

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	25 July 2018
Title:	Variation of conditions 5, 11 and 18 of planning permission 51471/003 to allow for importation of road planings and the night-time importation and exportation of waste at Unit 7 Waterbrook Estate, Waterbrook Road, ALTON GU34 2UD (Application No. 51471/006) (Site Ref: EH156)
Report From:	Head of Strategic Planning

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1. Recommendation

- 1.1. It is recommended that planning permission be granted, subject to the completion of a Section 106 [S106] agreement for the control of routing of out of hours heavy good vehicle [HGV] movements to and from the site and the conditions listed in integral Appendix B.

2. Executive Summary

- 2.1 The proposal is for variations to conditions 5 (Operating times), 11 (Dust and noise management) and 18 (Materials permitted) of Planning Permission [51471/003](#) to allow for the importation of road planings, and the night-time importation and exportation of waste at the existing Waste Recycling Centre at Unit 7 Waterbrook Estate, Waterbrook Road, Alton GU34 2UD. It comprises the following:
 - Variation of Condition 5 (Operating times) to allow for 12 HGV movements to and from the site, of the existing 612 limit stated by Condition 20 (HGV movements), to occur outside the existing operating hours of the site, and therefore, allow for limited night time operations to occur at the site;
 - Variation of Condition 11 (Dust and noise management plan) to allow for the approval of a revised Dust and Noise Management Plan for the site; and
 - Variation of Condition 18 (Materials permitted) to allow for the addition of road planings to the list of waste types accepted at the site.

- 2.2 The proposed development includes:
- 10 HGV movements to and from the site outside of the approved operating hours to enable the importation and tipping of road planings;
 - 2 HGV movements to and from the site outside of the approved operating hours to enable the drop off and collection of a preloaded trailer; and
 - Limited on site operations associated with the above HGV movements to include no additional lighting and limited to that defined in the application.
- 1.1. A committee site visit took place on 16 July 2018.
- 1.2. The application is being considered by the Regulatory Committee as the local member consulted on the application has requested for the application to be determined at Regulatory Committee.
- 1.3. Key issues raised are:
- The amenity impacts of noise and light pollution from limited 24 hour site operations;
 - The amenity impacts of noise pollution from limited 24 hour HGV movements to and from the site on the local highway;
 - Dust and noise management at the site;
 - The importation and storage of road planings at the site; and
 - Provision of waste transfer and storage for highways works, located on the Strategic Road Network.
- 1.1. The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#) and an environmental statement has not been submitted.
- 1.2. It is considered that the proposal would be in accordance with the relevant policies of the adopted [Hampshire Minerals and Waste Plan](#) (2013) [HMWP], in that it provides a suitable location to support highways works in Hampshire through the transfer of road planings to an existing Waste transfer facility located on the Strategic Road Network in a central Hampshire location. It is considered that the proposal's benefits in providing this facility for road planings outweighs the impacts to neighbourhood amenity and the environment within the site's context on an existing industrial estate adjacent to a residential area of Alton along the Strategic Road Network.
- 1.3. It is considered that the proposed development for 12 HGV movements per night, when considered with the proposed mitigation, subject to conditions and legal agreement, has been demonstrated to not cause a significant adverse impact on public amenity, noise or light pollution, or to highway safety or amenity.

1.4. Recommendation for Planning Application 51471/006 hereby considered:

That subject to all parties entering into a Section 106 Agreement with the County Council by 25 October 2018 to secure the routing of out of hours Heavy Good Vehicle [HGV] movements to and from the site the Director of Economy, Transport and Environment be authorised to GRANT permission subject to the conditions listed in integral appendix B. In the event that a satisfactory Section 106 Agreement is not entered into by all parties by 25 October 2018 then planning permission may be refused under the adopted scheme of delegation.

3. The Site

- 1.1. Unit 7 is a 2.2 hectare site within the Waterbrook Industrial Estate, within the settlement boundary on the Eastern Edge of Alton, Hampshire. The site is formed of land which was previously part of the adjacent Alton Sewage Treatment Works. The site is currently used as a Waste Transfer Station [WTS]. The site is a safeguarded aggregates recycling site through in the [Hampshire Minerals and Waste Plan](#) [HMWP] 2013. The area is allocated as existing employment land (CP4-Existing employment land) in the [East Hampshire Local Plan Part 1 \(Joint Core Strategy\) \(2014\)](#).
- 1.2. The site is surrounded by industrial and commercial land uses with the remaining operational waste water treatment works to the north-east boundary of the site. Mill Lane Industrial Estate is 100 metres [m] to the north-west, Alton Household Waste Recycling Centre [HWRC] is 40 metres to the west, and Alton Business Centre and Omni Business Centre are 150 and 90 metres respectively to the south-west of the site. Kendall Bros, Waterbrook concrete batching site is located on the northern boundary of the site. The site is secured by way of metal palisade fencing along the boundary and gates. Both the Alton HWRC and the Kendall Bros Waterbrook concrete batching site are both safeguarded in HMWP (2013).
- 1.3. The site is surrounded by industrial and commercial land uses with the remaining operational waste water treatment works to the north-east boundary of the site. Mill Lane Industrial Estate is 100 metres [m] to the north-west, Alton Household Waste Recycling Centre [HWRC] is 40 metres to the west, and Alton Business Centre and Omni Business Centre are 150 and 90 metres respectively to the south-west of the site. Kendall Bros, Waterbrook concrete batching site is located on the northern boundary of the site. The site is secured by way of metal palisade fencing along the boundary and gates. Both the Alton HWRC and the Kendall Bros Waterbrook concrete batching site are both safeguarded in HMWP (2013).
- 1.4. The site is located within the Townscape Character area of Alton in the [Hampshire Integrated Character Assessment](#). It sits in Area of ALT03 Industrial Estate and Business Park. This is a large, fragmented industrial area and retail park to the south-eastern edge of the town, following the line of the valley and the railway. There is small-, medium- and large-footprint

buildings set on a series of small skewed grids. Buildings are functional, generally offering large blank facades to roads. There is a mix of low-key manufacturing and storage facilities and retail and food store. Buildings set in large expanses of hardstanding, much of it used for parking of cars, vans or heavy goods vehicles [HGVs].

- 1.5. The nearest residential property from the application boundary is 262 metres (Lynch Hill Cottage) on Waterbrook Road, set back from Waterbrook Industrial Estate. There is also a large cluster of housing 500 metres to the south west located south of Ashdell Road and West of Wilsom Road. There are a few elevated detached properties 230 metres to the west of the site, off Wilsom Road.
- 1.6. The site lies approximately 1.8 kilometres (km) to the north-east of the South Downs National Park Boundary.
- 1.7. Caker Stream borders the site from the north-west to the south and is separated from the site by vegetated bank (in the form of a steep sloped bund of around 4 metres in height), metal palisade fencing and trees. Caker Stream is a chalk stream and is identified as a Biodiversity Action Plan Priority Habitat. Along the southern boundary of the site is a designated woodland improvement area and beyond this is a priority Habitat of Flood Plain Grazing Marsh. The western edge of the site falls within Flood Zone 2.
- 1.8. The site is bordered to the south east by the A31, categorised in the HMWP (2013) as part of the [Strategic Road Network](#). This road has mature trees along each siding. Access to the site is gained from Waterbrook Road, which adjoins the B3004, Mill Lane. The B3004 runs north east to join the A31 approximately 800m to the north east. The B3004 also runs south west into the residential area around Mill Lane, Ashdell Road and Wilsom Road.
- 1.9. The western stretch of the Public Right of Way (PROW) footpath known as Alton, Route Number 40, is 140 metres to the south of the site. The eastern element which crosses the Caker stream is known as Worldham, Route number 26.
- 1.10. The approved working hours for the site are set out in Condition 5 of Planning Permission [51471/003](#). These are Monday to Saturday between 0700 and 1800 with no working on Sundays or recognised Public Holidays. The site currently operates with Condition 20 (Vehicle movements) of Planning Permission 51471/003 limiting HGV movements to and from the site to 612 per week.

4. Planning History

1.1. The planning history of the site is as follows:

Application no.	Location	Proposal	Decision Date
51471/005	Unit 7 Waterbrook Estate, Waterbrook Road, Alton GU34 2UD	Variation of condition 5 of planning permission 51471/003 (to extend the operational hours to 24 hours, 7 days per week for HGV movements and associated loading shovel for the importation of road planings)	Withdrawn 19.01.2018
51471/003	Hutchings & Carter Yard, Waterbrook Road, Alton GU34 2UF	Variation of conditions 3 (Site Layout) and 18 (to allow storage of wood) of planning permission 51471/002	Granted 29.09.16
33089/032	Hutchings & Carter Yard, Former Sewage Works, Waterbrook Road, Alton Hampshire GU34 2UD	Change of use (with associated building modifications) from existing builders storage depot to a waste recycling facility to accept and process commercial and industrial waste (including the use of a waste picking station and trommel) on industrial land at the former sewage works off Waterbrook Road, Alton	Granted 23/01/2013
SCR/2011/0226	Alton Recycling Centre, Waterbrook Road, Alton	Waterbrook Road, Alton Screening Opinion: Proposed change of use (with associated building modifications) to skip waste recycling facility to accept and process commercial and industrial skip waste	EIA not required 15/11/2011
51471/002	Former Sewage Works, Waterbrook Road, Alton, Hampshire	Retention of Waste Recycling Centre for construction & demolition waste to include a light weight structure, landscaped bund, parking and associated plant and machinery	Granted 11/04/2011
SCR/2009/0261	Former Sewage Works, Waterbrook Road, Alton	Screening Opinion: Waste Recycling Centre for construction & demolition waste	EIA not required 20/10/2009

SCR/2007/0139	Phase 2, The Waterbrook Estate, Mill Lane, Alton, GU34 2QH	Screening Opinion: Waste transfer & recycling centre for construction & demolition waste; commercial & domestic waste; including screening, crushing & an operation centre for the storage & sorting of skips	EIA required 23/07/2007
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1.2. The site currently has planning permission for the following waste uses:

- [33089/032](#) - Commercial and industrial waste (non hazardous waste arising from the activities of wholesalers, catering establishments, shops and offices such as metals, plastic, wood, paper, card, black bag waste) processing and transfer, granted by Hampshire County Council [HCC] as Waste Planning Authority [WPA]; and
- [51471/003](#) - Construction and demolition waste (non inert rubble, concrete, soils and stone, and wood waste) processing, crushing, screening and transfer, granted by HCC as WPA.

1.3. In addition to the above, the application site has a number of existing planning permissions for business uses (B1, B2 and B8) granted by East Hampshire District Council [EHDC]. These are:

- [33089/28](#) – Office facilities used by the WTS; and
- [33089/24](#) – retained permission for the site security fencing.

1.4. In accordance with Policy 26 (Safeguarding – waste infrastructure) of the HMWP (2013), the site is safeguarded as a Waste Transfer Station.

5. The Proposal

1.5. The proposal is for variations to conditions 5 (Operating times), 11 (Dust and noise management) and 18 (Materials permitted) of Planning Permission [51471/003](#) to allow for the importation of road planings, and the night-time importation and exportation of waste at the site:

- Variation of Condition 5 (Operating times) to allow for 12 HGV movements to and from the site, of the existing 612 limit stated by condition ???, to occur outside the existing operating hours of the site, and therefore, allow for limited night time operations to occur at the site;
- Variation of Condition 11 (Dust and noise management plan) to allow for the approval of a revised Dust and Noise Management Plan for the site; and
- Variation of Condition 18 (Materials permitted) to allow for the addition of road planings to the list of waste types accepted at the site.

1.6. The development would comprise of:

- A revised Dust and Noise Management Plan, dated January 2018, to include for the proposed night time activities listed below. This is to

supersede Dust & Noise Management Plan (LL/v1.1) that was submitted to and approved by the Waste Planning Authority [WPA] on 15 December 2017 in accordance with Condition 11 (Dust and Noise Management) of PP 51471/003. The new Dust and Noise Management Plan adds night time operations, this makes no change to the management of dust on the site. For the management of noise, the revised plan includes clarification of activities to occur out of the conditioned operating hours, 0700-1800 Monday to Saturday;

- The addition of road planings to the list of permitted waste that can be imported to the site in Condition 18 (Materials permitted);
- A new, revised site layout plan, drawing 002 rev 3. This includes the location for storage of the road planings, and the locations for the night-time HGV activities;
- The addition of night-time site activities and HGV movements to and from the site for the importation of road planings (referred to as Activity 1 in the application) consisting of:
 - A maximum of 10 HGV movements (to and from) per night, including Sundays and Public Holidays, to delivery road planings outside of the existing operating times of 0700-1800 Monday to Saturday, set out in Condition 5 (Operating times);
 - The delivered road planings would be unloaded in the bay area identified on the proposed layout plan (drawing 002 rev 3). The material would not be operated upon until the next morning, when it would be consolidated by loading shovel as required during the existing, approved operating hours; and
- The addition of night-time site activities and HGV movements to and from the site for the importation of hard core and crushed concrete and the exportation of construction and demolition waste (referred to as Activity 2 in the application) consisting of:
 - 2 HGV movements (to and from) per night (the same vehicle), including Sundays and Public Holidays, to deliver and collect outside of the existing operating times of 0700-1800 Monday to Saturday, set out in Condition 5 (Operating times);
 - This HGV would drop off the imported trailer of hard core and crushed concrete, and collect a second pre loaded trailer to export construction and demolition waste at the locations identified on drawing 002 rev 3, near to the entrance of the site. The imported trailer would be emptied during the next day's existing, approved operating hours. The trailer load for export would be readied for collection before the end of the last day's existing, approved operating hours.

1.7. The following is proposed in the application to mitigate and restrict operations for the benefit of neighbourhood amenity:

- No fixed plant will be operated out of operating hours (0700-1800 Monday to Saturday);
- There will be no loading shovel operations at night after 1800;
- All HGVs entering and egressing the site out of hours will be set to silent reversing alarms and use white noise systems (be in 'night mode');

- Condition 20 (vehicle movements) of PP 51471/003 is to be retained, limiting HGV movements to 612 (in and out) per week. Therefore the proposed night time movements would be included in this limit. Heavy Goods Vehicles (HGVs) (defined as vehicles over 3.5 tonne un-laden) will access and leave the site via Waterbrook Road as the existing traffic; and
- Agreement to enter into a legal agreement (S106) with the WPA to define the routing of the out of hours HGV movements to and from the site associated with the development hereby considered. This is to obligate the HGVs to travel from the site north up Waterbrook Road, north up the B3004 Mill Lane, and then to turn right directly onto the A31 during the out of hours period. This is to ensure no out of hours HGV movements through the residential area to the south of the Waterbrook Road/Mill Lane junction.

1.8. The following documents have been submitted with the application and can be found on the WPA webpage for the case, [51471/006](#):

- A supporting statement, dated January 2018;
- Site Location Plan, drawing 01;
- Site layout plan, drawing 002 rev 3;
- Noise Assessment for night-time site activities, dated January 2018;
- A revised Noise and Dust Management Plan, dated January 2018;
- Addition information statement, dated 3 May 2018, confirming lighting for the proposal and need for the development of planing transfer facilities; and
- A Further Noise Assessment for night-time HGV movements to and from the site, dated 3 May 2018.

1.9. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). The development is classified as a Schedule 2 development as it falls within Category 13 (Changes and extensions), section (b) as it is a change to a installation falling within Category 11(b) (ii) and (iii) (Installations for the disposal of waste (unless included in Schedule 1)). However, whilst being identified under the Regulations, it is not deemed an EIA development requiring an Environmental Statement.

6. Development Plan and Guidance

1.10. The following plans and associated policies are considered to be relevant to the proposal:

National Planning Policy Framework (2012) (NPPF)

1.11. The following paragraphs are relevant to this proposal:

- Paragraph 11: Determination in accordance with the development plan unless material considerations indicate otherwise;
- Paragraph 14: Presumption in favour of sustainable development;

- Paragraph 17: Core land-use planning principles should underpin both plan-making and decision-taking;
- Paragraph 19: Support of sustainable economic growth;
- Paragraph 30: support reductions in greenhouse gas emissions and reduce congestion;
- Paragraph 34: Sustainable transport;
- Paragraph 56: Good design;
- Paragraph 64: refuse poor quality design;
- Paragraph 118: Conserving and enhancing the natural environment;
- Paragraph 123: noise impact; and
- Paragraph 125: good quality design limiting impact of light pollution.

National Planning Policy for Waste (2014) (NPPW)

1.12. The following paragraphs are relevant to the proposal:

- Paragraph 1: Delivery of sustainable development and resource efficiency;
- Paragraph 5: Suitability criteria for new or enhanced waste management facilities; and
- Paragraph 7: Determining planning applications.

National Waste Planning Practice Guidance (NWPPG) (last updated 15/04/2015)

1.13. The following paragraphs are relevant to the proposal:

- Paragraph 007 (Self sufficient and proximity principle);
- Paragraph 0046 (Need);
- Paragraph 047 (Expanding existing waste facilities); and
- Paragraph 0050: (Planning and regulation).

Hampshire Minerals & Waste Plan (2013) (HMWP)

1.14. The following policies are relevant to the proposal:

- Policy 1 (Sustainable minerals and waste development);
- Policy 3 (Protection of habitats and species);
- Policy 8 (Protection of soils);
- Policy 10 (Protecting public health, safety and amenity);
- Policy 12 (Managing traffic);
- Policy 13 (High-quality design of minerals and waste development);
- Policy 17 (Aggregate supply – capacity and source);
- Policy 18 (Recycled and secondary aggregates development);
- Policy 25 (Sustainable waste management); and
- Policy 27 (Capacity for waste management development).

[East Hampshire and South Downs Joint Core Strategy \(2014\) \(EHCS \(2014\)\)](http://www.easthants.gov.uk/planning-policy/local-plan)
<http://www.easthants.gov.uk/planning-policy/local-plan>
[South Downs Local Plan: Preferred options September 2015 \(Emerging Plan\) \(SDLP \(emerging\) \(2015\)\)](#)

1.15. The following policies are relevant to the proposal:

- Policy CP4 - Existing employment land; and
- Policy CP20 – Landscape.

7. Consultations and Equalities

7.1 **County Councillor Joy:** Raises concern about the potential impact in terms of noise, vibration and amenity and the precedent 24/7 operation could set.

7.2 **County Councillor Kemp-Gee:** Was notified.

7.3 **East Hampshire District Council:** Has objection due to noise, dust and odours, and concerns about the robustness of the noise assessment data, and setting a precedent for 24 hour working in the area.

7.4 **East Hampshire District Council Environmental Health Officer (EHO):** Has no objection.

7.5 **Alton Town Council:** Has objection due to querying the accuracy of the noise assessment, the precedent of 24 hour operations and HGV pollution.

7.6 **Kingsley Parish Council:** Has objection and request a condition to prevent lorries using the B3004 to travel through Kingsley.

7.7 **Binstead Parish Council:** Was notified.

7.8 **Worldham Parish Council:** Was notified.

7.9 **Local Highway Authority:** Has no objection with conditions relating to continuation of the limit of 612 HGV movements to and from the site and measures to ensure prevention of mud and spoil on the public highway.

7.10 **Planning Policy (HCC):** responded with reference to the Hampshire Minerals and Waste Plan 2013.

7.11 **Waste and Resource Management (HCC):** was notified.

7.12 **County Ecology (HCC):** Has no objection based on the site not being lit at night.

7.13 **Environment Agency:** Was notified.

8. Representations

- 1.1. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
- 1.2. In complying with the requirements of the SCI, Hampshire County Council:
 - Published a notice of the application in the [Hampshire Independent](#);
 - Placed a total of 5 notices of the application at the application site and at key locations in the local area, and extending the period of neighbour consultation;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified by letter all properties within 100 metres of the boundary of the site, as well as key residential properties in a wider area.
- 1.3. As of 15 June 2018, a total of 45 representations objecting to the proposal have been received. The main areas of concern raised in the objections related to the following areas:
 - Impact on wildlife;
 - Noise pollution and amenity impact from 24 hour site operations,
 - Noise pollution and amenity impact from 24 hour HGV movements on local highway,
 - Emissions from 24 hour HGV movements,
 - Associated health impacts of disturbance caused to dwellings by 24 hour operation;
 - Visual amenity and landscape impact;
 - Impact of lighting associated with the development for night-time operations;
 - Proximity to residential properties;
 - Impact of HGV routing, particularly on B3004;
 - Dust pollution and amenity impact;
 - Impact on the amenity of the local residents;
 - lack of demonstrated need for the development;
 - Poor operator record with respect to dust and noise;
 - Concern that information submitted is inaccurate; and
 - Concern that night-time operation of non-fixed plant will not be controlled.
- 1.4. The above issues will be discussed and addressed primarily within the following commentary, except where identified as not being relevant to the decision or included as a factual record for clarification.

9. Commentary

Principle of the development

- 1.5. The [National Planning Policy Framework](#) (2012) [NPPF] sets out the Government's planning policies for England and how these are expected to be applied. Paragraph 11 states that a proposal should be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 14 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 planning permission where adverse impacts clearly outweigh the benefits, or the provisions of the NPPF (2012) indicate developments should be restricted. This is translated into the adopted Hampshire Minerals and Waste Plan [HMWP] (2013) through Policy 1 (Sustainable minerals and waste development), which states that the Hampshire Authorities will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development contained in the NPPF (2012).
- 1.6. NPPW paragraph 7 also states that WPA should ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.
- 1.7. Paragraph 47 of the [National Waste Planning Practice Guidance](#) [NWPPG] states that a WPA should not assume that because a waste disposal facility is present in a particular area, that is appropriate to add to these facilities. It is important to consider the cumulative effect of waste facilities on a community's wellbeing.
- 1.8. The site is located on the Waterbrook industrial estate on the edge of Alton. The estate is formed from a mixture of commercial, industrial and waste uses. It has been identified in conjunction with East Hampshire District Council [EHDC] that the developments on the estate do not have specific planning permissions that allow for night-time operations, i.e. those outside of typical operating hours. Therefore, the proposed development to allow limited night time operations and HGV movements would be a significant change to the current situation in the area.
- 1.9. Therefore the weight of consideration for the introduction of night time operations on the estate needs to be determined.
- 1.10. The consultation response from the Local County Councillor raises concern, and Alton Town Council and a significant number of public representations object, amongst other reasons, on the issue of setting a precedent for night time operations in the Waterbrook Industrial Estate. It is established that there are no sites in the industrial estate with specific permission to carry out

night time operations, however, there are no restrictions to other land uses on the industrial estate to prevent night time operations either.

- 1.11. The concept of precedence in this context (i.e. how the grant of any individual planning permission will impact upon the grant or refusal of any future planning permissions) is not a material consideration in the determination of a planning application. Rather, each application for a proposed development should be considered on its own merits and not in view of its anticipated impact or otherwise on any future application. In this case, with no established night time operations in the area of the site, the applicant is required to provide sufficient information to demonstrate that their proposal for night time operations would not have unacceptable adverse impacts in accordance with the HMWP (2013). Any future planning applications on this site or in the area for night time operations would need to be determined on their own merits in accordance with the policy and material considerations relevant to those applications, for which cumulative impact and existing night time operations could be relevant.
- 1.12. It is considered that the applicant has provided sufficient demonstration to be considered sustainable in accordance with Policy 1 (Sustainable minerals and waste development) of the HMWP (2013).

Demonstration of need

- 1.1. Policies 17 (Aggregate supply – capacity and source) and 18 (Recycled and secondary aggregates development) of the HMWP (2013) support development of infrastructure to provide supply of recycled and secondary aggregates.
- 1.2. Policy 25 (Sustainable waste management) of the HMWP (2013) supports the co-location of activities with existing operations where considered appropriate and commensurate with the operational life of the site. It states provision will be made for the management of non-hazardous waste arising that achieve at least 60% recycling and 95% diversion from landfill by 2020.
- 1.3. Policy 27 (Capacity for waste management development) of the HMWP (2013) states the need for additional waste infrastructure capacity was for non-hazardous recycling and recovery capacity in Hampshire. The policy supports proposals where they provide additional capacity for non-hazardous recycling and recovery through the use of existing waste management sites.
- 1.4. The [National Planning Policy for Waste \(2014\)](#) (NPPW) sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Policy 7 of the NPPW states that when determining waste planning applications, Waste Planning Authorities should only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. In this case, the

proposed development is considered consistent with the HMWP (2013) and so the applicant is not required to demonstrate market need. The site is located close to a junction of the A31, part of the Strategic Road Network as identified in the HMWP, and is therefore considered to be in proximity to the waste sources and markets of Hampshire.

- 1.5. The applicant has provided information upon the benefit of the storage and transfer of road planings at the site and proposed timings of such. The applicant states that highways work typically occurs at night and on a campaign basis (a campaign refers to intense, but usually short lived, projects). A proportion of the road planings generated need to be deposited at a suitably licensed waste facility. Allowing for the night time storage of road planings at the Waterbrook Road site would enable safe, secure and licenced storage providing operational flexibility to benefit highways projects in Hampshire.
- 1.6. It is therefore considered that the proposed development is in accordance with Policies 17, 18, 25 and 27 of the HMWP (2013).

Potential pollution associated with the development

- 1.7. National Planning Practice Guidance states that Planning Authorities should assume that other regulatory regimes will operate effectively rather than seek to control any processes, health and safety issues or emissions themselves where these are subject to approval under other regimes ([Paragraph 050 Reference ID: 28-050-20141016](#)).
- 1.8. Planning and permitting decisions are separate but closely linked. Planning permission determines if a development is an acceptable use of the land. Permitting determines if an operation can be managed on an ongoing basis to prevent or minimise pollution.
- 1.9. Upon receiving this application, the case officer contacted the Environment Agency [EA] for definition and information on road planings. The EA officer confirmed that the site's environmental permit includes bituminous mixtures such as road planings as acceptable waste, with the exception of certain road planings, such as those containing coal tar, as these are hazardous waste. Therefore the operator holds a permit for the importation and processing of non-hazardous road planings. Therefore this report considers the proposal to import and process non-hazardous road planings and the planning conditions to be carried forward from the site's existing planning permission and those new conditions required to make that acceptable in planning terms. The area set out for the storage of road planings, as shown on the Proposed Site Layout plan, drawing 002 rev 3, is to include for concrete hardstanding, physical wall containment and drainage as per the requirements for the entire site in accordance with Conditions 7 (Solids to watercourses) and 8 (Hardstanding) of the existing site planning permission [51471/003](#).

1.10. The site's environmental permit will control the suitability of the waste material imported to the site. Therefore the proposal is considered in accordance with Policies 8 (Protection of soils) and 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to ground and water pollution.

Highways impact

- 1.11. Policy 12 (Managing traffic) of the HMWP (2013) requires minerals and waste development to have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation. It also requires highway improvements to mitigate any significant adverse effects on highway safety, pedestrian safety, highway capacity and environment and amenity.
- 1.12. The proposal is for 12 HGV daily movements to and from the site outside of the operating hours of the site as set in Condition 5 (Operating times) of Planning Permission [51471/003](#) (0700-1800 Monday to Saturday). These would travel to the A31 via Waterbrook Road and the B3004, Mill Lane. It is proposed that these HGV movements would be included in the existing HGV movement limit, 612 weekly, therefore it is proposed to retain Condition 20 (Vehicle movements) of planning permission 51471/003 with no change.
- 1.13. The Highways Authority's consultation response was for no objection with conditions to retain Condition 20 (Vehicle movements), setting 612 weekly HGV movements, and Condition 21 (Road cleaning) of PP 51471/003.
- 1.14. The consultation response from the Local County Councillor raises concern, and Kingsley Parish Council and a significant number of public representations object, on the grounds of highway capacity, amenity impact and concern of HGVs turning south onto Mill Lane (B3004) and travelling through the village of Kingsley at night.
- 1.15. In order to address the public concern, and ensure that the night-time HGV movements proposed by this application do not have an unacceptable impact on residential properties that lie on the route of vehicles that turn south onto Mill Lane (B3004), it has been agreed with the applicant that in order to permit this proposal, the applicant will enter into a Section 106 legal agreement with Hampshire County Council to define and limit the route of HGVs travelling to and from the site, for the movements associated with this application. This agreement shall require the HGVs to turn north onto Mill Lane (B3004) from Waterbrook Road and then to turn east directly onto the A31.
- 1.16. Therefore, subject to the legal agreement, it is considered that the proposal is in accordance with Policy 12 (Managing traffic) of the HMWP (2013).

Ecology

- 1.17. Policy 3 (Protection of habitats and species) of the HMWP (2013) sets out a requirement for minerals and waste development to not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species. The policy sets out a list of sites, habitats and species which will be protected in accordance with the level of their relative importance. The policy states that development which is likely to have a significant adverse impact upon the identified sites, habitats and species will only be permitted where it is judged that the merits of the development outweigh any likely environmental damage. The policy also sets out a requirement for appropriate mitigation and compensation measures where development would cause harm to biodiversity interests.
- 1.18. The consultation response from County Ecology is for no objection on the basis that the development does not include any lighting. The applicant confirms that the proposal includes for no lighting, other than that on the vehicles, to operate outside of the operating hours set by existing Condition 5 (Operating times).
- 1.19. Therefore, it is considered that the proposed development is in accordance with Policy 3 (Protection of habitats and species) of the HMWP (2013).

Visual impact, light pollution and landscape

- 1.4. Policy 13 (High-quality design of minerals and waste development) of the HMWP (2013) requires that waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) protects residents from significant adverse visual impact.
- 1.5. Paragraph 7 of the NPPW states that Waste Planning Authority should ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.
- 1.6. The consultation response from the Environmental Health Officer [EHO] at East Hampshire Borough Council [EHBC] is for no objection and does not raise concern for light pollution and amenity impacts from lighting. County Ecology have no objection based on the site not being lit at night.
- 1.7. A significant number of public representations object on the grounds of the impact from lighting and visual amenity and landscape impact.
- 1.8. The site is located in an elevated position that overlooks an area to the south east of Alton. It has been previously established in existing planning permissions that the WTS is acceptable in planning terms and has sufficient mitigation to its visual impact on its setting. The proposed development

proposes the storage of road planings to the rear of the site. This is proposed to be developed in accordance with all existing conditions of the existing site's Planning Permission [51471/003](#), and so the proposal hereby considered is considered to not have a significant adverse day time visual impact or landscape setting. The proposal includes the use of vehicles at night on the site. This would require lighting.

- 1.9. In the additional information from the applicant, dated 3 May 2018, it is stated by the applicant that no fixed lighting is included in this proposal. Only vehicle lighting is to be used for the operations proposed.
- 1.10. Therefore it is considered the proposal is in accordance with Policy 13 (High-quality design of minerals and waste development). It is also considered the proposal is in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to light impact.

Impact on public amenity and health – noise, dust and odour.

- 1.1. Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) requires that any development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between waste developments and other forms of development.
- 1.2. The [National Planning Policy for Waste \(2014\)](#) (NPPW) sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Policy 5 sets out criteria by which Waste Planning Authorities should assess the suitability of sites for new or enhanced waste management facilities. This includes the criteria that the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.
- 1.3. The application includes 2 Noise Assessments; one for the proposed night time activities on the site, and one for the sound generated by night-time HGV movements to and from the site. Both noise assessments are based upon British Standard BS4142:2014, which is recognised by the WPA and the EHO as an acceptable standard to consider the impacts of noise for minerals or waste developments. Both assessments are conservative, based upon overstated values for the noise generated by the activities (refer to the Additional Noise Information document, dated 01.06.18, provided by the applicant as part of the application). They consider potential noise impacts against site measured background noise at identified survey locations and sensitive receptors. These are key residential areas and dwellings. For the site night-time activities noise assessment this was Lynch Hill Cottage on Waterbrook Road, Spitalhatch off Mill Lane, Wilsom Road and Golden Chair Cottage, to the east of the A31. These locations are shown on aerial

photographs in appendices 03 and 04 of the Noise Assessment Report, document 416.07338.00001, dated January 2018. For the night-time HGV movements to and from the site noise assessment, the sensitive receptor considered was Lynch Hill Cottage, located near the entrance of Waterbrook Road, the residential property in greatest proximity to the route of the HGVs. The route and receptor for this assessment is shown on the aerial photograph on page 2 of the SLR Consulting Limited Additional Noise Information letter, dated 03 May 2018. Both assessments considered a scenario when dwellings' windows are open. Both assessments demonstrate that the noise impact from the proposed activities would not cause an adverse noise impact.

- 1.4. The consultation response from the EHO was for no objection following the applicant providing further information in order to demonstrate the robustness of the noise assessments. Alton Town Council and a number of public representations also raise concern about the robustness of the noise information provided in the application in their objections.
- 1.5. The consultation response from the Local County Councillor raises concern over the potential impact of noise, vibration and amenity from the proposed development. The Councillor highlights particular concern for 'the natural night-time acoustic characteristics of Alton's valley setting' to allow 'noise generated on one side of the valley to be easily heard at considerable distance away on the other side.' The site is located upon one side of the valley which is populated by a significant number of dwellings.
- 1.6. The consultation response from EHBC was for objection based upon concerns for the impact of the potential increase in noise disturbance, dust and odours resulting from the intensification in use of the site and extension in working and delivery hours. A significant number of public representations object on the grounds of amenity impact, particularly from out of hours (night-time) site operations and HGV movements due to noise, lighting, air pollution from HGVs and dust.
- 1.7. The applicant has provided the additional information to address the EHO's concerns for the robustness of the noise assessments to the satisfaction of the EHO. It is therefore considered that the application sufficiently demonstrates that no significant adverse noise impact will occur. The proposed addition of road planings to the waste types imported to the site does not have any odour impacts associated with it, and the proposed operation to pour, store and load road planings would not cause any significant dust issue and would be satisfactorily covered by the proposed Dust and Noise Management Plan.
- 1.8. It is therefore considered that the proposed development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013).

Dust and Noise Management

- 1.9. The application seeks variation of Condition 11 (Dust and noise management plan) of Planning Permission [51471/003](#) in order to have the submitted Revised Dust and Noise Management Plan, dated 25 January 2018, replace the original Dust and Noise Management Plan by Hutchings and Carter Ltd., dated 20 October 2016. The original Plan was approved by the WPA on 29 September 2016 following submission by the operator for discharge of Condition 11 (article 27 submission).
- 1.10. The revisions proposed are solely to include in the Plan the proposed night time activities hereby considered. The document clearly highlights the revisions proposed and these raise no issues for the WPA or the EHO.
- 1.11. Therefore it is considered that the Revised Dust and Noise Management Plan is in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) and is recommended for approval.

Conclusions

- 1.12. It is considered that the proposal would be in accordance with the relevant policies of the adopted Hampshire Minerals and Waste Plan (2013), in that it provides a suitable location to support highways works in Hampshire through the transfer of road planings to an existing Waste Transfer Facility located on the Strategic Road Network in a central Hampshire location. It is considered that the proposal's benefits in providing this facility for road planings outweighs the impacts to neighbourhood amenity and the environment within the site's context as part of an existing industrial estate adjacent to a residential area of Alton along the Strategic Road Network.
- 1.13. It is considered that the proposed development for 12 HGV movements per night, when considered with the proposed mitigation, subject to conditions and the completion of the s.106 agreement, has been demonstrated to not cause a significant adverse impact on public amenity, noise or light pollution, or to highway safety or amenity:
- The applicant has provided sufficient demonstration to be considered in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to noise, lighting, dust and odour;
 - The proposal is considered in accordance with Policy 12 (Managing traffic); subject to the completion of the s.106 agreement to control the route of HGV to and from the site out of the conditioned working hours to prevent night time HGV movements through residential areas;
 - The application is considered in accordance with Policies 3 (Protection of habitats and species) and 10 (Protecting public health, safety and amenity) of the HMWP (2013) with no inclusion of any site lighting as part of the proposed development;
 - The site is on the Strategic Road network, and so in principle, is considered suitable for additional development, such as this, in order to sustainably support Hampshire's provision of waste facilities in

accordance with Policies 17 (Aggregate supply – capacity and source), 18 (Recycled and secondary aggregates development), 25 (Sustainable waste management) and 27 (Capacity for waste management development) of the HMWP (2013).

1.14. It is considered that the variations of conditions of the existing Planning Permission [51471/003](#) the application seeks is in accordance with the adopted Hampshire Minerals and Waste Plan (2013) [HMWP]:

- Variation of Condition 5 (Operating times) to allow for 12 HGV movements to and from the site, of the existing 612 limit stated by Condition 20 (HGV movements), to occur outside the existing operating hours of the site, and therefore, allow for limited night time operations to occur at the site;
- Variation of Condition 11 (Dust and noise management plan) to allow for the approval of a revised Dust and Noise Management Plan for the site; and
- Variation of Condition 18 (Materials permitted) to allow for the addition of road planings to the list of waste types accepted at the site.

Appendices:

- Integral Appendix A – Corporate or Legal Information
- Integral Appendix B – Conditions
- Appendix C – Site Location Plan, drawing 001
- Appendix D – Proposed Site Layout Plan, drawing 002 rev 3

Other documents relating to this application, these can be found on the WPA webpage for the case, [51471/006](#):

- Site Location Plan, drawing 01;
- Site layout plan, drawing 002 rev 3;
- Noise Assessment for night-time site activities, dated January 2018;
- Revised Noise and Dust Management Plan, dated January 2018;
- Addition information statement, dated 3 May 2018, confirming lighting for the proposal and need for the development of planing transfer facilities; and
- Further Noise Assessment for night-time HGV movements to and from the site, dated 3 May 2018.

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

51471/006
EH156

Hampshire County Council

Unit 7 Waterbrook Estate, Waterbrook Road,
ALTON GU34 2UD
(Variation of conditions 5, 11 and 18 of
planning permission 51471/003 to allow for
importation of road planings and the night-
time importation and exportation of waste

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

Perimeter Bunds

2. The perimeter bunds shall be fully constructed, graded, and top soiled in accordance with the approved plan and cross section details as detailed on Drawings 4998 SK/04 Rev G and 286-02 Rev E (and 286-01 Rev C approved under permission 51471/003) and maintained for the duration of the development.

Reason: In the interests of local amenities in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Layout

3. The site shall be set out in accordance with the Layout Plan 4998 SK/04 Rev G and the Proposed Site Layout Plan 002 rev 3. The 1 metre buffer, as shown on drawing 4998 SK/04 Rev G, shall be maintained for the duration of the development.

Reason: To ensure the site is set out in the manner applied for in order to minimise any adverse impacts on local amenities in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Site Levels

4. The site ground levels shall not exceed those shown on plan HCC EH156-Ground Levels survey 2016, with the exception of the approved stockpile areas.

Reason: To ensure that appropriate site levels are maintained in the interests of local amenities in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Hours of Working

5. 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. This is with the exception of the following hereby permitted:
- No more than 10 HGV movements per day shall enter and leave the site between 1800 and 0700 Monday to Saturday for the delivery of road planings only, as shown on the Proposed Site Layout drawing, 002 rev 3; and
 - No more than 2 HGV movements per day shall enter and leave the site between 1800 and 0700 Monday to Saturday for the delivery and collection of a CDE waste trailer prepared within the site operating hours defined above as shown on the Proposed Site Layout drawing, 002 rev 3.

Reason: In the interests of local amenity in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Landscape

6. Landscaping for the perimeter of the site (including construction of the perimeter bunds) shall be undertaken in the first planting season following the issue of this permission as detailed on approved planting plan (286-02 Rev E). 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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

11. The site shall be run in accordance with the submitted and approved Dust and Noise Management Plan, dated January 2018, reference 416.073398.00001. The scheme shall be implemented as approved for the duration of the site's operation.

Reason: In the interests of local amenity in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

12. All vehicles, operated within the site shall be fitted with white noise type low tonal reversing alarms. Those vehicles operating outside of the operating hours, as set out in Condition 5 (working hours) shall operate in 'night mode' as stated in the Dust and Noise Management Plan, dated January 2018, reference 416.073398.00001. This shall be implemented as approved for the duration of the site's operation.

Reason: In the interests of local amenities in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

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

Reason: In the interests of local amenities in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Lighting

14. No additional lighting is to be installed as part of the development hereby permitted, including lighting for the road planings bay as stated in the Additional Information from the Applicant document, dated 3 May 2018. No lighting is to be used for out of operating hours, as set in Condition 5 (Working hours), activities on the site other than those attached to HGVs considered necessary for the safe unloading, trailer drop off and pick up and driving of those HGVs.

Reason: In the interests of biodiversity and local amenities in accordance with Policies 3 (Protection of habitats and species) and 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Buildings and Plant

15. The covered waste structure shall be maintained in accordance with Plan. No. 4998 SK/05 Rev C (as approved under permission 51471/003).

Reason: In the interests of local amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Restriction of Permitted Development Rights

16. Notwithstanding the provisions of Parts 4, 7 and 16 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Storage

17. Stockpiles of waste and recycled material shall not exceed a maximum level of 5 metres in height above the level of the ground on which the stockpile is located for soil/hardcore processing and screened material and 4 metres in height above the level of the ground on which the stockpile is located for product storage and material storage including wood (as indicated on Drawing No 4998 SK/04 and Drawing no 002 rev 3). Stockpile heights shall be measured from the existing ground levels adjacent to the stockpiles as shown on plan HCC EH156- Ground Levels survey 2016.

Reason: To control any adverse visual impact and to control windborne dust in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

18. Measuring poles marked at 4 metre and 5 metre heights, shall be retained on site near the stockpiles to be used as a reference. Within one month of the date of this permission, the location of these measuring poles shall be submitted to the Waste Planning Authority for approval and maintained for the duration of the development as approved.

Reason: To control any adverse visual impact and to control windborne dust in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Types of Materials

19. Material imported to the site shall comprise of inert construction and demolition waste (CDE waste). This shall comprise only of clean, uncontaminated soils, rubble, concrete, wood and road planings.

Reason: In the interests of pollution control and the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

20. There shall be no burning or processing of wood on site.

Reason: In the interests of pollution control and the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Highways

21. No more than 612 HGV movements shall take place in any one week (Monday- Sunday). A record of all Heavy Goods Vehicles entering and exiting the site shall be kept on site and shall be made available for inspection by the Waste 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 in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals & Waste Plan (2013).

22. For the duration of the development measures shall be taken to clean vehicles leaving the site to prevent mud and spoil from being deposited on the public highway. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway. In the event that mud and spoil from vehicles leaving the site are deposited on the public highway, measures shall be taken to clean the highway. In any event at the end of each working day the highway shall be cleaned to the satisfaction of the Waste Planning Authority.

Reason: In the interests of highway safety in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

23. The HGV movements hereby permitted outside of the operating hours of 0700-1800, set out by Condition 5 (Working hours), shall enter and leave the site using the agreed routing plan in the Section 106 agreement.

Reason: In the interests of highway safety and public amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

Plans

24. The development hereby permitted shall be carried out in accordance with the following approved plans: **01 (dated December 2017), 002 rev 3, 4998 SK/04 Rev G, 286-02 Rev E, EH156 Ground Levels Survey 2016, WBE/01, 286-01 Rev C, 4998 SK/05 Rev C.**

Reason: For the avoidance of doubt and in the interests of proper planning.

Notes to Applicant

1. In determining this planning application, the Waste Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. For the purposes of matters relating to this decision Heavy Goods Vehicles (HGVs) are defined as vehicles over 3.5 tonne un-laden.
3. 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.