

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

Applicant: Thames Water Utilities Ltd

To install and operate an equipment kiosk, part of an upgrade at Sherfield-on-Loddon Sewage Treatment Works, Mill Lane, Sherfield-on-Loddon Hampshire RG27 0DJ (Application No. BDB/77780)

(Received: 27 February 2013)

General

The STW is located to the north of the village of Sherfield-on-Loddon, which is five miles north of Basingstoke. The STW is accessed from Mill Lane via Sherfield Road. The STW is approximately 14,125 square meters in area and comprises of substantial areas of treatment plant, machinery, tanks and buildings. Bow Brook is immediately to the west of the STW and the River Loddon is to the northwest. Mature trees and vegetation surround the STW site boundary and beyond this there is agricultural land on all sides.

Planning permission is sought for the installation and operation of an equipment kiosk as part of an upgrade at Sherfield-on-Loddon Sewage Treatment Works (STW), Mill Lane. The Environment Agency (EA) have set a new effluent quality discharge consent for this STW, thereby requiring the sewage generated by the local community to be treated to a higher standard. Consequently the primary driver of the upgrade scheme is to ensure compliance with the discharge consent set by the EA and to meet the potential rise in population in the surrounding area. In so doing a tertiary treatment needs to be introduced.

The proposed kiosk is 8.5m x 3m x 3.5m high (plan B096-A1-00681) and is to be located within the operational land. The kiosk which is to be installed on site will be glass-reinforced plastic, dark green in colour with acoustic attenuation, and installed on a concrete slab.

Further works on site are to be undertaken, these are to be delivered using Thames Water's permitted development rights, GDPO, Schedule 2 Part 16, Class A (e) (plan B096-A1-00680). The temporary construction materials storage area and site compound is permitted under the GDPO, Part 4, Class A.

Development Plan

The appropriate development plan document for consideration is the Hampshire Minerals and Waste Core Strategy (2007). The appropriate policies are DC22 (Additional Plant, Buildings and Minor Development) DC3 (Impact on Landscape and Townscape) and DC6 (Highways).

Consultations

Councillor Chapman	Has been consulted on the application, no comments received.
Basingstoke and Deane Borough Council	Have been consulted on the application, no comments received.
Environmental Health Officer	Raise no objection to the proposed kiosk as it is unlikely to have an adverse impact on nearby dwellings.
Hartley Wespall Parish Council	Have been consulted, no comments received.
Highway Authority	Raise no objection to the proposal subject to the inclusion of a condition to ensure that wheel washing takes place prior to vehicles exiting the site.

Commentary

The proposed development is in accordance with the development with no material considerations indicating otherwise. The kiosks are to be sited on an existing sewage treatment works and is considered ancillary to the existing operations on site. Consequently the land use is considered appropriate and in accordance with DC22.

The access to the site is not considered to be ideal by the Highway Authority however due to there only being a small number of vehicles associated with the installation of the kiosk and with the actual operation of the kiosk not generating any additional movements on the highway the proposal is considered acceptable as the access is safe with sufficient capacity within the site to suggest that no vehicles will be forced to wait on Sherfield Road. Therefore the proposal is in accordance with policy DC6.

The kiosk will be seen within the setting of the greater STW and will consequently not have a significant negative visual impact. In addition to this the finish of the kiosks is appropriate as they are similar to the structures/plant already on site. The character of the area will not be undermined and is therefore in accordance with DC3.

It is considered that the proposed development is deemed necessary and it will not result in any significant adverse or environmental impact. It is therefore recommended that planning permission is granted.

Recommendation

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

Reason for Approval

1. It is considered that the proposal would be in accordance with the development plan (DC22) (summary attached) and would not materially harm the character of the area (DC3) and would be acceptable in terms of highways safety and convenience (DC6).

Conditions

Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(as amended) of the Town and Country Planning Act 1990.

Plans and Particulars

2. 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.

Highways

3. 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 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.

Advice Note

1. In determining this planning application, the Waste Planning Authority has worked with the applicant in a positive and proactive manner by providing the agent with consultee responses in a timely manner. 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
Kristina King

Date...05/04/2013.....

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

.....L: McCulloch.....

Date.....05/04/2013.....

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

Policy DC22 – Additional Plant, Buildings and Minor Development

Additional plant, buildings and minor developments at active minerals and waste sites, or the exploration of minerals (except oil and gas), will be permitted provided, where appropriate, they do not extend the timescale for completion of the development, they are ancillary to the operation of the site or they provide for the co-location of complementary minerals and waste activities.

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 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.