

**Hampshire County Council
Director of Economy, Transport & Environment**

Applicant: Mr R Hill

Retrospective application for the construction of a track and alterations to existing access for use in conjunction with green waste processing and composting operations at Newbourne Farm, Rockbourne, Fordingbridge SP6 3NT (Application No. 13/10234)

(Received: 21 February 2013)

General

Retrospective planning permission is sought for the construction of a track and alterations to an existing access for use in conjunction with the green waste processing and composting operations at Newbourne Farm, Rockbourne.

At the current time, vehicles access and egress the site using the same track, which can create a conflict between vehicles entering and leaving the site at the same time. The construction of the new track has created a one way 'in/out' system to operate, improving the business efficiency of the site as well as reducing the conflict between vehicles entering and exiting the site at the same time. Vehicles therefore now enter through the original access along Rockbourne Road, deposit their green waste in the yard and then exit via the new track to the north of the original access, which then rejoins the public highway.

The access subject of this application existed previously and was only used occasionally by the applicant. The access has now been widened and tarmac laid down where the access joins the public highway. A new track from this access to the main yard area at Newbourne Farm has been created using road planings, with laurel planting and a mixed indigenous hedgerow species planted along its northern and southern boundaries.

Development Plan

Hampshire Minerals and Waste Core Strategy Development Plan Document (2007) policies S4 (Recycling and Composting), S5 (Capacity Requirements), DC2 (Sites with International Designations), DC3 (Impact on Landscape and Townscape) and DC6 (Highways).

Consultations

Councillor Heron
Rockbourne Parish Council
New Forest District Council
Environment Agency Southern

Has been informed
Supports the application
No objection
No objection

Highway Authority
Cranborne Chase and West Wiltshire Downs

Objects to the proposal. The proposal is an intensification of the site activity, leading to an increased urbanisation and industrialisation of the site. This activity confirms the view consistently expressed by this AONB Team that an AONB is not a place to import waste for treatment. The AONB questions the wisdom of importing materials for composting within the AONB that then have to be exported again. Not only is there the philosophical principle that such material should be composted near its point of origin but the AONB is also concerned about the heavy goods vehicles that use the narrow lanes of the AONB and consequently put at risk the tranquillity of the AONB. The AONB is nationally important and this AONB Partnership looks to the Local Planning Authorities to reflect that national significance in its decision making. Paragraph 115 of the NPPF is relevant and it is also relevant to note the weight that Inspectors have given to that paragraph in recent decisions when dismissing appeals.

Representations

One representation against the proposal has been received on the following grounds; the proposal seems an intensification of site activities. Lorries entering and exiting the site have badly damaged the verges. Objector agrees with the comments from the Cranborne Chase and West Wiltshire Downs AONB.

Commentary

This proposal involves no increase in the permitted annual throughput of composting material at the Newbourne Farm green waste site, as approved under planning permission 12/98401, granted on 20th June 2012. The permitted number of vehicle movements per calendar month and per year is also to remain the same. Consequently, this proposal is not an intensification of site activities and is therefore not anticipated to result in a detrimental impact on the tranquillity of the AONB.

Paragraph 115 of the National Planning Policy Framework (NPPF) states; 'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage

are important considerations in all these areas, and should be given great weight in National Parks and the Broads'.

Although the proposal has involved the widening of an existing access and the laying of road planings to construct a track, additional planting works have been undertaken on the northern and southern boundaries of the track to conserve the landscape and mitigate against any loss of scenic beauty in the AONB. No industrial activities are proposed as part of this application. Consequently, due to the mitigation measures proposed the proposal is not considered to be an increase in industrialisation or urbanisation of the site and is not considered to prejudice the purpose of the AONB and its setting and is therefore considered to be in accordance with policies DC2 and DC3.

The track has also been constructed to reduce the conflict between vehicles entering and exiting the site, improving site efficiency and reducing the likelihood of vehicles having to wait on the road, or reverse onto the road. The application is therefore an improvement to the existing vehicle movement arrangements within the site, as well as highway safety.

As part of this application, additional information on the recorded speed of vehicles was requested by the HCC Highways Officer. Rockbourne Road is subject to the national speed limit of 60 mph. Visibility splays were observed on site to the north in accordance with relevant standards set within the Design Manual for Roads and Bridges (DMRB). The survey data submitted recorded 85% north/westbound speeds of 49.4mph requiring a visibility splay of 160m, however a visibility splay of 110m was recorded to the south/east. DMRB also provides a desirable minimum of 120m stopping sight distance.

The original access has limited visibility towards the south with a splay measuring approximately 50m. Consequently, whilst the newly constructed access offers a level of visibility below required standard, it is recognised that an improved arrangement to existing is provided. Accident history data has been obtained for the previous 5 years and has not identified any accidents associated with the site access or exiting traffic in the vicinity of the site. Consequently, no objections have been raised with regards to highways safety or convenience, subject to a condition regarding vehicle movement restrictions being imposed to ensure consistency with the restrictions imposed under the overall planning permission for green waste and composting operations at the site.

Taking the above into account, the proposal is not anticipated to result in any detrimental environmental or amenity impacts and no concerns with regards to highway safety or convenience have been raised. Therefore, planning permission is recommended.

Recommendation

That permission be granted subject to following reason for approval and conditions:

Reasons for Approval

It is considered that the proposal would be in accordance with the Hampshire Minerals and Waste Development Plan Document (July 2007) policies DC2 (Sites with International Designations), DC3 (Impact on Landscape and Townscape) and DC6 (Highways), (summary attached) and would not materially harm the character of the area or the

amenity of local residents and would be acceptable in terms of highway safety and convenience.

Conditions

Plans and Particulars

1. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice.

Reason: To ensure that the development is carried out in accordance with the approved details.

2. The development hereby permitted shall only be used in conjunction with the approved green waste processing and composting operations at Newbourne Farm.

Hours of Working

3. No heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0800-1800 Monday to Friday and 0800-1300 Saturday. There shall be no working on Sundays or recognised public holidays.

Reason: In the interests of local amenity

Highways

4. 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. These approved measures shall be implemented before the development commences. Once the development has been commenced, these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the development. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interests of highway safety.

5. No more than 422 total vehicle movements in or out of the site for the purposes of permitted green waste processing and composting operations shall take place within any calendar month, and no more than 4,860 vehicle movements shall be permitted to occur in any calendar year.

Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site and to preserve the tranquillity of the Cranbourne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

Landscape

6. Within 3 months from the date of this permission, a detailed scheme of landscaping for the northern and southern boundaries of the track shall be submitted to the Waste Planning Authority for approval in writing. The scheme shall specify the types, size and species of all trees and shrubs planted; details of all trees to be retained; and details of any fencing/enclosure of the site, phasing and timescales for carrying out the works, and provision for future maintenance. 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.

Notes to Applicant

1. In determining this planning application, the Mineral/Waste/Local 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 applicant/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) (Amendment No.2) Order 2012.

Case Officer
Fay Eames

Date.....23/05/2013.....

Authorised on behalf of the Director of the Economy, Transport & Environment

.....P Chadwick.....

Date.....23/05/2013.....

Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order 2010)

Hampshire Minerals and Waste Core Strategy DPD 2007

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 be 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.

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.

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.