

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	20 June 2012
Title:	Installation of New Recycling Plant and Machinery at Existing Waste Transfer Station to Increase Materials Recovery and Diversion of Waste from Landfill at Chambers Waste Management Plc, Hollybush Lane, Aldershot, Hampshire GU11 2PX (Application No: 12/00304/HCC) (Site Reference: RM025)
Reference:	4049
Report From:	Head of County Planning

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1. Executive Summary

- 1.1. This report considers an application for the installation of new recycling plant and machinery at an existing Waste Transfer Station (WTS) to increase materials recovery and diversion of waste from landfill at Chambers Waste Management Plc, Hollybush Lane, Aldershot, Hampshire GU11 2PX.
- 1.2. The site extends across 0.1 hectares of land located within the existing Chambers Recycling Facility at Aldershot Stubbs Industrial Estate off Hollybush Lane, Aldershot (which is allocated for bad neighbour uses in the Rushmoor Borough Local Plan Review). The application site is situated approximately 98 metres to the west of the River Blackwater and is therefore near the border with Surrey.
- 1.3. Access to the Stubbs Lane Industrial Estate is via Hollybush Lane that runs parallel to the A331 leading to North Camp Station Roundabout to the north and Lakeside Road to the south. However most traffic currently accesses the industrial estate from the south due to the fact that a middle section of Hollybush Lane between the site and the northern end, which is tarmaced, is not made up and comprises very rough potholed track, although it is passable in a vehicle. The A331 Blackwater Valley route connects to the A31 to the south.

- 1.4. The principle of the development is in accordance with Policy DC13 of the Hampshire Portsmouth and Southampton Core Strategy.
- 1.5. The main issues raised by the application are:
 - (i) traffic/highway safety;
 - (ii) amenity;
 - (iii) visual/landscape impact; and
 - (iv) pollution/flood risk
- 1.6. It is considered that the development is in accordance with the development plan particularly with respect to the Hampshire Minerals and Waste Core Strategy:
 - (i) DC1 (Sustainable Development) in that the development would reduce carbon emissions and be more sustainable;
 - (ii) there would be no significant adverse visual impact (DC3) as the site is contained within the existing industrial estate;
 - (iii) no significant highways impact, as no increase in Heavy Goods Vehicle (HGV) movements are proposed (DC6);
 - (iv) it would have no significant adverse biodiversity (DC7) or pollution and amenity impacts (DC8) due to its distance from naturally vegetated/ecologically rich land and its distance from the nearest residential properties;
 - (v) it is located within a busy industrial estate (DC13) allocated for bad neighbour uses in the Rushmoor Local Plan (E11.1); and
 - (vi) there would be no significant risk of off site flooding or environmental pollution caused by site flooding through design for flood risk and operational controls (DC11).

2. Site and proposal

- 2.1. The site, subject of the application, as shown on the attached plan, extends across approximately 0.1 hectares within a three hectare recycling site at Aldershot Stubbs Industrial Estate, Hollybush Lane, Aldershot. It is bordered by a concrete wall to the west, north and east. The southern half of the site comprises the existing waste transfer building, external storage bays and the portacabin site offices. The application site is accessed from the south, off Hollybush Lane.
- 2.2. The site lies approximately 98 metres to the west of the county boundary between Surrey and Hampshire, which follows the line of the River Blackwater. Beyond the River Blackwater lies an area of open land designated as the Blackwater Valley strategic gap and the Guildford to Farnborough railway line. The closest properties to the east of the application site are located approximately 300 metres away at Ash and Ash Common in Surrey. The nearest residential properties to the west lie approximately 200 metres away on the other side of the A331 Blackwater

Valley dual carriageway. There are two properties to the north accessed off Hollybush Lane approximately 300 metres away .

- 2.3. The site is located on the western edge of the Aldershot Stubbs Industrial Estate which is allocated for bad neighbour and other industrial uses in the Rushmoor Borough Council Local Plan Review. The industrial estate provides for a number of bad neighbour uses, including two end-of-life vehicle centres, and a total of three waste transfer and recycling centres, including the application site.
- 2.4. The southern half of the existing waste transfer facility located in the southern half of the planning unit was originally granted planning permission in 1995 (95/00478/CMA). The northern half subject of this application was permitted a change of use from B8 use to waste uses in 2008. In January 2010, planning permission 09/00568/HCC was granted for the development to continue with non-compliance with Condition 1 (commencement of building extension and other ancillary development) and 11 (site layout) of planning permission 08/00146/HCC in order for a concrete crusher to be located and operated at the site.
- 2.5. Currently local waste comprising construction, demolition and commercial industrial arisings (mainly in the form of skip waste) is imported into the site, stored and recycled as appropriate. Waste is currently imported to the site using the applicant's fleet of skip vehicles.
- 2.6. The site currently serves a radius of approximately 20 miles. The final disposal points include suitably licensed sites which also fall within a 20 mile radius of the site.
- 2.7. Access to the Stubbs Lane Industrial Estate is via Hollybush Lane that runs parallel to the A331 leading to North Camp Station Roundabout to the north and Lakeside Road to the south. The A331 Blackwater Valley route connects to the A31 to the south.
- 2.8. In addition to the inert waste transfer and recycling facility at Hollybush Lane, the applicant, Chambers Waste Management Plc., part of the Chambers Group, operate a waste recycling facility at Westfield Road, Slyfield Industrial Estate, Guildford. Chambers Runfold, also part of the Chambers Group, operates at Homefield Sandpit, Runfold. Homefield Sandpit is an active mineral extraction site, which is being progressively restored by backfilling with inert waste.
- 2.9. At present the WTS at Stubbs Lane comprises a limited range of waste separation machinery which means that approximately 200 tonnes of waste is sent to the Slyfield site for separation and recycling, or sent to landfill.

3. Proposal

- 3.1. The current application is seeking approval for the replacement of existing plant and machinery in the Waste Transfer building, with machinery capable of separating all the waste types imported to the site. This will eliminate the need to export waste to Guildford and increase the amount of waste diverted from landfill. The proposal also includes an external picking cabin/station attached to the northern elevation of the main WTS building by a conveyor.
- 3.2. The new machinery will include a finger screen, fines conveyor (covered by tarpaulin to prevent dust and litter) and oversize conveyor (covered by tarpaulin to prevent dust and litter).
- 3.3. The incoming waste would be unloaded within the WTS and loaded into the vibrating finger screen which will separate it into fines and oversized materials. Two openings will be created in the cladding of the WTS's northern façade. The fines conveyor will transport the separated fines through one of the openings to a new fines bay located adjacent to the northern façade of the WTS. The remaining waste would be transported on the oversize conveyor, out of the WTS through the second opening into the picking station to the immediate north of the main WTS building.
- 3.4. The picking station would comprise a portacabin raised above four waste bays. The oversized waste will be mechanically and manually separated into bays within the plant which then will be emptied into the RoRo skips below or be dropped onto the floor and removed by a loading shovel to the appropriate skip or container. An overband magnet will collect any metals. The separated wastes are then bulked up ready for onward transfer to recycling centres.
- 3.5. The development would not increase lorry movements the applicant has clarified that for the period of 10 working days between the 30 April 2012 and 18 May 2012 the average number of Heavy Commercial Vehicle (HCV) movements at the site was 33 per day (Monday- Friday) and the total number of all vehicle movements averaged 54 movements per day (Monday – Friday).

4. Development plan

- 4.1 **Hampshire Minerals and Waste Core Strategy (HMWCS)** – Policy DC3 (Impact on Landscape); DC5 (Green Belt); DC8 (Pollution, Health, Quality of Life and Amenity); DC13 (Waste Management and Recycling). Hampshire Minerals and Waste Core Strategy - Policies DC1 (Sustainable Development); DC3 (Visual Impact); DC6 (Highways); DC7 (Biodiversity); DC8 (Pollution, Amenity); DC11 (Flooding); and DC13 (Waste Management and Recycling) apply.
- 4.2 **Rushmoor Local Plan review (1996-2011)** – Policy DC6; E11.1 (Backyard

Industrial Uses) applies. ENV16, ENV48, E8.1 and TR8.

- 4.3. **National Planning Policy Framework (NPPF)** - The NPPF although not part of the development plan is a 'material' consideration. It was published by the Government in March and largely replaces former planning policy statements – except for PPS10 (see below). It includes an overarching 'presumption in favour of sustainable development' which means 'approving development proposals that accord with the development plan without delay'. The presumption allows for only refusing permission where adverse impacts clearly outweigh the benefits, or NPPF policies indicate developments should be restricted. In context of the latter point the South West Hampshire Green Belt is such a restriction. On the other hand the NPPF provides strong support for renewable energy developments.
- 4.4. **Planning for Sustainable Waste Management (PPS10)** - PPS10 remains as national policy until a new National Waste Management Plan is adopted and provides for:
- (i) delivering sustainable development by driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option;
 - (ii) protect green belt but recognise the particular locational needs of some types of waste management facilitieswith the wider environmental and economic benefits of sustainable waste management needs...that should be given significant weight ...' in decision making.

5. Consultations

- 5.1. **Councillor Kimber, the local Member**, has been informed of the proposal.
- 5.2. **Councillor Neal, adjacent local Member** has been informed of the proposal.
- 5.3. **Rushmoor Borough Council** raises no objection.
- 5.4. **Ash Parish Council** objects to the proposal on the following grounds:
- (i) site is currently used for waste transfer operations and concrete crushing – the application is for additional machinery and not for a new site;
 - (ii) application support documents state concrete crusher will be removed from Unit 1 – the Parish Council states it would want to see the concrete crusher removed from site;
 - (iii) vehicle movements are not defined;
 - (iv) increase in vehicle movements should not be permitted;
 - (v) the conveyor belt is too high in relation to the concrete walls that exist to reduce dust and noise. The walls are stated to be two metre

and three metre high and the conveyor belt stated at a height of four metres. Dust and noise will therefore be an issue.

- 5.5. **Environmental Health Officer (Rushmoor Borough Council)** raises no objection to the application. It states that the application involves the replacement of existing machinery within the WTS and its replacement with new screener, conveyors and picking station. There is no change to the type or quantity of waste being processed, and therefore no additional HGV movements. The site will be enclosed by two metre and three metre high concrete fences, is surrounded by other industrial uses and is covered by an existing Environmental Management Scheme, given the distance to the nearest residential premises, there is little risk of adverse noise or dust impact.
- 5.6. **Environment Agency** states the application falls within the scope of our Flood Risk Standing Advice (FRSA) and refers the applicant to its standing advice. The Environment Agency recommends that in areas at risk of flooding consideration be given to the incorporation into the design and construction of the development of flood proofing measures. These include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. The development may require an Environmental Permit or an exemption from the Environment Agency. The Agency raises no objection and recommends that a condition be added to any permission granted that prior to commencement of the development details of proposed flood proofing measures for the proposed development including finished floor levels be submitted to the Waste Planning Authority for approval in writing.
- 5.7. **Highway Authority** raises no objection as no increase is proposed to HCV movements.
- 5.8. **Surrey County Council** raises no objection and comments in its officer's report that the nearest houses are in Surrey over 300 metres away and they do not consider that the proposal would have an adverse impact on Surrey residents in terms of noise and dust.
- 5.9. **Guildford Borough Council** raise no objection
- 5.10. **Blackwater Valley Countryside Partnership** – no comments.
- 5.11. **Ministry of Defence Estates Project Allenby/Connaught** has been informed of the proposal.
- 5.12. **Borough Councillors Keith and Sue Dibble and Frank Rust** , local Councillors working for the North Town Ward, formally object to the application on the basis that the application if approved would increase the number of movements along North Lane and would impact adversely on

quality of life of North Lane and North Town residents. A petition signed by local North Town residents accompanied the Borough Council's objection.

6. Representations

6.1. Sixteen letters of objection have been received to the application predominantly from residents of the Parish of Ash Vale in Surrey and the housing off Lakeside Road; also a petition of 34 residents objecting to increase in lorries on North Lane impacting on quality of life for North Lane and North Town residents. Objections from Ash Vale residents have been received on the following grounds:

- (i) increase in traffic;
- (ii) impact on amenity of residents of Ash Vale and housing off Lakeside Road, Ash - particularly by noise and dust; and
- (iii) existing 2-3 metre high walls would not screen picking station nor the associated conveyor.

6.2. One letter from two local residents in the Parish of Ash has raised the following concerns:

- (i) as the existing WTS is enclosed within a building there are great concerns that the proposed updated WTS will be much noisier. As the waste is dropped into bins or released from a magnet from a height of at least four metres this could be very noisy. The walls on two sides being two metres high on one side, three metres high on another side and on the fourth side being open, seems inadequate and will do little to help noise and dust. If this operation goes ahead then all of the picking station, bins and related conveyors should be fully enclosed within a building not just covered by tarpaulins. As the current WTS is within a building how is it acceptable for most of the new machinery to be outside;
- (ii) the applicant confirmed that the existing concrete crusher would be removed from Unit 1 but did not confirm that it would be removed completely from Hollybush Industrial Estate so without that confirmation the residents could still be affected by that noise and dust as well;
- (iii) although Hollybush Industrial Estate is considered for bad neighbourhood use there are many individual sites on this estate which deal with waste which all contribute to the noise and dust that affects the residents and over the fourteen years that this development has been here there has been a noticeable increase in the noise coming from that area. The County Council cannot keep letting the noise increase and increase on this estate without it being detrimental to the amenity of the residents;

- (iv) as local residents currently hear the lorries reversing it is important that the number of HGV movements will not increase if this application is permitted;
- (v) the site location plan with this application is over ten years old and does not show the full extent of the residential properties on Old Farm Estate; and
- (vi) the County Council needs to be aware that the site is close to Lakeside Conservation Park, The Basingstoke Canal and Picnic Spot and the Blackwater Valley Path.

7. Commentary

- 7.1. The principle of the proposal is in accordance with Policy DC13 of the development plan as it proposes a waste picking station on an existing recycling site within an industrial estate allocated for bad neighbour uses in the Rushmoor Local Plan Review.
- 7.2. The main issues raised by the proposal are whether any significant adverse impacts would be caused to the environment or local residents with regards the following issues:
 - (i) traffic/highway safety;
 - (ii) amenity;
 - (iii) visual/landscape impact;
 - (iv) pollution/flood risk

Traffic

- 7.3. Objections raised about increase in traffic to residents of Surrey and nearby housing as well as residents of North Lane and North Town are noted, together with the objection submitted on traffic by Councillor Kimber and the petition from residents of North Town. However no increase in HGV movements or increase in waste throughputs are proposed as part of this application. The proposal would also mean that less HGVs would be travelling in and out of Surrey to transport waste to the applicants other site at Slyfield. It is noted that the Highway Authority raises no objection to the application and accordingly it is considered there is no justifiable Highway reason for raising objection to the proposal - which the applicant states should reduce highway impacts on the locality. It is considered the proposal complies with Core Strategy Policy DC6 (Highways)

Amenity

- 7.4. The new picking station and replacement machinery and plant within the existing building will include in built noise and dust controls, including silencers and insulation covered conveyors to prevent windblown dust and litter, and dust filters. It will also have concrete panel walls which will

contain the recycling plant. In dry weather dampening of stockpiles will take place. The application site is situated on an industrial estate allocated for noisy operations and 'bad neighbour' uses. The nearest houses in Surrey are over 300 metres away. It is considered that due to the site's location bordered by Hollybush Lane to the west and by industrial uses on all other aspects there is no justifiable reason to object to the application on noise grounds and dust can be controlled by the mitigation measures proposed which can be secured through conditions. Amenity objections raised from residents of the Parish of Ash in the County of Surrey are noted, however it is also noted that neither Guildford Town Council, Surrey County Council nor Environmental Health at Rushmoor raise any objection to this proposal. Picking stations being buildings in themselves are frequently sited outside but linked to the main waste transfer buildings on the site as is the case proposed here. The wall separating the picking station from the industrial unit to the east is approximately three metres high. The views of Environmental Health and other authorities are supported in that it is not considered that the proposed operation, including dropping the recycled materials from the picking station base into the bins below would cause significant adverse noise or dust impacts to immediately surrounding businesses nor to the residents of Surrey some distance away. Nevertheless conditions would be attached to any permission that may be granted to ensure that no significant adverse environmental or amenity impacts would be generated by the development. It is considered the proposal accords with Cores Strategy Policy DC8 (Quality of Life and Amenity) .

Landscape Impacts

- 7.5. Land in the Blackwater Valley is maintained as an area of open space along the border of Surrey and Hampshire and is managed by the Blackwater Valley Countryside Partnership. The Blackwater Valley Path runs along the Surrey side of the river to the east. The application site is screened to views from the east by buildings on the Industrial Estate, existing vegetation along the Surrey side on the River Blackwater, and vegetation between the railway and the settlements of Ash. Industrial uses separate the site from the River Blackwater as the site lies adjacent to Hollybush Lane. It is considered there would be no adverse visual impact or impact on the Blackwater Valley by way of this application and that it accords with Core Strategy Policy DC3 (Landscape and Townscape).

Pollution/flood risk

- 7.6. The site, along with the significant majority of the Hollybush Lane/Aldershot Stubbs Industrial Estate, lies within the River Blackwater Flood Risk Zone. The Environment Agency raises no objection to the proposal but recommends that if permission is granted a condition be attached to ensure that appropriate flood protection measures are taken on board in the construction of the development.

- 7.7 The proposal is for the upgrade of plant and machinery at the Chambers Waste Management Waste Transfer Station in Aldershot. including the construction of an external picking station. Having considered the proposal with regard to waste policy, traffic and amenity issues it is considered that the development complies with policy and it is recommended that permission be granted subject to conditions.

8. Recommendation

- 8.1. That permission for installation of new recycling plant and machinery at existing Waste Transfer Station to increase materials recovery and diversion of waste from landfill at Chambers Waste Management Plc, Hollybush Lane, Aldershot, Hampshire GU11 2PX be granted subject to conditions.

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

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

Other Significant Links

Links to previous Member decisions:		
	<u>Reference</u>	<u>Date</u>
Non compliance with Conditions 1 (Commencement of Building Extension and other Ancillary Development) and 11 (Site Layout) of Planning Permission 08/00146/HCC in order to allow a Concrete Crusher to be Located and Operated at Unit 1, Stubbs Lane, Hollybush Lane, Aldershot, Hampshire. http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=14181	09/00568/HCC	14/01/2010
Direct links to specific legislation or Government Directives		
NPPF http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/		<u>Date</u> March 2012
PPS 10 http://www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf		July 2005

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.)

<u>Document</u>	<u>Location</u>
Installation of new recycling plant and machinery at existing Waste Transfer Station to increase materials recovery and diversion of waste from landfill, (12/00304/HCC) Hampshire Count Council Ref: RM025, Chambers Waste Management Plc, Hollybush Lane, Aldershot, Hampshire GU11 2PX	County Planning Elizabeth II Court West The Castle Winchester

CONDITIONS

Commencement

1. The development hereby permitted shall be implemented within three years of the date of this certificate of planning permission in accordance with the plans and details hereby approved.

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

Hours of Working

2. 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 on the site except between the following hours: 06.30-1800 Monday to Friday and 0630-1300 on Saturday. There shall be no working on Sunday or recognised public holidays.

Reason: In the interests of local amenity.

3. Construction of the development hereby permitted shall only be undertaken between the hours of 0630 and 1800 hours Monday to Friday and between 0630 and 1300 hours on Saturday. There shall be no construction on Sundays or recognised public holidays.

Reason: In the interests of operation of the existing site and to ensure the minimisation of any adverse environmental impacts within and outside of the site.

Protection of the Water Environment

4. All areas where waste is stored, handled or transferred shall be underlain by impervious hardstandings with dedicated drainage to foul sewer or sealed tank.

Reason: To prevent pollution of the water environment.

5. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks, whichever is the greater. 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.

6. Prior to discharge into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall pass through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor. No soakaway shall be constructed on contaminated land. Any soakaway should be constructed in natural ground such that its base is at least one metre above the highest seasonal water table and in any case no deeper than three metres.

Reason: To prevent pollution of the water environment.

7. Prior to commencement of the development details of proposed flood proofing measures for the proposed development including finished floor levels be submitted to the Waste Planning Authority for approval in writing and thereafter implemented in accordance with this approval.

Reason: To prevent pollution of the water environment.

Environmental Management

8. Prior to the commencement of the development a 'Site Environmental Management Scheme' for the entire waste management complex the subject of this and previous planning permissions shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall incorporate procedures, including provisions for review, for controlling noise, dust, vibration, lighting, on-site vehicular movements, parking, white noise type vehicle reversing alarms and other amenity issues arising from operations on the site. Operations on the site shall not proceed except in compliance with the approved Scheme unless otherwise approved in writing by the Waste Planning Authority. The dust suppressions scheme shall include measures to reduce dust inside the building as well as outside the building. Vehicle reversing alarms should be the low tonal white noise type of alarm.

Reason: In the interests of the amenity of the locality.

9. 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.

Layout

10. The site shall be laid out and implemented in accordance with the approved layout plan 002 [Rev. 2] (28.3.12), elevational and technical

drawing no. 3621M [Rev. M], for the duration of the development. The portacabin picking station shall be coloured in accordance with a scheme to be submitted to the Waste Planning Authority for approval in writing within four weeks of the date of this permission and thereafter implemented within four weeks of the picking station being erected and it shall be maintained as approved for the duration of the development.

Reason: In the interests of highway safety.

Highways

11. No lorry shall leave the site unless its wheels and chassis have been cleaned sufficiently to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

12. No vehicle accessing the site pursuant to the permission shall exceed 38 tonne laden weight.

Reason: In the interest of highway safety.

13. A record of the HGV movements shall be kept on site and shall be made available to the Waste Planning Authority upon request.

Reason: In the interests of highway safety.

Storage

14. Stockpiles of material, and skips stored externally on the site, shall not exceed three metres above existing ground level, unless otherwise agreed in writing beforehand by the Waste Planning Authority.

Reason: In the interests of local amenity.

15. External storage of materials shall only take place in the locations shown on the approved layout plan.

Reason: To ensure that vehicle manoeuvrability is not compromised or impeded and in the interests of local amenities.

Other

16. The only access to the site shall be that existing access approved under planning permission No. 95/00478/CMA.

Reason: In the interests of highway safety.

17. The three metres high concrete fencing on the eastern boundary shall be maintained to an acceptable standard for the duration of the permission.

Reason: In the interests of adjacent businesses and to guard against any impairment of current vehicular turning visibility.

18. Within two weeks of implementation of this permission, the concrete crusher temporarily approved under planning permission no. 09/00568/HCC is to be removed from the existing site as outlined on Page 5 of the applicants approved planning statement (SLR Ref 4030847.00003 March 2012).

Reason: To enable sufficient space for siting and operation of the development hereby approved and in the interests of HGV vehicle manoeuvrability on the site.

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

Policy 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.

Policy DC3 - Impact on Landscape and Townscape

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

Policy 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.

Policy DC7 – Biodiversity

Minerals and waste developments will only be permitted if due regard is given to the likely effects of the proposed development on biodiversity and, where possible, proposals should conserve and enhance biodiversity. Development likely to adversely impact upon ‘regionally or locally designated sites or protected species’ – designated in adopted Local Plans or Local Development Frameworks – (including Sites of Importance for Nature Conservation (SINCS), Species of Principal Importance for Biodiversity, Regionally Important Geological Sites and Local Nature Reserves) shall only be permitted if the merits of development outweigh the likely impact.

Policy DC8 – Pollution, Health, Quality of Life and Amenity

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

Policy 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.

Policy DC13 - Waste Management and Recycling

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
- 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 waterborne 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.

Rushmoor Local Plan review (1996-2011)

E8 - Bad neighbour uses will normally be encouraged in the bad neighbour use area (shown on the proposals map), provided that it can be demonstrated that the proposed uses are not suited to sites available or allocated for general employment uses. The bad neighbour use area is at:- Hollybush Lane, Aldershot (2.5ha).

E8.1 - The Council will normally permit development in accordance with Policy E8 provided that:-

- (i) it would not cause significant harm to the enjoyment of nearby uses, dwellings, recreation areas or the river environment;
- (ii) buildings are not prominently sited;
- (iii) any buildings are appropriate in scale, design, colour and texture to the character of the Blackwater Valley;
- (iv) attention has been paid to the maximum height of any development, including storage areas, and materials to protect the setting of the Blackwater Valley and views from the surrounding area;
- (v) it would not be detrimental to public health by the emission of excessive noise or fumes or other pollutants;
- (vi) existing drainage systems are not over-loaded or exceeded; particular regard should be paid to drainage and ground levels in relation to the requirements of the water authority;
- (vii) there is a satisfactory means of access, and traffic movements would not conflict with, or increase, danger to highway users including pedestrians; and
- (viii) new developments within Classes B1 (business) and Class B8 (warehousing) will not normally be permitted in the bad neighbour use areas. Class B2 (General Industrial Uses) will be permitted provided that it can be demonstrated that the proposed uses are not suited to sites available or allocated for general employment uses.