Woodbury Road to the A30.
- 6.2. Councillors requested clarification on the height of the existing buildings on the site and asked for a plan showing the existing and proposed building elevations. Further information on the location of the dairy, and the vehicle movements associated with the slurry were requested.

7. Commentary

- 7.1. The County Council as Waste Planning Authority is required under the Town and Country Planning Act to determine planning applications in accordance with the development plan and other material considerations.
- 7.2. The proposed development was considered against the Town and Country Planning (Environmental Impact Assessment) Regulations. Whilst the proposed development falls within Schedule 2 of the Regulations the Waste Planning Authority are of the opinion that due to the scale of the development an environmental statement was not required as the development is not considered to be an Environmental Impact Assessment development.
- 7.3. The proposed development is located within the countryside but upon previously developed land and therefore the proposed use of the site for a waste facility is considered appropriate as it is in accordance with policy DC13 (b).
- 7.4. The main viewpoint into the proposed site is from the Basingstoke to Farleigh Wallop Road. However due to the proposed planting and the advanced planting within the existing hedgerow it is thought that the visual impact has been appropriately addressed and mitigated against. There may be distant viewpoints into the site from the south and west however due to proposed landscaping these will again be appropriately mitigated against. A detailed planting plan should be conditioned for submission and approval, it should include details on the proposed species, percentage mix, size, ground preparation requirements and timings of planting. The proposed buildings are considered to be similar in design to modern agricultural buildings, it is noted that the scale and massing of the buildings is greater than those currently on site. Consequently it is considered important that the colour and finish of the proposed buildings are appropriate for their surroundings. The proposed colour RAL7038 (grey) for the digesters, the reception building is to be steel clad therefore the proposed colours and finish are considered to be similar to those of the existing buildings on site and consequently is in keeping with the area. In summary it is considered that through appropriate additional planting and a colour and finish of the buildings suitable for the location that there will not be a significant visual impact on the character of the landscape and therefore the proposal is in accordance with policy DC3.

- 7.5. Highways safety and amenity has been the main focus of the objections received from members of the Hatch Warren and Beggarwood community. Many have questioned the suitability of the proposed vehicle route along Woodbury Road to the A30 Winchester Road, and have stated that there may be more suitable alternative routes. The Transport Statement submitted identifies that there are a number of possible alternative routes between the A30 Winchester Road and the application site and these alternatives have been considered. The Statement summarises that the preferred route has been selected on the basis that it minimises the distance travelled by HGVs along residential roads and because it has the best horizontal alignment. The Highways Authority have also considered the alternative routes and concur that Woodbury Road is the most appropriate route. The Highways Authority have also considered access from the south to the M3 motorway however the two principal routes available would involve the use of Down Street and Farleigh Lane which are both constrained in terms of their width and alignment or require the use of a private access road that serves Dummer Golf Club.
- 7.6. The proposed route along Woodbury Road has a speed restriction of 30 miles per hour, there are a number of traffic calming features along the length of the proposed route and it is the opinion of the Highways Authority that these will help to moderate traffic speeds. The carriageway is generally 7.3 metres in width which provides sufficient width for two HGVs to pass. If planning permission is to be granted there would be an increased use of Woodbury Road by HGVs and a number of improvements to the traffic calming features will be required, consequently a contribution is necessary to enable the Highways Authority to carry out the improvements. As a result it is recommended that there is a requirement for the applicant to enter into a Section 106 Agreement to secure this contribution.
- 7.7. The Highways Authority are concerned that the additional lorry movements along Woodbury Road is likely to have an impact on the inclination for parents and children to walk and cycle to school and therefore it is recommended that if planning permission is granted there be a planning condition attached restricting the arrival and departure of HGVs to the site to times outside the drop-off and collection times at the School. This restriction will result in a slight increase to the proposed number of vehicles travelling along Woodbury Road per hour, from 1.9 to 2.2 movements per hour, however the benefit of restricting movements to outside of the school drop off and collection periods is considered to outweigh this minor increase. Evidence provided in the Transport Statement indicates that there are approximately 40 HGV movements on the Woodbury Road per day. The increase in HGVs is significant but because of the other measures and control that can be imposed this would not materially increase impact on highway safety. On balance, no objection is raised by the Highways Authority and the proposed development is considered to be in accordance with policy DC6.
- 7.8. A Bat and Barn Owl Survey has been carried out, the survey has identified that there will be a low-level summer roost of Common Pipistrelle bats lost through the proposal. Owing to the loss of a bat roost a license application will have to be made to Natural England and the likelihood of the licence

being granted by Natural England has to be considered. To do this three tests under the Habitat Regulations (derogation tests) have to be addressed:

- (i) the consented operation must be for 'preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment';
- (ii) there must be 'no satisfactory alternative';
- (iii) the action authorised 'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range'.

7.9. The proposed development is of beneficial interest to the public as it seeks to reduce the amount of waste disposed of via landfill through a recycling process in line with Government targets. In addition to this the development will be generating electricity for approximately 1300 homes. There is no satisfactory alternative for this proposed development and demolition of all of the buildings is necessary to fully implement the development. On this basis the survey has made recommendations to mitigate against the loss of the low-level summer roost. It proposes that 2no. Schwegler 1FQ bat boxes and 2no. Schwegler 1WQ bat boxes should be erected on site. As a result of considering the three tests the view is that whilst unfortunately there will be the loss of one bat roost, the mitigation measures improve provision of permanent roosting features. This will maintain a favourable conservation status and in accordance with Natural England standing advice, so that a grant of a licence is likely.

7.10. The survey did not find evidence of barn owls on site but notwithstanding that the survey recommends that barn owl boxes are erected on poles at the margins of the fields. Whilst a badger survey has been carried out in the past it is necessary for an updated badger check to be undertaken prior to development commencing. A condition has been proposed to reflect this. Overall it is therefore considered that there will be a slight enhancement to biodiversity and therefore the proposal is in accordance with policy DC7.

7.11. The potential for the site to generate odour has been raised as a concern by a few residents. However, the anaerobic digestion process is fully sealed under normal operating conditions and there is no outside storage of waste. Unloading of waste will occur once the shutter doors are shut and the process building would be equipped with dust filters and biofilter, therefore there is no air quality or odour impact anticipated if the proposal is managed properly. When considering the likelihood of the development to produce light pollution it should be noted that the proposed lighting into the yard will only be required during the hours of darkness in the winter months, when the site is operational. Consequently, after 1830 the site will be in darkness. As a result of this light pollution is not likely to be of significant concern. It is considered that the proposed facility is unlikely to generate dust due to the types of waste being delivered to the site and the proposed method of working on the site. In addition to this, vehicles wheels will be washed prior

to leaving the site further reducing the likelihood of dust and mud being tracked down the haul road and onto the carriageway. When considering the noise and visual impact of the HGV traffic travelling along Woodbury Road, it is considered that due to the small increase in HGV movements in addition to existing movements there will not be a significant noise or visual impact. Taking the above into consideration it is considered unlikely that the proposed development will have an unacceptable impact on amenity in the locality and therefore the development is in accordance with policy DC8.

- 7.12. The proposal would contribute to the ambitions of renewable energy through providing approximately 1300 homes with electricity. It would also possibly reduce the amount of waste being disposed of in landfill with 30,000 tonnes per annum of food waste being diverted. It will generate employment directly related the renewable energy and it proposed that once established that there would be education facility on site also. Planning Policy Statement 22 (PPS22) recognises the importance of renewable energy projects in rural locations and it is considered that the aims of this proposal will contribute to the ambitions of PPS22 (i) and (iv). In addition to this the proposed development contributes to the targets set out in policy S5.
- 7.13. Policy EC7 of the Basingstoke and Deane Borough Local Plan Review (2006) supports farm diversification if it is to benefit the rural area, subject to the buildings being appropriate to their rural location and the level of traffic generation being appropriate. It has been appropriately demonstrated in the above commentary that the proposal meets the criteria of this policy. In addition to this diversification on farms is supported by Planning Policy Statement's 4 and 7.
- 7.14. Reference has been made by a number of local residents that the proposed buildings should meet a prescribed BREEAM standard. However there is no requirement in the development plan to impose this standard.
- 7.15. In summary, whilst the Highways Authority does have some concerns, it is unlikely that a refusal on highway safety grounds could be sustained. Moreover, there are many benefits to be gained from the development. There would an increase in the production of renewable energy, a reduction in waste to landfill, generation of employment and an educational facility. There will be a loss of a bat roost, but there will be mitigation measures that will maintain a favourable conservation status. Finally, the potential odour, noise, dust and light impacts can be managed satisfactorily.
- 7.16. It is considered that the proposal would be in accordance with the development plan as it contributes to the aims of policy S5. The site is appropriately located on previously developed land and therefore accords with policy DC13 (b). Through appropriate screening of the site along with an appropriate finish and colour of the buildings there will not be a significant visual impact as a result of the construction of the facility and therefore it accords with policy DC3. There is limited impact on the historical heritage due to the proposed condition requesting an archaeological 'watching brief' satisfying the requirements of DC4. The concerns with regard to highways safety are mitigated by the HGV vehicle timing

restrictions and therefore the proposal accords with policy DC6. There will be an improved provision of permanent roosting features therefore maintaining a favourable conservation status in accordance with policy DC7. The amenity of residents would not be harmed as required by DC8. The proposal would also contribute to the ambitions of Renewable Energy Planning Policy Statement 22 (principles (i) and (iv)).

8. Recommendation

- 8.1. That subject to a legal agreement to provide a highway contribution, planning permission in respect of the construction of the demolition of existing agricultural building, the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries and creation of an access track to connect the site to an existing highway entrance at the Carousel Dairy, Manor Farm, Farleigh Wallop, Basingstoke, RG25 2HR (Application number: BDB/75034) (Site Reference: BA170) be approved for the above reasons, subject to the conditions listed in Integral Appendix B.

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

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

Demolition of existing agricultural buildings, the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries and the creation of an access track to connect the site to an existing highway entrance at The Carousel Dairy, Manor Farm, Farleigh Wallop, Basingstoke RG25 2HR.
(Application No: BDB/75034) (Site Code: BA170)

County Planning, First Floor,
Elizabeth II Court West, The Castle,
Winchester

CONDITIONS

Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

Hours of Working

2. No waste shall be handled on site and no vehicles other than farm traffic, shall enter or leave the application site between the hours of 0700 and 1800, Monday to Friday, between 0800 and 1300 Saturday, and no movements on Sunday or Bank Holidays.

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

3. Notwithstanding condition 2 above no lorries shall enter or leave the application site between the hours of 0815 and 0900 and 1500 and 1545 Mondays to Fridays during school term time.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

Highways

4. A maximum of 22 HGV movements per day, averaged over a one month period, may enter or leave the site on any working day. Records of vehicle movements to and from the site shall be kept and made available for inspection at the request of the Waste Planning Authority.

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

5. No part of the development hereby approved shall be commenced until such time as the details of the access junction to the site have been submitted to and approved by the Waste Planning Authority.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

6. The access junction should be constructed in accordance with the details approved in condition (5). No demolition of the existing buildings or works in relation to the construction of the hereby approved Anaerobic Digestion Facility shall be implemented prior to the Waste Planning Authority giving written satisfaction of the access junction.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

7. No demolition of the existing buildings or works in relation to the construction of the hereby approved Anaerobic Digestion Facility shall be implemented before visibility splays of 4.5 metres by 160 metres at the junction of the access road with the public highway have been provided to the written satisfaction of the Waste Planning Authority, and these splays shall thereafter be kept free from obstacles.

Reason: In the interests of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

8. No demolition of the existing buildings or works in relation to the construction of the hereby approved Anaerobic Digestion Facility shall be implemented prior to the construction of the haul road detailed on plan E001-04-02 being provided to the written satisfaction of the Waste Planning Authority.

Reason: In the interests of securing an appropriate access road to in the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

9. All vehicles entering and leaving the site in association with the demolition of the existing buildings or in relation to the construction of the hereby approved Anaerobic Digestion Facility shall use the haul road detailed on plan E001-04-02.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

10. All vehicles entering and leaving the site in relation to the importation of food waste shall use the haul road detailed on plan E001-04-02.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Waste Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking and turning of vehicles of site operatives and visitors (all to be established within one week of the commencement of development);
- (ii) loading and unloading of plant and materials;
- (iii) storage of plant and materials used in constructing the development;
- (vi) measures to control the emission of dust and dirt during construction;
- (v) the management and coordination of deliveries of plant and materials and the disposing of waste resulting from demolition and or construction activities so as to avoid undue interference with the operation of the public highway.

Reason: In the interests of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

12. The wheel cleaning measures proposed in the Vehicle Management Strategy (E004-01 dated November 2011) to prevent mud and spoil from vehicles leaving the site shall be implemented before the importation of waste commences and thereafter maintained. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

13. No part of the development hereby approved shall be commenced until such time as the Traffic Management Scheme as set out in the Vehicle Management Strategy (E004-01 dated November 2011) has been implemented. The Traffic Management Scheme shall be retained thereafter.

Reason: In the interest of highway safety in accordance with policy DC6 of the Hampshire Minerals and Waste Core Strategy.

Landscape

14. Within three months of the date of this permission a detailed scheme of hard and soft landscaping shall be submitted to the Waste Planning Authority for approval in writing. The scheme shall:
- (i) include details of all trees to be retained on site and adjacent to the proposed access track;
 - (ii) details of mitigation proposals to ensure that proposed track does not adversely affect Sullenger's Copse or vegetation through which it is proposed to enter field;
 - (iii) specify the types, size, species and percentage mix of all trees and shrubs to be planted;
 - (iv) include any ground preparation details;
 - (v) provide details of the proposed timing of the planting;
 - (vi) provide details of the provision for future maintenance;
 - (vii) provide details of hard landscaping proposed around the buildings and plant.

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 and in accordance with policy DC3 of the Hampshire Minerals and Waste Core Strategy.

15. The development hereby permitted shall be constructed in accordance with the details submitted; the waste reception building shall be portal framed,

and clad in profiled steel sheeting and the digesters and associated plant shall be coloured in grey, RAL7038 and remain in perpetuity.

Reason: In the interests of visual amenity and to secure a satisfactory development that is in keeping with the local character and in accordance with policy DC3 of the Hampshire Minerals and Waste Core Strategy.

Storage

16. There shall be no outside storage of waste.

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

Archaeology

17. No development involving the construction of the access track shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Waste Planning Authority.

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

Lighting

18. All site lighting should be turned off at 1830, the end of the working day.

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

Nature Conservation

19. Works shall be carried out in line with measures set out within sections 6 and 7 of the Bat and Barn Owl Survey (ADAS, August 2011 – updated November 2011).

Reason: In order to provide adequate mitigation for bats and nesting birds, and to secure biodiversity enhancements in accordance with policy DC7 of the Hampshire Minerals and Waste Core Strategy.

20. Prior to commencement of works the results of an update badger inspection of the site (by a qualified ecologist) along with details of any mitigation required, and a timetable for the works to proceed, shall be submitted to the planning authority and approved in writing. Thereafter any approved details shall be adhered to.

Reason: In order to ensure that any badger use of the site is taken into account at the point of implementation of the development in accordance with policy DC7 of the Hampshire Minerals and Waste Core Strategy.

*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 (ADOPTED 2007)

Policy DC3 – Impact on Landscape and Townscape

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

DC4 – Historic Heritage

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

DC6 – Highways

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

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

DC7 – Biodiversity

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

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

DC8 – Pollution, health, quality of life and amenity

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

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

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

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

BASINGSTOKE AND DEANE BOROUGH LOCAL PLAN REVIEW (2006)**Policy EC7 – Farm Diversification**

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

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