

## Appendix I

### Applicants assessment of alternatives (December 2020)

<b>Site</b>	<b>Applicants Assessment</b>
HRT019 & HRT026 Hartland Park & adjacent land	The site is clearly big enough to accommodate the proposed development. However, the full site was granted outline planning permission under 17/00471/OUT for residential led development comprising 1,500 units. Subsequent to that, reserved matters have been discharged and construction work is ongoing. Consequently, the sites are not reasonably available.
HVT 005 Solent Road, Havant	Less than 1ha in size. Unable to accommodate the proposed development.
HVT 010 and 006 Harts Farm Way	HVT 010 is occupied by the recently built Broadmarsh Highway Depot, HWRC and gas powered Short Term Operating Reserve (STOR) site and is therefore not reasonably available. The remaining 006 site (not identified as suitable for class 5 or 6 development) is only 1.46ha and so too small for development.
PCC 014 Military Road, Royal Naval Dockyard	Site area 0.9ha. Unable to accommodate the proposed development.
FHM 006 and 009 Little Park Farm Road, Park Gate	The site is shown in the document as single site of 6.6ha. In reality these are a series of sites, mainly low grade agriculture, in different ownerships and split by intervening built development. The east end of the site could accommodate the proposed development. However, Little Park Farm Lane would be unable to accommodate delivery vehicles due to the narrow bridge beneath the railway line. Access might be possible through the redesign of the A27/M27 junction, but that would require a wholesale redesign and re-engineering of the motorway junction, and is not therefore considered reasonably deliverable. The site has therefore been discounted.
FHM 007 Fareham SDA Area of Search <sup>1</sup>	This is a non-site specific area, identified as part of a potential large scale development on the north of the M27 motorway. This is being taken forward as part of the Welborne development. Whilst there has been some planning work undertaken on the project, it is a very long term development and relies on access arrangements to the site from the M27, including construction of a new motorway junction, being delivered within a suitable

<sup>1</sup> It is recognised that funding for the M27 junction improvements has recently been secured by the County Council. However, the applicant has indicated that there is no landowner support for this type of waste use as part of the wider development in this location and this is acknowledged by the Waste Planning Authority.

	<p>timescale to facilitate the development. The applicant has also indicated that there is no landowner support for this type of waste use as part of the wider development.</p>
<p>FHM 013 Pinks Industrial Estate, Crockerhill</p>	<p>The site has an area of 2.40ha and is too small to accommodate the proposed development. It is within the area of the Welborne village, described above, and included within the adopted strategy as housing land.</p>
<p>TTV 029 Land East of Abbey Park Industrial Estate, Romsey</p>	<p>The site area at 4.8ha would be large enough to accommodate the proposals. However, the site is identified in the adopted Test Valley Borough Revised Local Plan (January 2016) as a local gap to be preserved from development under Policy E3. It is therefore considered to be unsuitable for the proposed development.</p>
<p>ELH006 Adjacent to Waste Water Treatment Works, Eastleigh (AKA Chickenhall Lane)</p>	<p>A 4ha (approx. remaining area) this site is subject to an extant planning permission for a gasifier. The site lies within Southampton Airport Aerodrome Safeguarding Area and the full site is beneath the Inner Horizontal Surface designed to protect approaching and departing aircraft. Within this area no building or other structure may exceed 54.34mAOD2. The ground level within the site is at approximately 12mAOD meaning no development could occur over approximately 42m in height. The site is not therefore not suitable to accommodate the proposed development.</p>
<p>SCC018 Associated British Port Land, Southampton Docks</p>	<p>This is part of the existing operational docks at Southampton. The site is bisected by a railway line that connects the docks with the wider railway network, and can be broadly classified as being two sites located to the east and west of the railway, each area being approximately 8Ha. The area to the west of the railway is a dockyard, currently used for the loading and unloading of shipping. The area to the west is used for the storage of vehicles unloaded as part of the shipping operations on the wider docks. It is also oversailed by HV lines. Both areas are in active port use. In policy terms, the site forms part of the Port of Southampton and is within the area covered by Policy CS9 of the Southampton Core Strategy. Policy CS9 confirms that the Council will facilitate growth of the port by, amongst other things, refusing planning permission for non-port related development within the port. Development of that area for an ERF facility not directly intended to serve the port would therefore be contrary to Policy CS9.</p>
<p>NFT 068 Husbands Shipyard Site, Cracknore Lane</p>	<p>The site totals 4ha split over 3 separate parcels. No single parcel is large enough to meet the site size requirement, but in combination could accommodate the proposed development. Whilst the location itself would be</p>

	<p>acceptable, the site is very close (approximately 600m from the existing Marchwood ERF) and whilst ideal in operational terms, clustering of facilities in that way would not allow for locational flexibility in terms of waste sources. It is allocated in the New Forest District (outside the National Park) Local Plan Part 2: Sites and Development Management, Adopted April 2014, as MAR6: Cracknore Industrial Park. That allocation is saved in the New Forest District Local Plan 2016-2036 Part 1: Planning Strategy. Whilst the redevelopment of the site is encouraged within the plan, it is noted that any future development of the site will need to preserve the site for marine-based businesses and retain public access to Cracknore Hard for the launching and landing of boats by the public. The access to Cracknore Hard passes through the centre of the site which is the reason for separation into individual parcels. It is hard to see how that could continue to be accommodated, although further design work might demonstrate that were possible. However, the development of an ERF would not fit with the marine based business use required, and would therefore be in conflict with the Development Plan.</p>
Existing ERFs	<p>Unsuitable as a result of their size, ongoing redevelopment, Development Plan policy or practical constraints as identified above. None of the sites are therefore considered appropriate for further assessment.</p>