Hampshire County Council

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

Hampshire Minerals and Waste Core Strategy DPD 2007

Policy DC2 – Sites with International and National designations
Minerals and waste development, which is likely to prejudice the purpose of the following designated sites and their settings, will not ne permitted unless the reasons for development outweigh the likely adverse impact, taking into account the requirements of relevant legislation and guidance.

Internationally Designated Sites:

European Sites (Special Protection Areas, proposed Special Protection Areas, Special Areas of Conservation, proposed Special Areas of Conservation) and Ramsar sites (Wetlands of International Importance);

Nationally Designated Sites

The New Forest National Park, the proposed South Downs National Park and Areas of Outstanding Natural Beauty; National Nature Reserves, Sites of Special Scientific Interest; Scheduled Ancient Monuments; Listed Buildings, and sites on the National Register of Parks and Gardens of Special Historic Interest; Registered Battlefields. In all cases, applications will be subject to the most rigorous examination.

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 DC5 – Green Belt
Minerals and waste development, other than for time-limited minerals and waste operations and ancillary development, will not be permitted, in the South West Hampshire Green Belt unless there are special circumstances which may make a location in these areas appropriate and the highest standards area applied.

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 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 DC13 – Waste Management and Recycling (including Aggregate Recycling Facilities)
Waste management developments (excluding landfill) will be permitted provided that the site:

a) Is identified as a site, or within an area suitable for waste management uses, in the Hampshire Waste Management Plan or Minerals Plans, or
b) Re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings (including their curtilages), or
c) Is within a planned area of large-scale development, or
d) Is on employment land, preferably co-located with complementary activities, and
e) Has good access to, the minerals and waste lorry route as shown on the Key Diagram, and where possible, the site enables the use of water-bourne 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.

New Forest District Core Strategy (2009)

Policy CS8 – Community services and infrastructure
New Forest District Council will work with service and infrastructure providers with the aim of ensuring the delivery of adequate infrastructure and services, (Chapter 10 and the Delivery Plan) to serve existing and proposed development in the Plan Area and support the local economy, ensuring that any adverse impacts arising are minimised, and that decisions on the provision of such infrastructure are taken on the basis of environmental sustainability as well as cost. Attention will be given to addressing the needs of area of particular social deprivation.

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Proposals for new and improved health care, education and social facilities that result in improvements in meeting the needs of the Plan Area's population will be supported. These facilities should be well related to public transport infrastructure, and should provide high standards of accessibility to all sectors of the community. In rural communities and other areas with poor public transport, support will be given to innovative schemes to secure the local delivery of public services. Delivery of some services through the use of mobile services and technology will be encouraged where this results in better local provision.

There will be a presumption against any development that involves the loss of education, health, social and other publicly provided community services, except where it is part of a service provider's plan to provide improved local services in equally accessible locations.

Suitable alternative uses, and environmental improvements, will be sought for major built infrastructure that has reached the end of its useful life (including Fawley Power Station if it should be decommissioned).