

**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**

**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 DC4 – Historic Heritage**

Minerals and waste development will be granted if due regard is given to the likely effects on the need to protect and safeguard sites of archaeological, historical, and architectural importance, and the settings of these sites.

**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 Principle Importance for Biodiversity, Regionally Important Geological Sites and Local Nature Reserves) shall only be permitted if the merits of development outweigh the likely impact.



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

---

**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**

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 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.

**East Hampshire District Local Plan**

**GS3**

The countryside, defined as the area outside settlement policy boundaries, will be protected for its intrinsic character and beauty. Planning permission will not be granted for development within it unless all the following criteria are met:

- a. it is necessary for farming, forestry, countryside recreation, small scale tourism or any other genuine and proven need for which a countryside location is essential;
- b. it would not harm the overall character, quality, tranquillity and appearance of the countryside;
- c. it would not harm the intrinsic local character of the landscape, sense of place or local distinctiveness; and
- d. the type and volume of traffic generated would not result in danger or inconvenience on the public highway, or harm the rural character of local roads.

Provided that:

- i. the development would not harm the overall character, quality, and appearance of the countryside, which shall be protected for its own sake; and
- ii. the type and volume of traffic generated would not harm the countryside.

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

---

**IB3**

Planning permission for industrial or business development in the countryside will not be permitted unless it is for the reasonable expansion or intensification of an established industrial or business use within an existing site, provided it would not:

- a. result in an over-intensification of use on the site;
- b. harm the character or appearance of the site or of the countryside;
- c. generate traffic of a type or amount inappropriate to rural roads or, requires improvements which would harm the character of rural roads in the area, particularly sunken lanes;
- d. harm the amenity enjoyed by occupiers of nearby properties; or
- e. lead to excessive use of the car.

